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MARTINUS INLAND RAIL

CONSTRUCTION TRAFFIC, TRANSPORT AND ACCESS MITIGATIONS REPORT – STAGE C - WAGGA WAGGA

A2I | Albury to Illabo

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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.
CMP	Construction Monitoring Program
CSSI	Critical State Significant Infrastructure
CTTAMP	Construction Traffic, Transport, and Access Management Plan
CTTAMR	Construction Traffic, Transport, and Access Mitigations Report (this Report)
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

TERM	DEFINITION
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PIR	Preferred Infrastructure Report
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)
PTMP	Precinct Traffic Management Plan
UMM	Updated Environmental Management Measures
VMP	Vehicle Movement Plan

1 INTRODUCTION

1.1 Project overview

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas (LGAs). Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Australian Government has confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and help decarbonise the economy. Inland Rail will enhance our national freight and supply chain capabilities, connecting existing freight routes through rail, roads and ports, and supporting Australia's growth. Inland Rail is being delivered by Australian Rail Track Corporation (ARTC).

Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail. Each of these projects can be delivered and operated independently with tie-in points to the existing railway. Work south of Parkes has been prioritised, which will enable Inland Rail to initially connect to existing rail networks between Melbourne, Sydney, Perth and Adelaide via Parkes and Narromine. The Parkes to Narromine (P2N) and Narrabri to North Star Phase 1 (N2NS P1) sections are complete.

The project will enable enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway in the Albury to Illabo (A2I) section of the Inland Rail program. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

A detailed project description is provided in Section 4 of the Construction Environmental Management Plan (CEMP).

1.2 Planning context

The Inland Rail – Albury to Illabo project (the project) is declared State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project is permissible without development consent and is subject to assessment and approval by the NSW Minister for Planning and Public Spaces.

An environmental impact statement (EIS) was prepared to support ARTC's application for approval of the proposal in accordance with the requirements of the EP&A Act and the environmental assessment requirements of the Secretary of the (then) NSW Department of Planning, Industry and Environment (the SEARs) (now the Department of Planning, Housing and Infrastructure (DPHI)).

The EIS was placed on public exhibition from 17 August 2022 to 28 September 2022. During the exhibition period, interested stakeholders and members of the community were able to review the EIS online, participate in consultation and engagement activities held by ARTC, and make a written submission to the DPE for consideration in its assessment of the proposal.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provides further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited proposal that have arisen as a consequence of these further assessments and related submissions.

1.3 Approval documents

The Inland Rail – Albury to Illabo project was assessed as part of the following documents:

- 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);

Together these documents are referred to as the Environmental Approvals Documentation (EAD). Approval for the project under the EP&A Act was granted by the Minister for Planning on 8 October 2024.

1.4 Purpose

The purpose of this Construction Traffic, Transport and Access Mitigations Report (CTTAMR) is to describe how potential impacts to traffic, transport, and access impacts will be mitigated and managed during the closure of the Edmondson Street bridge and construction of Stage C of the project.

1.5 Scope of this Mitigation Report

The scope of this CTTAMR for the Stage C works within the Wagga Wagga Precinct is to address CoA E133, E134, E135, E136 and E137 by demonstrating:

- that safe pedestrian and cyclist access and routes can be provided and maintained across and around work sites during construction;
- that in circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route can be provided that complies with the relevant standards before the restriction or removal of the impacted access;
- that sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours;
- that pedestrian access can be maintained across two of the three pedestrian bridges within Wagga Wagga (Cassidy Parade Bridge, Edmondson Street Bridge, and Wagga Wagga Railway Station footbridges) at all times during the construction period;
- that a target level of service has been determined in consultation with road authorities for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes;
- that the construction traffic mitigation options meet the target level of service determined in consultation with the road authorities;
- that traffic management measures adequately manage speeds on local roads expected to experience increased traffic; and
- that mitigation measures have been developed in consultation with the road authorities.

1.5.1 Staging

The Staging Report describes how the construction and operation of the project will be staged in accordance with CoA A9, A10 and A11. A staged approach has been adopted for the project to prioritise critical activities that are reliant upon infrequent and fixed rail possessions. It overall de-risks the construction program for the project, enabling the project to be operational within the timeframe committed to by the NSW Government.

As described in the Staging Report, and in CoA E136, this CTTAMR is required to be approved by the Planning Secretary prior to construction commencing on the Edmonson Street Bridge. For this reason, the construction of the Edmonson Street Bridge would occur in Stage C of the Project.

1.6 Interactions with other management plans and strategies

This Report has the following interrelationships with other management plans and documents:

- The Construction Environmental Management Plan (CEMP) is the overarching environmental management document for the Project. All Sub-plans and associated documents such as the CTTAMR (this report), form part of the CEMP and its framework;
- The Construction Traffic, Transport, and Access Management Plan (CTTAMP) is a parent document to this sub-plan
- The Precinct Traffic Management Plans (PTMPs) document the Temporary Traffic Management arrangements and Construction Access Routes proposed during Stage C works within each LGA/Precinct;
- The Construction Noise and Vibration Management Sub-plan (CNVMP) addresses (amongst other things) noise impacts associated with construction traffic on surrounding areas;
- The Construction Soil and Water Management Sub-plan (CSWMP) addresses soil, erosion and water quality impacts associated with site access points and construction roads;
- The Sustainability Management Plan (SuMP) considers temporary construction diversions and lighting designed to meet CPTED guidance;
- Community Communication Strategy (CCS) which details procedures and processes for community notification, consultation and complaints management.

1.7 Consultation

1.7.1 Consultation for this Report

In accordance with CoA E137, this CTTAMR has been prepared in consultation with Transport for NSW (Transport) and Wagga Wagga City Council (WWCC).

The consultation report prepared for this Report in accordance with CoA A8 outlines the feedback provided, and where stakeholders' responses have been addressed in this Report. Table 2 summarises consultation undertaken and outlines how stakeholders' responses have been addressed.

TABLE 2: CONSULTATION SUMMARY

Meeting/Workshop	Dates	Stakeholder in attendance	Frequency
Stage C Traffic Mitigation Meeting	February 2025	Wagga Wagga City Council	As required.
Stage C Traffic Mitigation Meeting	March 2025	Transport	As required.
Stage C Traffic Mitigation Workshops	May 2025 June 2025 July 2025 August 2025 September 2025	Transport Wagga Wagga City Council DPHI (on occasion)	As required.
Local Emergency Management Committee (LEMC) Meeting	November 2024 May 2025 August 2025	NSW Police NSW Ambulance NSW Fire and Rescue Wagga Wagga City Council	Quarterly
Local Rescue Committee (LRC)	May 2025 September 2025 October 2025	NSW Police NSW Ambulance NSW Fire and Rescue Wagga Wagga City Council	Monthly from September
Murrumbidgee Local Health District (MLHD)	May 2025	MLHD Wagga Wagga Base Hospital	Monthly through meeting with WWBH
Wagga Wagga Base Hospital Executive	June 2025 August 2025	WWBH Executives Nursing Unit Managers Representative from MLHD	Monthly from August
Wagga Wagga Impacted Schools: · South Wagga Public · Kildare Catholic College · Wagga Wagga High School	Monthly since November 2024	School representatives	Monthly

1.7.2 Ongoing consultation during construction

Ongoing consultation between Martinus Rail, IR/ARTC, other construction projects, stakeholders, the community and relevant agencies regarding the management of traffic, transport, and access impacts on the environment will be undertaken during the construction of the project as required.

The process for consultation is described in the Community Communications Strategy (CCS).

Ongoing consultation related to traffic, transport, and access will include consultation for, but not be limited to:

- Consultation with affected businesses and properties where pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties cannot be maintained. In accordance with CoA E143; alternative pedestrian and vehicular access, and parking arrangements will be developed in consultation with affected businesses and implemented before the disruption;
- Consultation with Transport for NSW, relevant councils (Wagga Wagga City Council) and bus operators regarding bus stop closures and/or relocations in accordance with UMM TT3;
- Notification of any changes in traffic conditions on roads or paths to road users, emergency services, public transport operators, and other relevant stakeholders in accordance with UMM TT4. Notifications to also be shared externally within print and social media (Inland Rail's website)
- Martinus Rail will provide updates for inclusion in the Inland Rail quarterly newsletter, detailing key project information and notifying subscribers of any changes affecting both pedestrian and road users. The newsletter is distributed externally by Inland Rail to all subscribers.
- Consultation with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours in accordance with CoA E135.
- Consultation will be conducted prior to any Out-of-Hours Works (OOHW) with both moderately and highly impacted receivers, as identified in the relevant Construction Noise & Vibration Impact Statements (CNVIS). Mitigation measures, including respite or alternative accommodation, are to be provided as necessary.
- Martinus Rail will ensure that a Community Information Line (1800 732 761) is staffed by an on-call representative throughout the construction phase of the project. A suitably qualified team member will be available 24/7 via phone during Out-of-Hours Works (OOHW) works. This contact number and email address will be included in all project notifications.
- Martinus Rail will adopt the requirements of the Complaints Management System, including reporting requirements, detailed in the CCS, as summarised in the CEMP.

2 ENVIRONMENTAL REQUIREMENTS

2.1 Legislation

Legislation and regulations relevant to traffic, transport, and access management includes:

- Roads Act 1993;
- Road Transport Act 2013;
- Transport Administration Act 1988;
- Local Government Act 2013;
- Environmental Planning and Assessment Act 1979 (EP&A Act);
- Heavy Vehicle (Adoption of National Law) Act 2013;
- Work Health and Safety Act 2011.

A register of legal requirements for the project is contained in Appendix A1 of the CEMP.

2.2 Guidelines and standards

This Construction Traffic, Transport and Access Mitigations Report (CTTAMR) is a subplan to the project wide Construction Traffic, Transport, and Access Management Plan (CTTAMP) – Stage C 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 C 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 & Cycling (Department of Infrastructure, Planning & Natural Resources (DIPNR), 2004);
- Construction of New Level Crossing Policy (Transport, 2017a);
- Future Transport Strategy 2056 (Transport, 2018a);
- 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 to Australian Standards, Austroads and Technical Directions

2.3 Minister's Conditions of Approval

The requirements of the CoA relevant to the development of this Report are shown in Table 3. These are defined as primary CoA and are specifically related to the development of this Report. Secondary CoA relevant to, but not specific to the development of this Report, have been listed in Appendix A.

A cross reference is also included to indicate where the CoA is addressed in this Plan or other project management document.

TABLE 3: PRIMARY COA RELEVANT TO THIS PLAN

NO.	REQUIREMENT	WHERE ADDRESSED
E136	Prior to construction of the Edmondson Street bridge in Wagga Wagga: (a) a target level of service must be determined in consultation with roads authority, Council and TfNSW for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes; (b) construction traffic mitigation options must be proposed to meet the target level of service in (a) and their performance analysed using traffic modelling; (c) traffic management measures must be proposed to manage speeds on local roads expected to experience increased traffic; and (d) mitigation measures must be developed in consultation with the roads authority, Council and TfNSW.	Section 1.7, 5, 6 and 7
E137	Mitigation measures determined in accordance with Condition E136 and the results of consultation with the roads authority, Council and TfNSW must be included in a Wagga Wagga Construction Traffic, Transport and Access Mitigation Report. The Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga. All mitigation measures identified to manage traffic in the approved Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be implemented prior to construction in Wagga Wagga. Performance of the installed mitigations must be analysed in the required Construction Traffic Monitoring Program required by Condition C27.	Section 1.7, 5, 6 and 7

2.4 Updated Management Measures

There are no primary UMMs related to the preparation of this CTTAMR. Secondary UMMs are listed in Appendix A. A cross-reference is also included to indicate where the UMM is addressed in this Plan for other project management documents.

3 EXISTING ENVIRONMENT - STAGE C

The following section summarises the existing traffic, transport and access activities within and adjacent to Stage C areas of the project. The key reference documents include:

- Chapter 9 of the EIS (Transport and Traffic);
- Technical Paper 1 of the EIS (Transport and Traffic);
- Appendix C of the PIR (Traffic and Transport);
- Appendix D of the PIR RtS (Traffic and Transport).

3.1 State and Regional Roads

The key State and Regional roads in the study area that provide access to enhancement sites within Wagga Wagga include:

- The Sturt Highway, a national highway between Adelaide and the Hume Highway near Tarcutta, passes east to west through Wagga Wagga and provides a continuation of the Olympic Highway on the western extremities of Wagga Wagga.
- The Olympic Highway, a main road that passes north to south on the western extremities of Wagga Wagga, connects the Hume Highway near Table Top to the Mid-Western Highway in Cowra

  Holbrook Road/Bourke Street/Docker Street, a north to south regional road that connects Holbrook to Wagga Wagga at the Sturt Highway near the Wagga Wagga Base Hospital.

FIGURE 1: STATE, REGIONAL AND LOCAL ROADS

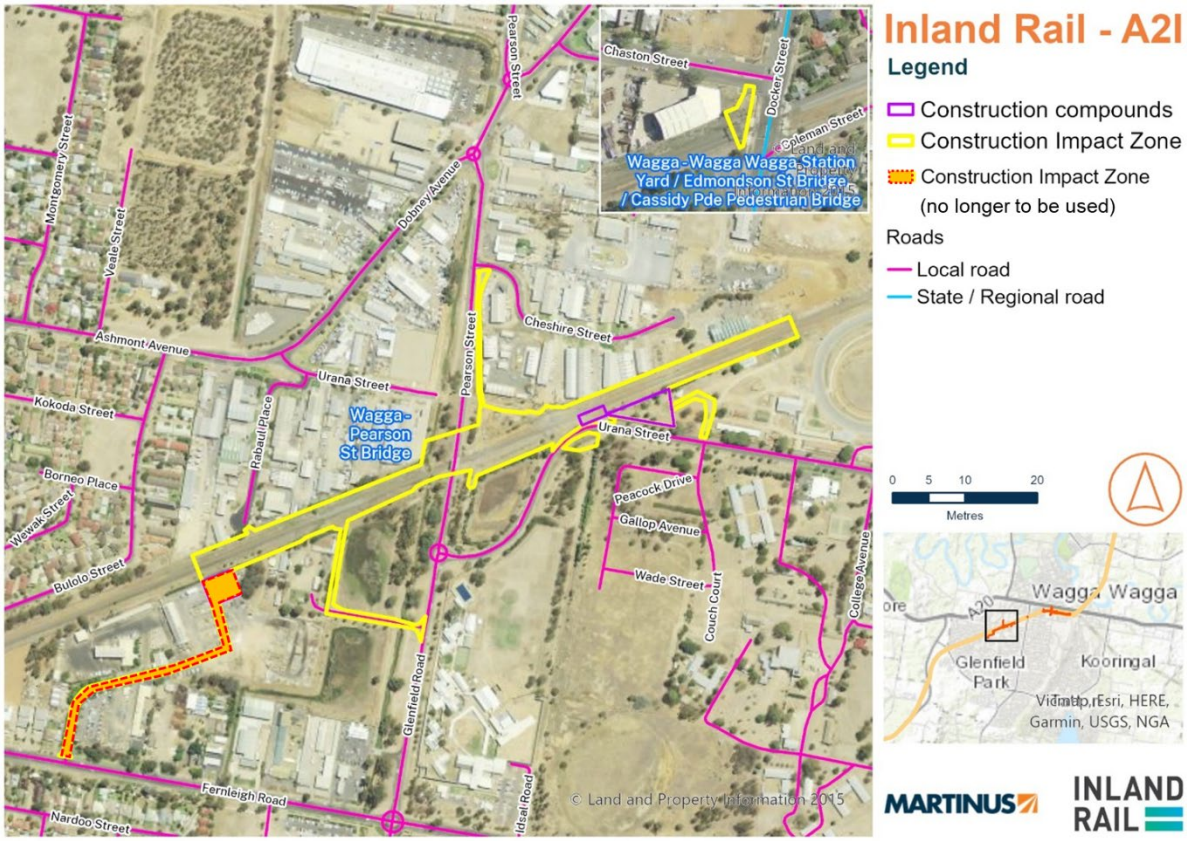


FIGURE 2: STATE REGIONAL AND LOCAL ROADS PEARSON ST BRIDGE

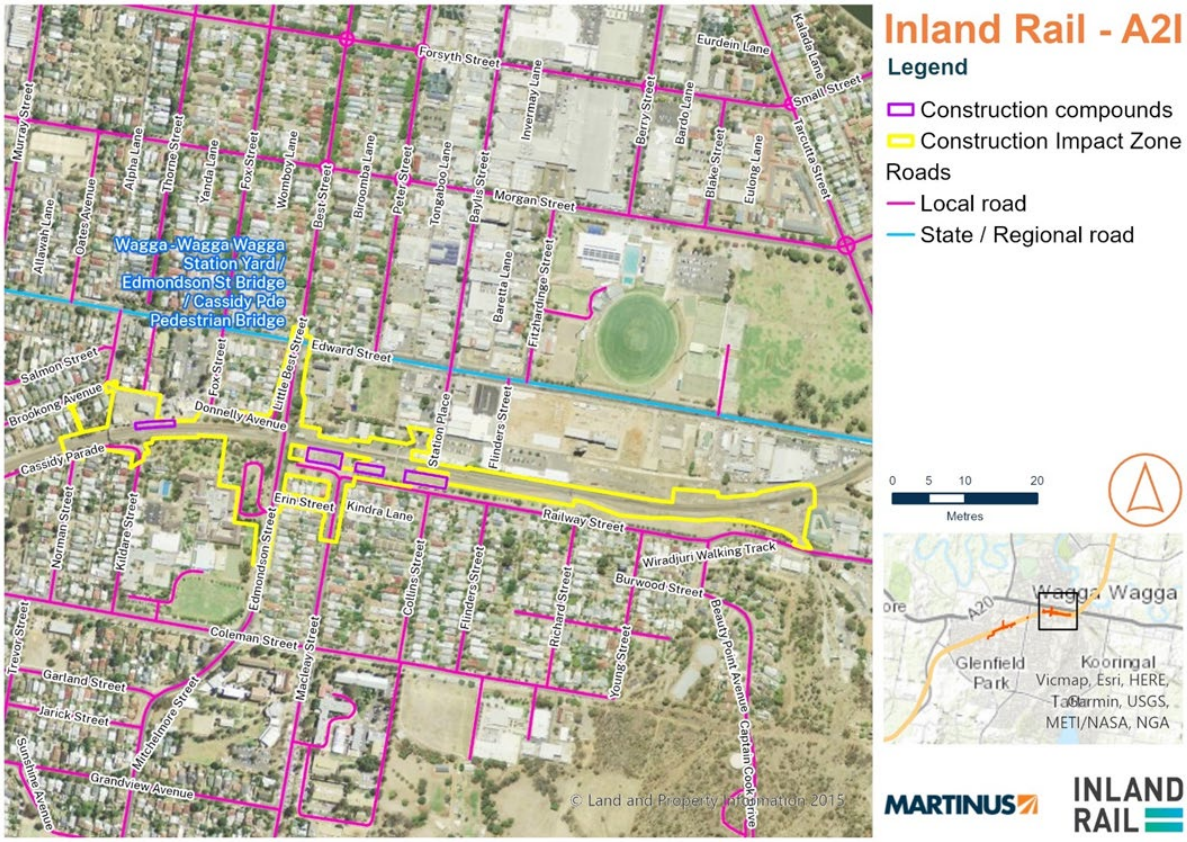


FIGURE 3: STATE, REGIONAL AND LOCAL ROADS WAGGA WAGGA STATION AND SURROUNDS

3.2 Rail

The existing rail corridor between Albury and Illabo is part of the Main South Line, which runs from Albury, in a north–east direction, through Illabo to Cootamundra where it continues to Goulburn, Mittagong and Sydney. The line is a double non-electrified track along the Mittagong to Junee section, after which it becomes a single track to Albury. The Main South Line continues north-east from Illabo through the Bethungra Spiral to Cootamundra and continues to Sydney.

Two operating freight lines connect to the Albury to Illabo section of the rail line. The Junee to Griffith freight line connects to the Main South Line at Junee station, and The Rock to Boree Creek grain rail line connects to the Main South Line at The Rock station.

Freight services

The Main South Line is in operation 24 hours a day, 7 days a week. Grain/goods freight trains operate on an as needs basis along the corridor. The average number of freight train movements (both directions) between Albury and Junee is 12 trains per day. The section of rail line between Junee and Illabo also supports an average of 12 freight trains per day.

Passenger services

There is one operating passenger station located along this section of the Main South Line that are within the Wagga Wagga precinct of the Project that relate to Stage C including:

- Wagga Wagga precinct—Wagga Wagga Station

There are two stations within the Wagga Wagga precinct along this section of corridor that have been closed. This includes Uranquinty and Bomen.

NSW TrainLink operates two passenger services a day in each direction, between Sydney and Melbourne, along the Main South Line. Six Victorian train services (V-Line) terminate or leave at Albury daily.

3.3 Heavy vehicle route restriction

Existing heavy vehicle routes for the Wagga Wagga precinct in Stage C were presented in Table 9-1 of the EIS. This table has been replicated below as Table 4.

TABLE 4: EXISTING HEAVY VEHICLE ROUTES

PRECINCT	HEAVY VEHICLE ROUTES (CLASSIFICATION)	
Wagga Wagga	▪ Olympic Highway – State Road ▪ Pearson Street - Local Road ▪ Cheshire Street – Local Road ▪ Fernleigh Road – Local Road	▪ Sturt Highway – State Road ▪ Fox Street – Local Road ▪ Byrnes Road – Local Road ▪ Pomeroy Drive – Local Road

Notes:

1. All State roads are classified
2. All Local roads are unclassified

3.4 Public transport

Buses provide the primary public transport service in the Wagga Wagga precinct project area. Bus services provided within Wagga Wagga precinct in Stage C have been summarised in Table 5.

TABLE 5: SUMMARY OF BUS SERVICES IN THE WAGGA WAGGA PRECINCT

PRECINCT	BUS SERVICES
Wagga Wagga	No bus routes operate for the Uranquinty Yard clearances or Bomen Yard clearances enhancement sites. Public bus services are primarily operated by Busabout in collaboration with Transport. A bus interchange operates at Station Place for Wagga Station for the TrainLink service. There are numerous bus routes and stops relevant to the project.

3.5 Active transport

A summary of the existing active transport options within the Wagga Wagga precinct in Stage C are presented in Table 6.

TABLE 6: SUMMARY OF ACTIVE TRANSPORT OPTIONS WITHIN WAGGA WAGGA PRECINCT – STAGE C

PRECINCT	ACTIVE TRANSPORT OPTIONS

Wagga Wagga	▪ There are a number of shared use and dedicated bicycle paths located in Wagga Wagga. In all areas the existing road lanes or shoulders may be used by cyclists;
	▪ Footpaths are present on most roads within the urban area of the Wagga Wagga precinct and pedestrian crossings are provided at most signalised intersections, and many un-signalised intersections;
	▪ There are also several opportunities to cross the rail line at grade separated and level crossings and pedestrian overpasses as detailed below:
	  ▪ Yarragundry Street (Uranquinty) - Railway Level Crossing;
	  ▪ Fernleigh Road - Railway Level Crossing;
	  ▪ Pearson Street - Grade-separated – road over rail;
	  ▪ Bourke/Docker Street - Railway Level Crossing;
	  ▪ Cassidy Parade – Pedestrian/Cycling Overpass;
	  ▪ Edmondson Street - Grade-separated – road over rail;
	  ▪ Wagga Wagga Station pedestrian bridge – Pedestrian overpass;
	  ▪ Edward Street - Rail bridge over road/footpath.
	▪ Stakeholder engagement with the community has revealed Wagga Wagga Station pedestrian bridge connecting to Railway Street and Edmondson Street pedestrian path is particularly important to the community.

4 ENVIRONMENTAL ASPECTS AND IMPACTS

The following section summarises the existing traffic, transport and access activities within and adjacent to Stage C areas of the project. The key reference documents include:

- Chapter 9 of the EIS (Transport and Traffic);
- Technical Paper 1 of the EIS (Transport and Traffic);
- Appendix C of the PIR (Traffic and Transport);
- Appendix D of the PIR RtS (Traffic and Transport).

The assessment identified that during construction, Stage C of the project may affect the surrounding road network due to:

- Increase in heavy and light vehicle movements on access routes;
- Increase in traffic on surrounding roads that are not access routes due to the overall increase in access into the town(s) with workers;
- Transport of heavy, oversize and overmass vehicles;
- Acceleration and deceleration of heavy vehicles;
- Surface roadworks requiring temporary traffic, cyclist and/or pedestrian diversions, road occupation and temporary road closures;
- Temporary changes to speed limits.

4.1 Traffic generating activities

Potential traffic and transport impacts attributable to Stage C works may include:

- Increased heavy vehicle volumes and associated impacts, including road deterioration and impacts to motorists;
- Potential interaction with pedestrians and cyclists when the haulage route forms part of the main street through the town;
- Increased light vehicle volumes associated with workforce travel;
- Regional rail activities;
- Short term road closures and/or traffic restrictions and delays during the transport of oversize and heavy loads;
- Short term restrictions for properties.

The anticipated construction vehicle numbers for Stage C are outlined in Table 7. These numbers are indicative and will be confirmed within the Precinct Traffic Management Plan (PTMP).

TABLE 7 STAGE C CONSTRUCTION VEHICLE NUMBERS

ENHANCEMENT SITES	VEHICLE TYPE	EAD PEAK HOUR MOVEMENTS (MAXIMUM ONE-WAY MOVEMENTS PER PEAK HOUR)
Pearson Street bridge	Light vehicles	33
	Heavy vehicles	3
Cassidy Parade pedestrian/cycling bridge	Light vehicles	13
	Heavy vehicles	3
Edmondson Street bridge	Light vehicles	20
	Heavy vehicles	5

4.2 Intersection performance

Traffic intersection performance analysis has been undertaken to determine the potential impacts of construction traffic at key intersections in each precinct. During Stage C intersection performance within Wagga Wagga will be impacted. All modelled intersections have been analysed within Section 6 with network management and mitigation measures outlined to enable to the network to operate with an acceptable Level of Service (LoS).

Further interrogation and analyse of the modelled LoS presented in the EAD, particularly EIS Technical Paper 1 (Transport and Traffic), PIR Appendix C Traffic and Transport, and PIR RtS Appendix D Traffic and Transport has been utilised during the development of the network management and mitigation measures outlined within Section 5.

4.3 Construction routes, access and parking

4.3.1 Construction routes and access

Temporary access tracks from public roads to construction compounds would be established, where required, for the duration of construction. All connections to public roads would be designed to the appropriate standard and would be approved by the appropriate road authority, where required. Where appropriate, temporary connections to public roads and temporary tracks would be removed when the access is no longer required. Construction routes and access points identified for Wagga Wagga Stage C enhancement sites in Table 8 and are shown in Figure 4 and Figure 5. These routes and access points will be further detailed in the PTMP.

TABLE 8: CONSTRUCTION ROUTES AND ACCESS – STAGE C

Precinct	Enhancement site	Construction access arrangements
Wagga Wagga Precinct	Pearson Street bridge	Access to the rail corridor from the north will be via an internal access road from Cheshire Street (unclassified Local Road). Access to the rail corridor from the south will be via Urana Street (unclassified Local Road). Other roads that will be used include the Sturt Highway and Olympic Highway (classified State Roads), Bourke Street/Docker Street (classified Regional Road), Pearson Street, Glenfield Road, Chaston Street, Kooringal Road, Vincent Road, Kyeamba Avenue, Mitchell Road, Ashfords Road, Copland Street, Tasman Road, Eunony Bridge Road, Byrnes Road and Pomeroy Drive, Lake Albert Road (unclassified Local Roads).
	Cassidy Parade pedestrian/cycling bridge	Access to the rail corridor from the north will be via Donnelly Avenue/Fox Street and Brookong Avenue (unclassified Local Road). Access to the rail corridor from the south will be via Cassidy Parade (unclassified Local Road). Other roads that will be used include the Sturt Highway and Olympic Highway (classified State Roads), Bourke Street/Docker Street (classified Regional Road), Murray Street, Norman Street and Kildare Street, Edmondson Street, Coleman Street, Erin Street, MacLeay Street, Railway Street, Lake Albert Road, Wooden Street, Trevor Street, Kooringal Road, Vincent Road, Kyeamba Avenue, Mitchell Road, Ashfords Road, Copland Street, Tasman Road, Eunony Bridge Road, Byrnes Road and Pomeroy Drive (unclassified Local Roads).
	Edmondson Street bridge and Wagga Wagga Station	Access to the rail corridor from the north would be via Edmondson Street, Donnelly Street and Station Place (unclassified Local Roads). Access to the rail corridor from the south would be via Edmondson Street and Railway Street (unclassified Local Roads). Other roads that will be used include the Sturt Highway and Olympic Highway (classified State Roads), Bourke Street/Docker Street (classified Regional Road), Edmondson Street, Coleman Street, Erin Street, MacLeay Street, Railway Street, Lake Albert Road, Wooden Street, Trevor Street, Kooringal Road, Vincent Road, Kyeamba Avenue, Mitchell Road, Ashfords Road, Copland Street, Tasman Road, Eunony Bridge Road, Byrnes Road and Pomeroy Drive (unclassified Local Roads).

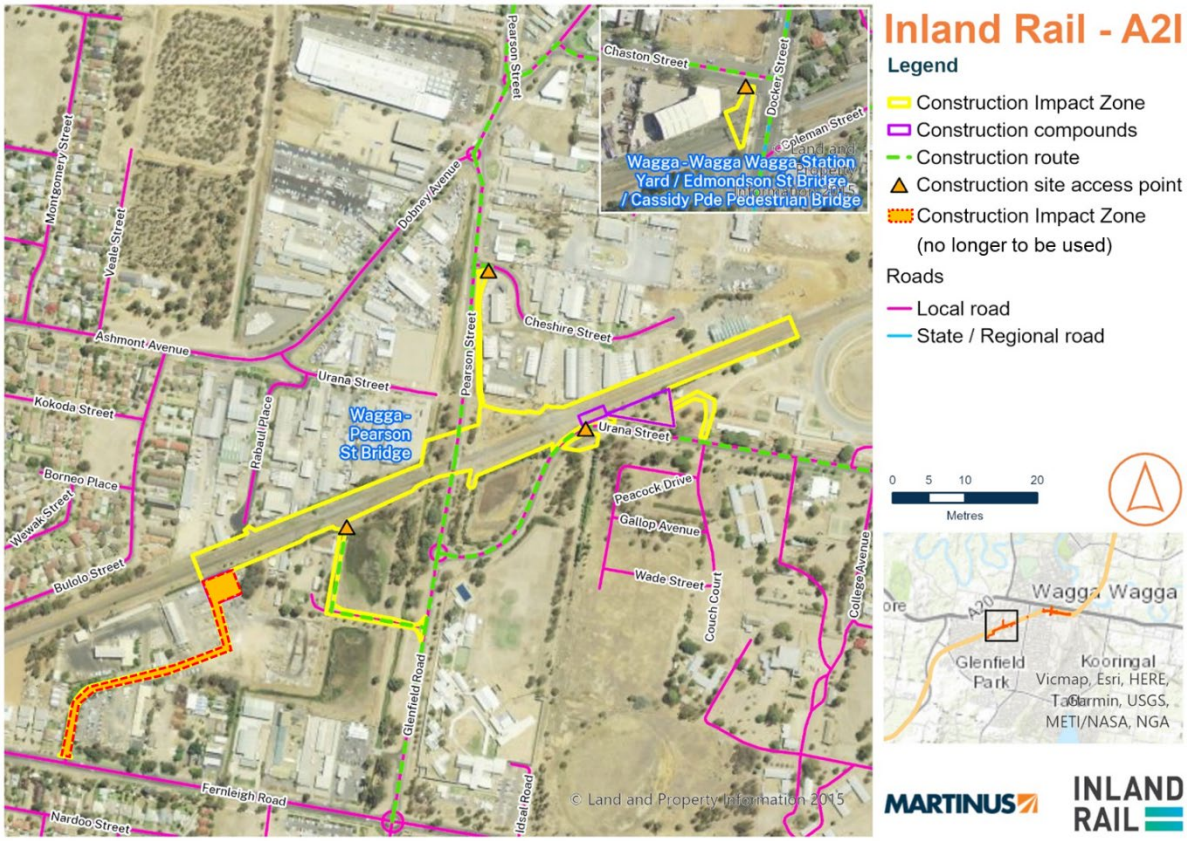


FIGURE 4: PEARSON STREET BRIDGE CONSTRUCTION ROUTES

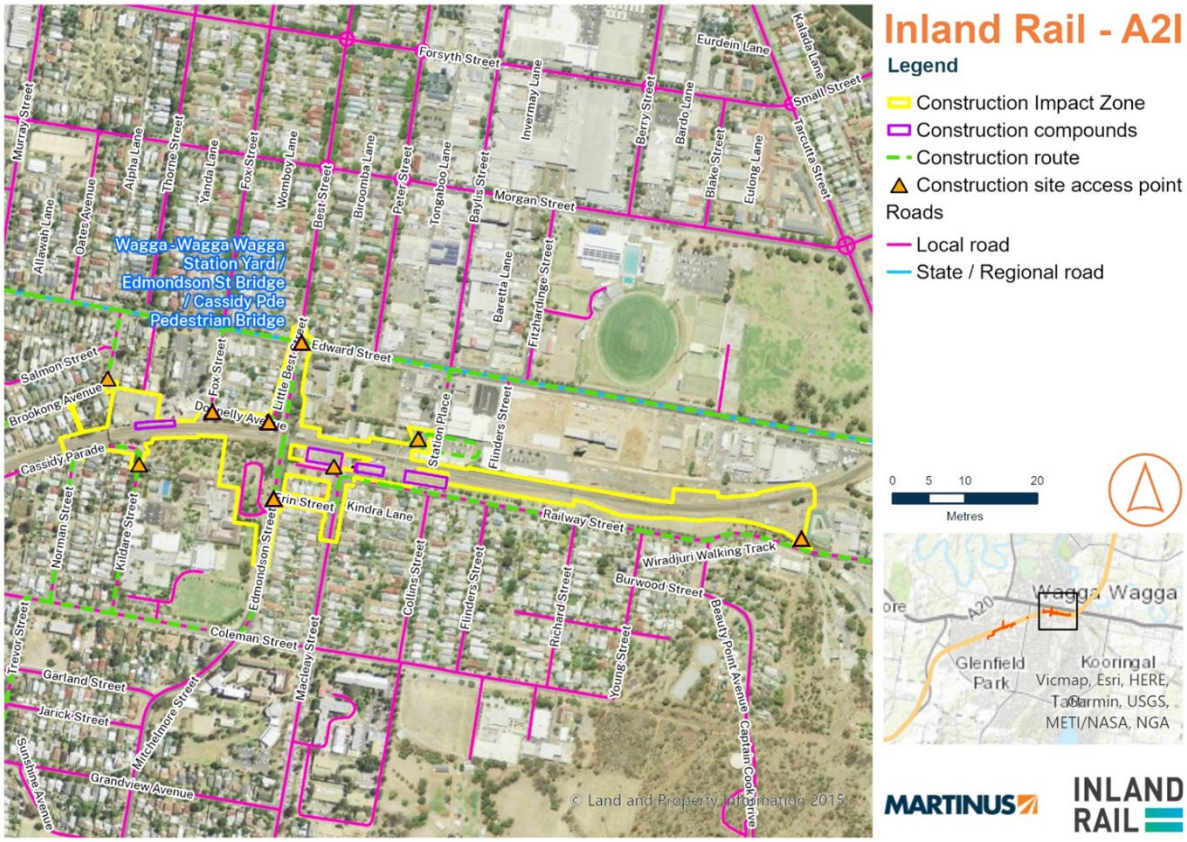


FIGURE 5: WAGGA WAGGA AND SURROUNDS CONSTRUCTION ROUTES

4.3.2 Parking

Parking for construction workers and laydown areas for unloading of heavy vehicles would generally be provided within the enhancement sites and would not impact existing parking facilities unless they are co-located within these areas. During rail possessions, when the number of workers would likely peak, there may be a need for temporary use of on-street and roadside parking due to traffic control and the increase of heavy vehicles on the local road network, which would be managed in line with the PTMP.

The potential parking impacts identified in the EAD for each enhancement site have been summarised within Table 9 and will be confirmed within the PTMPs.

Where parking spaces are expected to be affected by the project, impacts are anticipated to be minimal as it is considered that there would be sufficient capacity to absorb the temporary loss of parking. The construction workforce will comprise construction personnel, subcontractors, engineers, and functional and administrative staff.

TABLE 9: SUMMARY OF ANTICIPATED PARKING ARRANGEMENTS

Enhancement sites	Vehicle type	Parking impacts
Wagga Wagga and surrounds	Light vehicles and Heavy vehicles	Some impacts to parking are anticipated around the enhancement sites in the Wagga Wagga precinct. During the closure of Edmondson Street, existing school drop-off areas on Edmondson Street adjacent to Kildare Catholic College would remain viable as parents would be able to drop off their children, controlled by onsite traffic management. Access to the Mount Erin Heritage Centre car park would be maintained during construction. Parking on Edmondson Street between Edward Street and Erin Street is largely restricted and, therefore, the Edmondson Street closure would have minimal impact in this area. The closure of Erin Street would remove two kerbside parking spaces on Erin Street for the duration of construction. Informal parking on the verge of the eastern side and kerbside parking on the western side of Little Best Street, within the enhancement site, would also be restricted during this period. In both locations, the surrounding residential areas are predominantly low-density housing with off-street parking available. A review of aerial imagery of the area suggests that demand for on-street parking is relatively low in the surrounding streets as most residences have off-street parking in the area; therefore, there is low demand for parking and there is kerbside parking capacity to absorb the minor temporary parking losses. Access to parking for the Multicultural Council of Wagga Wagga, located adjacent to the Wagga Wagga Station, would be impacted for approximately two days for lifting of construction materials during the replacement of the pedestrian bridge. Off-street parking in Wagga Wagga Station would not be impacted; however, traffic management would be in place for road users entering and exiting the carpark. Parking may also be impacted as a result of the outcomes of the Wagga Wagga Traffic, Transport and Access Mitigation Report. Where this is required, any temporary parking removal would be agreed upon in consultation with Wagga Wagga City Council and TfNSW and be managed in accordance with the PTMP. Any minor impacts to parking due to traffic control or site accesses on the local road network would be managed in line with the PTMP).

4.4 Public transport services

The EAD includes a summary of the potential impacts to public transport services. These impacts have been included in Table 10.

TABLE 10 IMPACTS TO PUBLIC TRANSPORT SERVICES

Precinct	Road	Rail
Wagga Wagga	Changes in the operation of bus services within the Wagga Wagga precinct are required during the Edmondson Street bridge closure. Bus services using Edmondson Street would require re-routing, resulting in delays to travel times. Bus stops on Coleman Street, and Railway Street require temporary expansion via parking striction to increase storage capacity (refer to Section 5.3.6).	Construction of the project requiring disruption to the operation of the rail network would occur during scheduled possession periods, which occur as part of the existing operation of the rail network; as such, no impacts to passenger rail services are anticipated from the project. Disruption to commuter access to Wagga Wagga Station would occur through delays due to: ▪ performance of the road network ▪ closure and diversion of active transport routes ▪ general construction activities and traffic management in Wagga Wagga Station. These impacts are considered further in relevant sections.

Where construction works associated with the proposal result in delays to the road network, corresponding delays to public transport services operating along these routes are also expected. Notably, for public transport services that travel between multiple enhancement sites and precincts, cumulative delays may be experienced.

During scheduled rail possessions, passenger trains would likely be replaced by buses/coaches at the discretion of the service operator. Access to public transport would be sustained at all times during construction. Consultation with the community, including educational facilities, would inform the location of any bus stop adjustments and diversion routes required.

4.5 Pedestrian and cyclist access

A summary of pedestrian and cyclist impacts is provided in Table 11.

TABLE 11: SUMMARY OF ANTICIPATED PEDESTRIAN AND CYCLIST IMPACTS - STAGE C

Enhancement site	Pedestrian and cyclist impacts
Wagga Wagga Precinct	Provision of infrastructure for active transport in the vicinity of the Uranquinty and Bomen Yard Clearance enhancement sites is minimal, and given the surrounding land uses, the demand for cycling and pedestrian travel in the area is likely to be low. Footpaths are provided on key roads in the vicinity of the enhancement sites with minimal provision of dedicated cycling infrastructure on key roads. Although there would be increased traffic from construction vehicles in the vicinity of these enhancement sites, there is expected to be a minimal impact on active transport movements as there is no change in LOS expected as a result of construction generated traffic. There may be minor disruptions to cyclists using roads near access points to these enhancement sites as a result of reduced speed limits and traffic management. It is noted that during the Edmondson Street bridge closure, additional traffic would be diverted to the surrounding road network impacting the LOS of road links and intersections. These impacts, although expected to be minimal to active transport movements, would be managed in accordance with the PTMP. The closures of the Wagga Wagga Station pedestrian bridge (Mothers Bridge), Cassidy Parade pedestrian/cycling bridge, and Edmondson Street bridge would impact active transport connectivity to transport facilities (bus stops and the Wagga Wagga Railway Station) and land uses in the surrounding area. The additional distance and travel time to

<table>
<tr><th>Enhancement site</th><th>Pedestrian and cyclist impacts</th></tr>
<tr><td></td><td>cross the rail line during the construction of each of the bridges is shown in the table below.
<table>
<tr><th>Existing crossing point</th><th>New crossing point</th><th>Distance/time</th></tr>
<tr><td rowspan="2">Cassidy Parade pedestrian/cycling bridge</td><td>Edmondson Street bridge</td><td>Walking: 1.5km / 20 minutes
Cycling: 1.5km / 6 minutes</td></tr>
<tr><td>Bourke/Docker Street level crossing</td><td>Walking: 1.5km / 23 minutes
Cycling: 1.5km / 7 minutes</td></tr>
<tr><td rowspan="2">Edmondson Street bridge</td><td>Cassidy Parade pedestrian/cycling bridge</td><td>Walking: 1.6km / 20 minutes
Cycling: 1.6km / 7 minutes</td></tr>
<tr><td>Wagga Wagga Station pedestrian bridge</td><td>Walking: 850m / 10 minutes
Cycling: 850m / 3 minutes</td></tr>
<tr><td>Wagga Wagga Station pedestrian bridge</td><td>Edmondson Street bridge</td><td>Walking: 850m / 10 minutes
Cycling: 850m / 3 minutes</td></tr>
</table>
The distances reflect a trip to reach each side of a closed bridge via the nearest rail crossing and represent a worst-case scenario for active transport impact as actual distance would vary by individual origin and destination. Paved pedestrian footpaths provide full connectivity between each of the crossing points shown in the table.
The Edmondson Street bridge, Wagga Wagga Station pedestrian bridge (Mothers Bridge), and Cassidy Parade pedestrian/cycling bridge closures are not scheduled to all close simultaneously, so pedestrian connectivity is maintained in this area via at least two of these three bridges, throughout the construction activities in the Wagga Wagga Station and surrounds enhancement sites. During the closure of the Cassidy Parade pedestrian/cycling bridge, diversion via the Bourke/Docker Street level crossing would also be possible.
Of the schools within a reasonable distance for children to travel to school via active transport, potential impacts to the active transport are expected to be minor and short term as detours have been identified to maintain connectivity and public transport services are available.</td></tr>
</table>

Should the development of the detailed design and further construction planning identify that construction will result in long-term disruptions to pedestrian and cyclist access during the construction of the Project, this impact along with the required management and mitigation will be discussed with TfNSW and local council representatives, and reasonable alternatives will be investigated and provided where feasible to mitigate any impacts to local communities.

These impacts would be managed in accordance with the measures outlined in Section 6.8 of the CTTAMP.

4.6 Property access

A summary of property access impacts for each precinct is provided in Table 12.

TABLE 12: SUMMARY OF ANTICIPATED PROPERTY ACCESS IMPACTS - STAGE C

Precinct	Pedestrian and cyclist impacts
Wagga Wagga Precinct	The project will utilise the Mount Erin Heritage Centre driveway off Edmondson Street for access to the Edmondson Street bridge enhancement site. Access to the Mount Erin Heritage Centre would be maintained through the duration of construction; however, some disruption may occur at times and traffic management would be in place.

Precinct	Pedestrian and cyclist impacts
	The driveway of one residential property located on Erin Street and accessed via Railway Street would be impacted; however, it is expected that this would be intermittent in response to construction activities and alternative arrangements for access would be provided for the duration of construction. The driveway from Station Place that gives access to the Multicultural Council of Wagga Wagga would be used for construction activities and would require temporary closure as the new pedestrian bridge is lifted into place during a scheduled rail possession. Pedestrian access to the Multicultural Council of Wagga Wagga would be maintained under escort during this time. Although there may be some minor, temporary disruptions, property access will be maintained for the duration of the construction activities for other sites in the Wagga Wagga precinct.

Where other impacts are identified during delivery, these impacts would be managed in accordance with the measures outlined in Section 6.8 of the CTTAMP and the further details outlined in line with the PTMP.

4.7 Emergency vehicle access

A summary of the predicted impact to emergency vehicle access identified in the EAD is contained in Table 13.

TABLE 13 EAD EMERGENCY VEHICLE IMPACTS

Precinct	Emergency vehicle access impacts
Wagga Wagga Precinct	Construction of the proposal would result in temporary impacts to traffic and an increase in vehicle movements on the road network. As shown in the link and intersection performance assessments, there is no significant impact to the performance of the road network due to the construction generated traffic within the Wagga precinct except for the Edmondson Street bridge diversions. There is not expected to be a significant impact to emergency vehicle movements for the following enhancement areas: ▪ Uranquinty Yard clearances ▪ Pearson Street bridge ▪ Cassidy Parade pedestrian/cycling bridge ▪ Wagga Wagga Station pedestrian bridge ▪ Wagga Wagga Yard clearances ▪ Bomen Yard clearances. As a result of the closure of the Edmondson Street bridge and the increase in vehicle movements on the diversionary route, emergency vehicles may incur some additional travel time. This CTTAMR has been developed in consultation with TfNSW, Wagga Wagga City Council, and Local Emergency Management Committee and has proposed mitigations to effectively manage any impacts to emergency vehicles seeking to use roads in the vicinity of the enhancement sites or diversion routes, particularly the Bourke Street/Docker Street corridor which provides direct access to the Wagga Wagga Base Hospital and surrounding medical precinct.

5 NETWORK MANAGEMENT AND MITIGATIONS MEASURES

The network management and mitigation measures adopt a context sensitive approach to achieve the network operation objectives outlined in Section 5.2, particularly during peak network demand at key intersections during the closure of the Edmondson Street Bridge. This approach has been developed to define measurable performance benchmarks and to clarify the desired outcomes for the network during the closure period of about 18 months.

5.1 Integrated Approach to Network Management and Mitigation Measures

Our integrated approach for network management and mitigation measures can be expressed in seven phases, as shown in Figure 6. The process begins with expressing network operation objectives, which have been developed by considering thresholds outlined by Transport for NSW and further refined in collaboration with Transport for NSW, Wagga Wagga City Council and further consultation with key stakeholders.

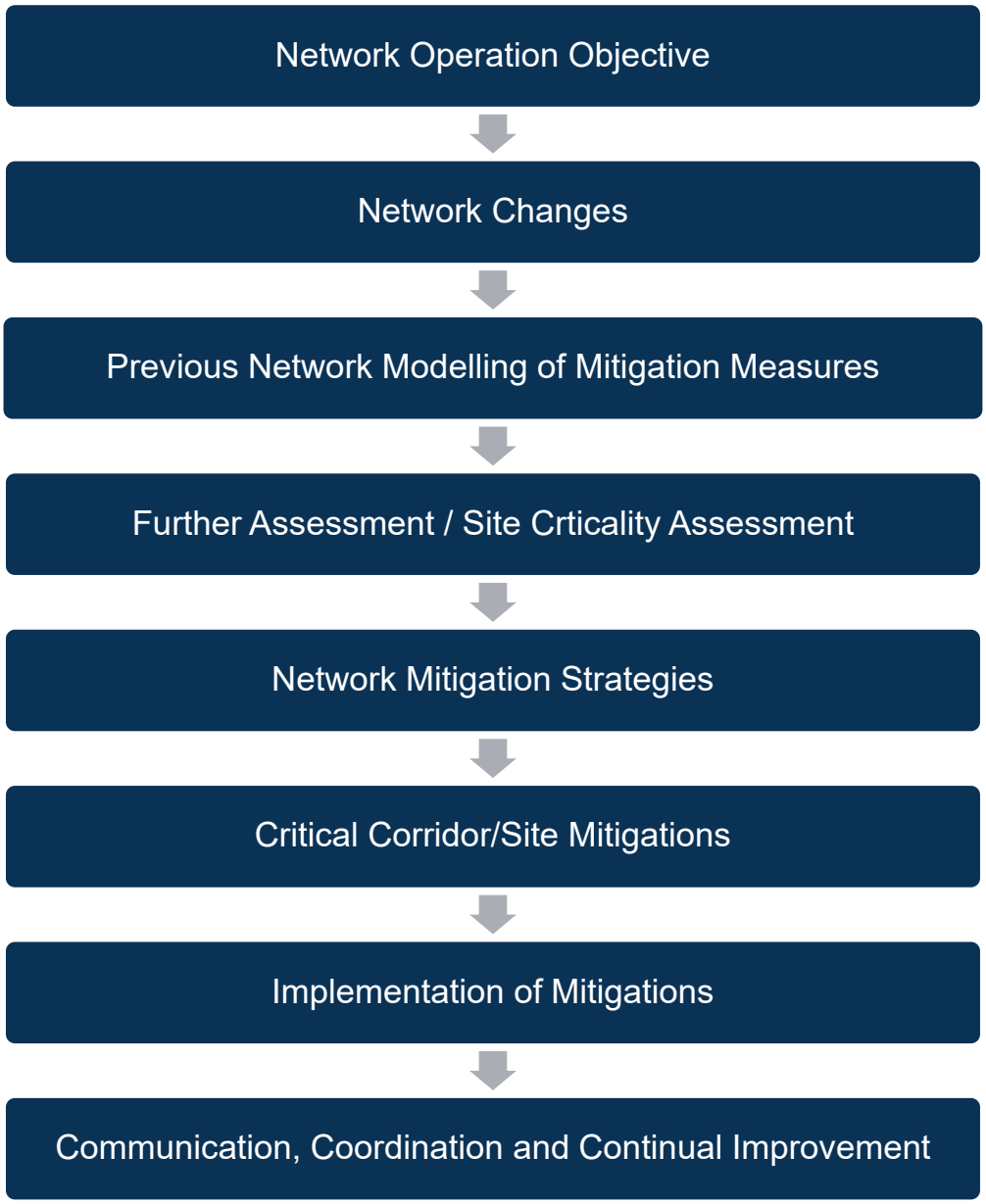


FIGURE 6: INTEGRATED APPROACH TO NETWORK MANAGEMENT AND MITIGATION MEASURES

5.2 Network Operation Objectives

The network operation objectives and target level of service have been established in alignment with the Minister's Conditions of Approval outlined in Section 2.3 and have been subject to the thorough consultation with Transport, Wagga Wagga City Council and key stakeholders as outlined in Table 2. The primary network operation objectives relate to mobility, safety, accessibility and communication.

The specific network operation objectives have been outlined below:

TABLE 14: NETWORK OPERATION OBJECTIVES

Objective	Where addressed
Safe pedestrian and cyclist access and routes are provided and maintained across and around work sites during construction.	Refer to 5.3.4 Pedestrian and Cyclist Detours Further detail will also be provided within the Wagga Wagga PTMP
In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route can be provided that complies with the relevant standards before the restriction or removal of the impacted access.	Refer to 5.3.4 Pedestrian and Cyclist Detours Further detail will also be provided within the Wagga Wagga PTMP
Sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	Refer to 5.3.4 Pedestrian and Cyclist Detours Further detail will also be provided within the Wagga Wagga PTMP
Pedestrian access is maintained across two of the three pedestrian bridges within Wagga Wagga (Cassidy Parade Bridge, Edmondson Street Bridge, and Wagga Wagga Railway Station footbridges) at all times during the construction period.	Refer to 5.3.4 Pedestrian and Cyclist Detours Further detail will also be provided within the Wagga Wagga PTMP
A target level of service has been determined in consultation with road authorities for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes.	Refer to Section 1.7.1 Consultation for this Report Further detail will also be provided within the Wagga Wagga PTMP
Construction traffic mitigation options meet the target level of service determined in consultation with the road authorities.	Refer to Section 1.7.1 Consultation for this Report Further detail will also be provided within the Wagga Wagga PTMP
Traffic management measures adequately manage speeds on local roads expected to experience increased traffic.	Refer to Section 1.7.1 Consultation for this Report Further detail will also be provided within the Wagga Wagga PTMP
Mitigation measures have been developed in consultation with the road authorities.	Refer to Section 1.7.1 Consultation for this Report Further detail will also be provided within the Wagga Wagga PTMP

5.3 Network Changes

The temporary closure on Edmondson Street is required to facilitate the bridge replacement and will inherently result in the redistribution of all current modal trips currently utilising this north-south arterial connection.

5.3.1 Impact of Traffic Flow

The Origin-Destination survey (June 2023) outcomes show that during the AM peak period, northbound trips are significantly greater than southbound trips and of these northbound trips the predominantly destination is the through movement across the Sturt Highway to Best Street with an even distribution turning left or right. Whereas for southbound trips the predominant destination is the through movement across Coleman Street to Mitchelmore Street with a relatively even distribution of left or right turn movements. In the Midday and PM peak periods, similar patterns are noted, although volumes are generally lower in the Midday, and there is a more even split north and southbound in the PM peak period.

FIGURE 7: ORIGIN DESTINATION SURVEY (JUNE 2023)

TABLE 15: ORIGIN DESTINATION SURVEY AM PEAK (08:15–09:15), WSP

	OD1	OD2	OD3	OD4	OD5	OD6	Total
OD1 – Best Street (North)	2	82	30	39	43	113	**344**
OD2 – Sturt Highway (West)	78	0	493	11	13	33	**697**
OD3 – Sturt Highway (East)	46	472	2	11	12	31	**687**
Edmondson Street Bridge Crossing Southbound				61	68	177	**306**
				20%	22%	58%	**100%**
OD4 – Coleman Street (West)	122	48	58	1	102	84	**323**
OD5 – Coleman Street (East)	70	28	28	52	0	60	**218**
OD6 – Mitchelmore Street (South)	243	95	101	77	17	3	**499**
Edmondson Street Bridge Crossing Northbound	435	171	187				**793**
	55%	22%	24%				**100%**
Grand Total	**486**	**782**	**811**	**225**	**201**	**263**	**2,768**

TABLE 16: ORIGIN DESTINATION SURVEY MIDDAY PEAK (12:15–13:15), WSP

	OD1	OD2	OD3	OD4	OD5	OD6	Total
OD1 – Best Street (North)	1	135	40	35	32	174	**449**
OD2 – Sturt Highway (West)	79	4	666	8	7	39	**797**
OD3 – Sturt Highway (East)	60	567	2	14	13	68	**855**
Edmondson Street Bridge Crossing Southbound				57	52	281	**390**
				15%	13%	72%	**100%**
OD4 – Coleman Street (West)	44	12	24	0	41	7	**140**
OD5 – Coleman Street (East)	24	7	13	26	0	12	**92**
OD6 – Mitchelmore Street (South)	130	35	71	7	11	0	**211**
Edmondson Street Bridge Crossing Northbound	198	54	108				**360**
	55%	15%	30%				**100%**
Grand Total	**305**	**877**	**834**	**99**	**115**	**314**	**2,544**

TABLE 17: ORIGIN DESTINATION SURVEY PM PEAK (15:15–16:15), WSP

	OD1	OD2	OD3	OD4	OD5	OD6	Total
OD1 – Best Street (North)	4	142	39	35	23	230	**465**
OD2 – Sturt Highway (West)	78	0	641	5	4	35	**812**
OD3 – Sturt Highway (East)	51	604	2	15	10	101	**925**
Edmondson Street Bridge Crossing Southbound				55	37	366	**458**
				12%	8%	80%	**100%**
OD4 – Coleman Street (West)	89	37	48	0	52	62	**280**
OD5 – Coleman Street (East)	52	22	28	34	1	21	**172**
OD6 – Mitchelmore Street (South)	164	68	88	27	16	2	**321**
Edmondson Street Bridge Crossing Northbound	305	127	164				**596**
	51%	21%	28%				**100%**
Grand Total	**389**	**969**	**901**	**151**	**155**	**410**	**2,975**

5.3.2 Traffic Detours

As part of the closure of Edmondson Street, traffic will be detoured either via:

- **Detour route 'A'**: Urana Street (at Mitchelmore Street), MacLeay Street, Railway Street, Lake Albert Road and Edward Street (not suitable for heavy vehicles)
- **Detour route 'B'**: Urana Street (at Mitchelmore Street), Bourke Street, Docker Street and Edward Street (suitable for heavy vehicles)

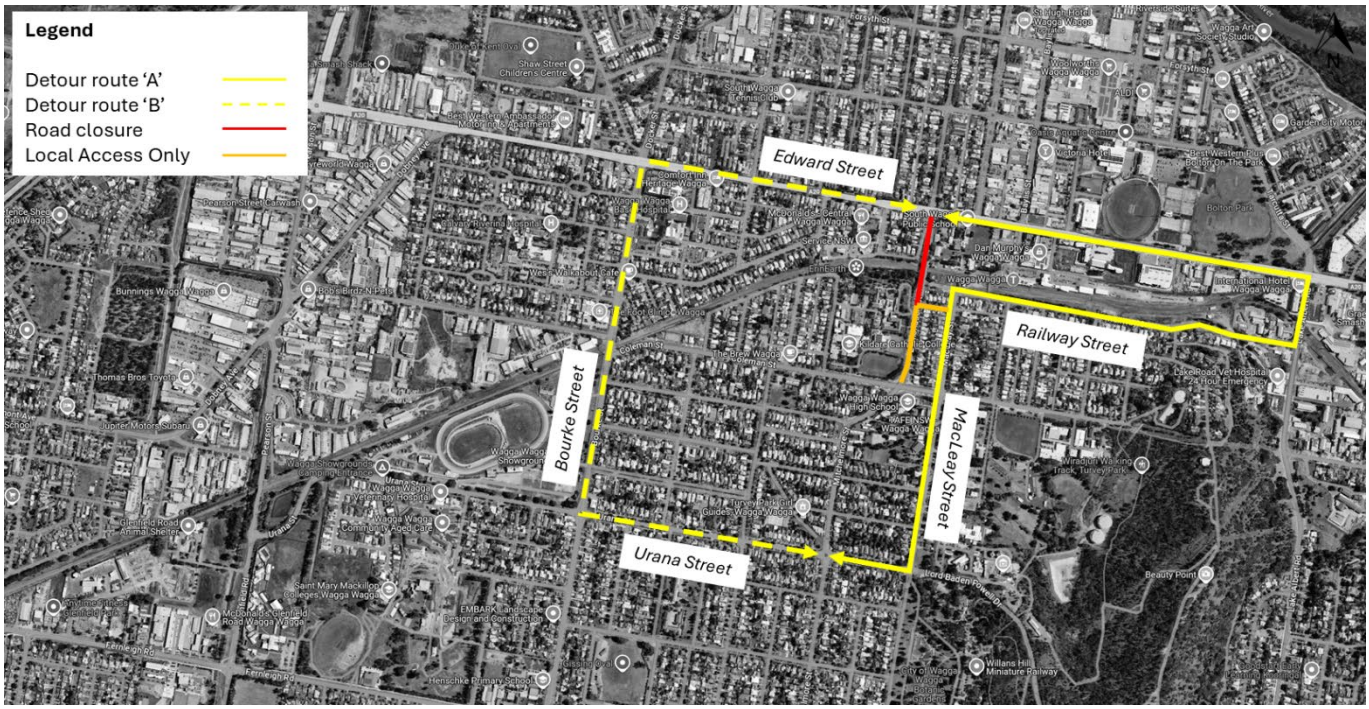


FIGURE 8: EDMONDSON STREET ROAD CLOSURE (TRAFFIC DETOUR ROUTES)

The closure of Edmondson Street will subject the traffic detours outlined in Figure 8 to an additional 2500-3000 displaced trips during the peak periods. The impact of these trips will increase the existing demand at the following key signalised and unsignalised intersections:

- **Detour route 'A' key intersections:** Lake Albert Road/Railway Street (signalised), Sturt Highway/Lake Albert Road (signalised), Urana Street/MacLeay Street/Lord Baden Powell Drive (unsignalised) and MacLeay Street/Coleman Street (unsignalised)
- **Detour route 'B' key intersections:** Docker Street/Brookong Avenue (signalised), Sturt Highway/Docker Street (signalised) and Bourke Street/Urana Street (unsignalised)

The impact of this increase in demand at these key intersections including the flow on impacts to the broader network is further investigated within the following sections.

These temporary detours and temporary mitigations will be utilised until the completion and opening of the new Edmondson Street bridge at which time the detours and temporary mitigation measures will be removed.

5.3.3 Impact on Pedestrians and Cyclists

The existing active travel usage of the Edmondson Street bridge will require detour via existing routes north-south across the rail corridor. The following pedestrian and cyclist surveys conducted on Thursday, 8th June 2023 during the 11-hour (7am–6pm) period were referenced to ensure ample capacity of detours has been achieved. However, it must be noted that the surveys were conducted during the winter months, a period typically associated with reduced active transport activity. A conservative approach has been taken to ensure that the temporary structures do not reduce the existing capacity or function.

Cassidy Parade Bridge

On the Cassidy Parade bridge, the total pedestrian count was 100 during the 11-hour (7am–6pm) survey period:

- 64 pedestrians headed northbound
- 36 pedestrians headed southbound
- children account for 56 of the total counts
- adults account for only 38
- No mobility impaired pedestrians or pedestrians with prams were observed to cross the bridge.
- 6 cyclists were observed going over this bridge with 5 headed northbound

- The AM peak pedestrian counts (33) coincide with the hour leading up to school start (8am–9am)
- The PM peak pedestrian counts (49) coincide with the hour after school finishes (2.45pm–3.45pm)
- The peak 15-minute count occurs right when school finishes between 3.15pm and 3.30 pm with a count of 14 all travelling northbound.
- The count shows that the majority of pedestrians travel southbound over the bridge (towards the school) in the morning and northbound over the bridge (away from the schools) in the afternoon.
- These peak hours account for almost half of the total foot traffic across the bridge with 49 pedestrians out of the total 100 crossing during this time with 42 of them being children.

Wagga Station (Mothers) Bridge

On the Mother's bridge, the total pedestrian count was 408 during the 11-hour (7am–6pm) survey period:

- 272 pedestrians headed northbound
- 136 pedestrians headed southbound
- children account for 261 of the total counts
- adults account for only 135
- One mobility impaired pedestrian and 5 pedestrians with prams were observed
- 6 cyclists were observed going over this bridge with 5 of the 6 after 5pm.

- The AM peak pedestrian counts (37) coincide with the hour leading up to school start (8am–9am)
- The PM peak pedestrian counts (178) coincide with the hour after school finishes (2.45pm–3.45pm)
- The two peak 15-minute count occurs back to back right when school finishes between 3:00 pm and 3.30 pm with a count of 69 in both periods.
- The first 15-minute peak has a majority of pedestrians heading northbound with 56, all of which being children. The second 15-minute peak is more even with 33 pedestrians headed north and 36 pedestrians headed south comprising 26 adults and 42 children.
- These peak hours account for more than half of the total foot traffic across the bridge with 215 pedestrians out of the total 408 crossing during this time with 180 of them being children.
- A significant increase in pedestrians was observed during in the later peak hour after school finishes with a total of 117 travelling northbound (102 children 5 adults).

Edmondson Bridge

On the Edmondson Bridge, the total pedestrian count was 234 during the 11-hour (7am–6pm) survey period:

- 153 pedestrians headed northbound (western)
- 77 pedestrians headed southbound (western)
- 2 pedestrians headed northbound (eastern)
- 2 pedestrians headed southbound (eastern)
- children account for 194 of the total counts
- adults account for only 39
- No mobility impaired pedestrians or pedestrians with prams were observed to cross the bridge.
- 1 cyclist was observed going over this bridge headed southbound on the western side.

- The AM peak pedestrian counts (27) coincide with the hour leading up to school start (8am–9am)

- The PM peak pedestrian counts (133) coincide with the hour after school finishes (2.45pm–3.45pm)
- The peak 15-minute count occurs right when school finishes between 3.15pm and 3.30 pm with a count of 66 majority traveling northbound on the western side.
- The count shows that the majority of pedestrians travel southbound over the bridge (towards the school) in the morning and northbound over the bridge (away from the schools) in the afternoon.
- These peak hours account for more than half of the total foot traffic across the bridge with 160 pedestrians out of the total 234 crossing during this time with 126 of them being children.

It should be noted that the pedestrian and cyclist surveys were conducted in the

5.3.4 Pedestrian and Cyclist Detours

As part of the closure of Edmondson Street, pedestrians and cyclists will be detoured either via:

- **Detour route 'A'**: Erin Street (at Edmondson Street), MacLeay Street, Railway Street, Station Place and Edward Street (via temporary connection on northern side of railway suitable for pedestrian access)
- **Detour route 'B'**: Coleman Street (at Edmondson Street), Kildare Avenue, Cassidy Parade, Brookong Avenue and Edward Street (via temporary ramp structure suitable for pedestrians and cyclist access)
- **Other**. Further opportunities include the at-grade railway crossing at Docker Street/Bourke Street and the railway underpass via Lake Albert Road.

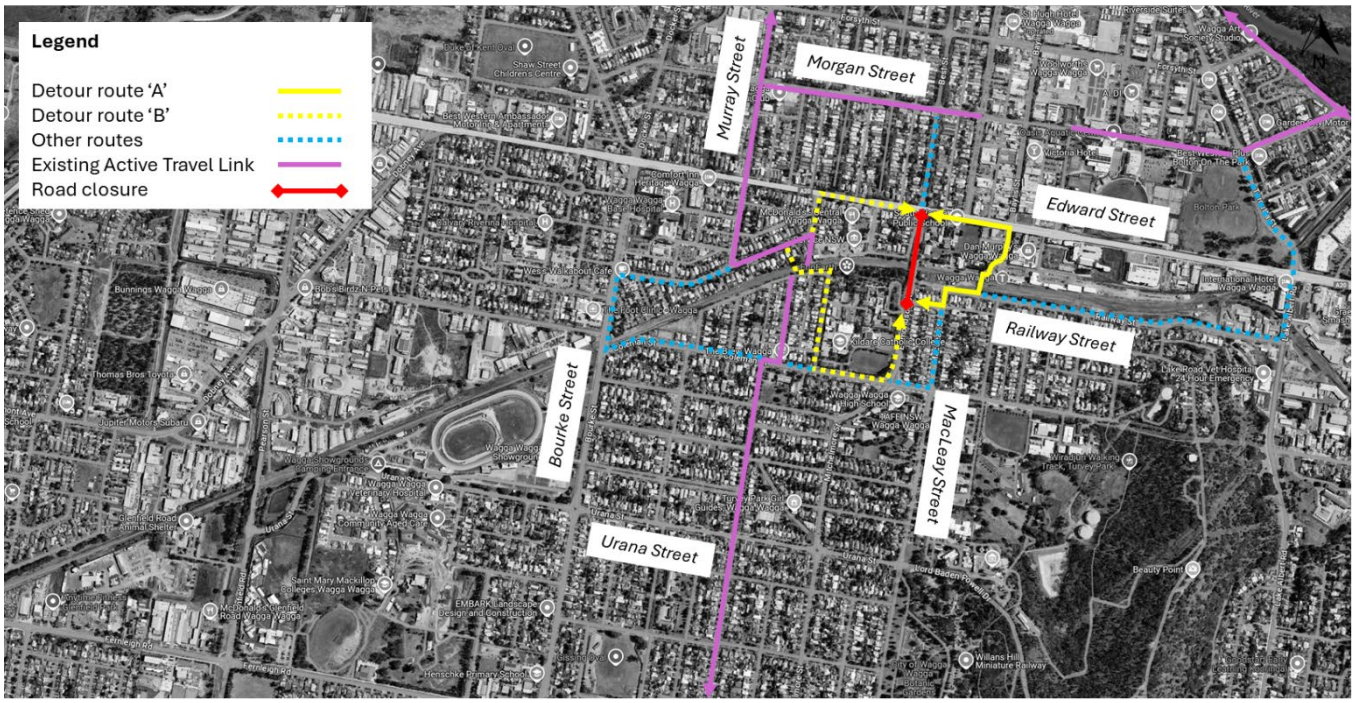


FIGURE 9: EDMONDSON STREET ROAD CLOSURE (ACTIVE TRANSPORT DETOUR ROUTES)

These temporary pedestrian and cyclist detours will be utilised until the completion and opening of the new structures at which time the temporary structures will be dismantled.

Further detail regarding the broader active transport network connectivity and/or management of pedestrian and cyclists during the implementation of these detours will be provided within the PTMP.

The ultimate structures for Wagga Station (Mothers) Bridge, Cassidy Parade Bridge and Edmondson Street Bridge will largely utilise the existing alignments as shown in Figure 10, Figure 11 and

Figure 12 respectively.

FIGURE 10: INDICATIVE WAGGA STATION (MOTHERS) ULTIMATE BRIDGE STRUCTURE

FIGURE 11: INDICATIVE CASSIDY PARADE ULTIMATE BRIDGE STRUCTURE

FIGURE 12: INDICATIVE EDMONDSON STREET ULTIMATE BRIDGE STRUCTURE

5.3.5 Impact to Bus Routes

As part of the closure of Edmondson Street, public transport and school bus route alterations are required. IRPL and Martinus have worked with Transport for NSW, Wagga Wagga City Council and local bus companies to finalise alternate routes to support for Edmondson Street closure and make the required changes to the existing bus service contracts.

New timetables have been prepared, key changes identified, and consultation undertaken with schools and the community to ensure the changes can be managed effectively upon commencement on Monday 10th November 2025. The altered routes have been planned with consideration of the traffic detours outlined in Section 5.3.2, the primary network mitigation strategies outlined in Section 6.10 and the primary critical corridor/site mitigations outlined in Section 6.11.

An assumption of a delay in existing routes by up to 10 mins has been made when planning alternate routes. This assumption enables adaptability of the alternate routes to ensure that where there are fluctuations/changes in expected travel times across the network these can be accommodated. Careful consideration has been made in ensuring that school bell times are met and where school children need to transfer across buses this is identified and managed effectively. There may be the need for afternoon departures from schools to be earlier or later however these have been managed to tie-in with school bell time and ensuring school resourcing is available to cover the changes. Children may be picked up earlier in the morning or dropped home later in the afternoons, this has been communicated clearly with parents/community.

The changes to the bus routes will be published on the TfNSW website on the 27th October 2025 as well as the local bus company websites. Initially, a notice of “Altered School Bus Timetable” has been released to inform parents and school of the key changes. The timetable throughout the closure can be access through the TfNSW bus information website, see below link:

- Routes, stops and timetables | https://transportnsw.info/routes/bus

The new bus routes are planned to commence 2 weeks in advance of the Edmondson Street trial closure to ensure they are running effectively, and children can become familiarised with their routes in a more stable environment.

A summary of impacted bus operators and routes has been outlined in Table 18 below.

TABLE 18: SUMMARY OF IMPACTED BUS ROUTES AND OPERATORS

Bus Operator	Route[1]
Busabout Wagga Wagga	962: Wagga Wagga - Glenfield Park - Wagga Wagga
	963: Wagga Wagga - Glenfield Park - Wagga Wagga
	969: Wagga Wagga to Tatton (Inbound and Outbound)
	S100: Gumly to Mount Austin Primary
	S103: Springvale to South Wagga Primary
	S105: South Wagga Primary to Kooringal
	S108: The Riverina Anglican College to Lake Albert
	S123: The Rock to Wagga Schools
	S124: Wagga School to The Rock
	S126: The Riverina Anglican College to East Wagga Wagga
	S134: North Wagga to Wagga Wagga Christian College
	S144: Estella to Turvey Park Primary

Bus Operator	Route[1]
	S149: Estella Public School via The Riverina Anglican College to Mangoplah
	S150: East Wagga Wagga to The Riverina Anglican College
	S151: St Josephs to Forrest Hill
	S159: Ashmont Primary to Ashmont
	S167: Estella to Lake Albert Primary
	S171: Tarcutta to St Josephs Primary
	S172: Wagga Wagga Primary to Tarcutta
	S173: North Wagga Wagga Primary to Henschke Primary
	S174: Forest Hill to Wagga High School
	S179: Springvale to Wagga Wagga Primary
	S185: South Wagga Primary to Estella
	S187: Wagga Wagga Primary to Gumly
	S188: Wagga Wagga Primary to Mangoplah
	S191: The Riverina Anglican College to Kooringal Via Uranquinty
	S192: Harefield, Shepherds Siding Rd to Mater Dei Primary
	S196: South Wagga Primary to Big Springs
	S197: Estella to Wagga High School
	S203: The Riverina Anglican College to Lloyd
Junee Buses	921: Junee to Wagga Wagga via Harefield & Wallacetown
	922: Junee to Wagga Wagga via Yathella & Wallacetown
	S227: Junee to Wagga Wagga Schools via Brucedale & Riverina Anglican
Makeham's Coaches	S242: Illabo to Cootamundra Schools via Eurongilly Bethungra
	S243: Gundagai to Wagga Wagga Schools via Nangus Oura
	S244: Eurongilly Gundagai Rd to Wagga Wagga Schools via Wantabadgery Oura
	S248: Nangus to Wagga Wagga Schools via River Rd
	S249: Gundagai to Wagga Wagga Schools via Riverina Anglican
Whitemore Bus Group	S261: Ladysmith to Wagga Wagga via Kyeamba
	S266: Ladysmith to Coreinbob via Borambola

Bus Operator	Route[1]
	S269: Wagga Wagga to Ladysmith via Mount Austin
San Isidore Buses	S250: Route 1 – San Isidore to Wagga Wagga Schools
	S251: Route 2 – San Isidore to Wagga Wagga Schools
	S250: Route 1 – San Isidore to Wagga Wagga Schools
	S251: Route 2 – San Isidore to Wagga Wagga Schools
Allens Coaches	930: Ganmain to Wagga
	931: Wagga Wagga to Ganmain via Coolamon
	S210: Marrar to Wagga Wagga Schools via Downside
	S211: Flowerdale to Wagga Wagga Schools via Marrar South Rd
	S212: Coolamon to Wagga Wagga Schools
	S215: Lockhart to Wagga Wagga Schools
	S216: Currawarna-to-Wagga-Wagga-Schools-via-Old-Narrandera-Rd
	S217: Currawarna to Wagga Wagga Schools via The Gap Rd

1. “S” prefix denote a school bus route.

5.3.6 Bus Route / Stops

There have been some mitigations put in place to specifically support the changes in the bus timetabling to support the Edmondson Street Closure, including the changes to parking on Coleman Street to extend the available bus parking area as more buses will now be using this stop (refer to Figure 13) and a reduction in length of parking on Erin Street to ensure bus turning movement can be achieved on the new routes (refer to Figure 14). There have been no additional bus stops required to be installed as a result of the changes to routes because of the closure.

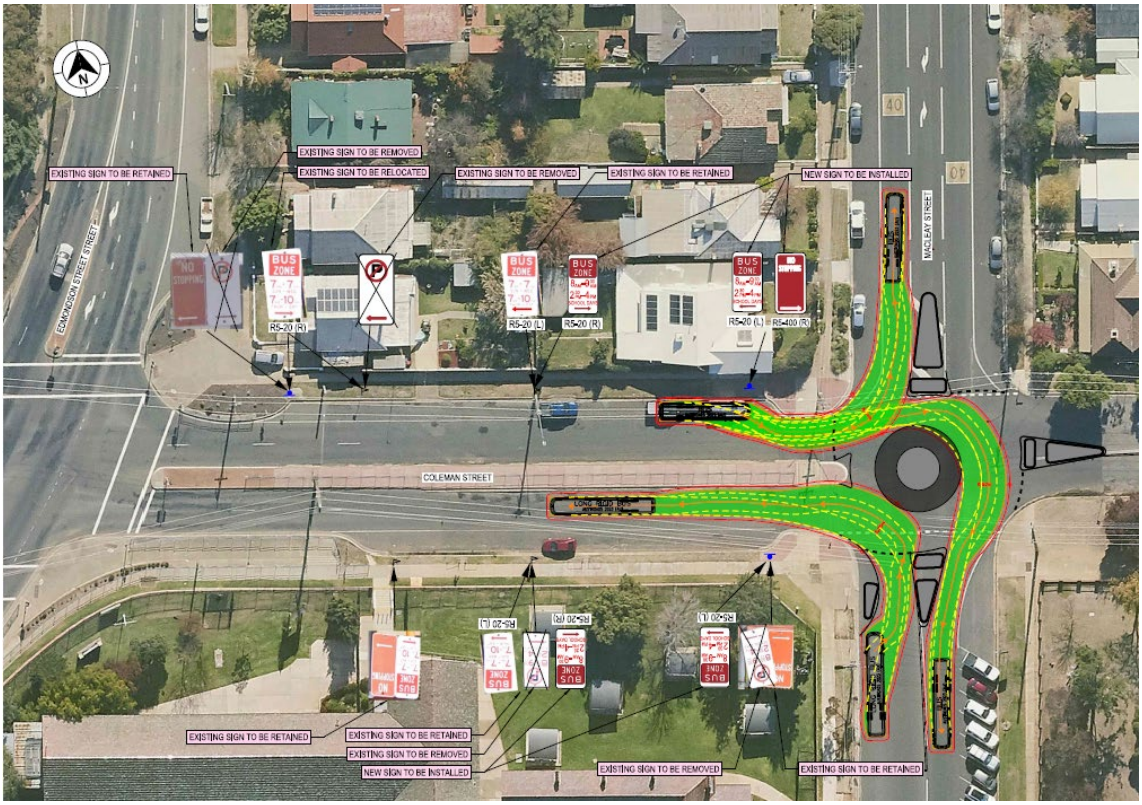


FIGURE 13: COLEMAN STREET PARKING ADJUSTMENTS

FIGURE 14: ERIN STREET PARKING ADJUSTMENTS

6 TRAFFIC MODELLING AND NETWORK ANALYSIS

To evaluate the impact of diverted traffic resulting from the Edmondson Street bridge closure on Level of Service (LOS), travel times, and intersection performance (including average delays and queue lengths) at key intersections during weekday AM, weekday PM and weekday IP peak hours, a comparative assessment of network performance has been prepared between the recently updated base case (existing), construction scenario (without mitigation) and the construction scenario (with mitigations) as outputs by WSP within the *Preferred Infrastructure Report Addendum assessment to Technical Paper 1: Traffic and transport.*

- **Base Case: -** existing performance of the network with Edmondson Street open (refer to Section 6.6).
- **Construction scenario: -** projected performance of the network with Edmondson Street closed without any mitigations being implemented (refer to Section 6.7).
- **Construction scenario: -** projected performance of the network with Edmondson Street closed, the additional construction traffic (cars and trucks) have been included to reflect traffic movements to and from the construction site(s), impacted traffic diverted through the surrounding road network and the mitigations outlined in the exhibited EIS implemented (refer to Section 6.8).

The network performance thresholds for the comparative assessment have considered the following parameters provided by TfNSW in the *SSI-10055; Albury to Illabo Inland Rail Project; Australian Rail Track Corporation's Response to Submissions and Preferred Infrastructure Report (1 December 2023):*

"TfNSW considers the 20 per cent increase in average delay, included as a reporting threshold, satisfactory as a maximum increase in average delay during the construction period.

Impacts to traffic efficiency and safety during the construction period should be mitigated at intersections with the Sturt Highway and other key intersections to maintain intersection performance at or above LoS C and no more than a 20 per cent increase in average delay for intersections already performing below LoS C."

TABLE 19: REPORTING THRESHOLD

Description	Diff (%)
Greater than a 20% increase in average delay, LoS C or better maintained	+X%
Greater than a 20% increase in average delay, LoS C or better not maintained	**+X%**

6.1 Level of Service

Intersection delay and LOS analysis assessed by adopting the *Guide to Traffic Generating Developments (RTA, 2002):*

TABLE 20: LEVEL OF SERVICE (LOS)

Level of Service (LOS)	Average delay (seconds per vehicle)	Traffic signals, roundabout	Give way and stop signs
A	Less than 14.5	Good operation	Good operation
B	14.5 to 28.5	Good with acceptable delay and spare capacity	Good with acceptable delay and spare capacity
C	28.5 to 42.5	Satisfactory	Satisfactory but accident study required
D	42.5 to 56.5	Operating near capacity	Near capacity and safety study required
E	56.5 to 72.5	At capacity. At signals, incidents would cause excessive delays Roundabouts require other control mode	At capacity and requires other control models
F	Greater than 72.5	Unsatisfactory with excessive queuing	Unsatisfactory with excessive queuing

6.2 Traffic Density

Traffic density is defined as the number of vehicles occupying one kilometre of road, indicating how closely spaced vehicles are within the network. Table 21 outlines the approximate traffic density categories and corresponding descriptions used to interpret the results in this section of the report.

TABLE 21: DENSITY DEFINITION AND DESCRIPTION

Density (vehicles per kilometre)	Traffic condition	Description
0-20	Free flow	Approximately one vehicle every 100m
20-40	Moderate flow	Approximately one vehicle every 30m
40-60	Becoming Congested	Approximately one vehicle every 15m
60-80	Nearing capacity	Approximately one vehicle length apart
80-100	At capacity	Approximately half a vehicle length apart
100-120	Flow breakdown	Bumper to bumper congestion

The comparative assessment has been conducted to inform further analysis and the site criticality assessment (refer to Section 6.9). The outcomes of this further analysis and site criticality assessment has informed the development of further targeted network mitigation measures at sites still presenting identifiable performance gaps, whether these be related to level of service, safety and/or accessibility. The primary network mitigations (refer to Section 6.10) and primary critical corridor mitigations (refer to Section 6.11) were prepared with further enhancement scenarios being developed in consultation with Transport, Wagga Wagga City Council and key stakeholders (refer to Section 6.13). These scenarios were modelled to inform the relevant criterion of the multi criteria assessment used to select the network management measure and mitigations commensurate to the network performance impacts resulting from the closure of Edmondson Street during construction.

6.3 Model Extent (Study Area)

The study area is predominantly bound by Edward Street, the Sturt and Olympic Highways, Lake Albert Road, Leavenworth Drive and Red Hill Road. The following Figure illustrates the area included in the Aimsun model.

FIGURE 15: TRAFFIC MODEL EXTENT (STUDY AREA)

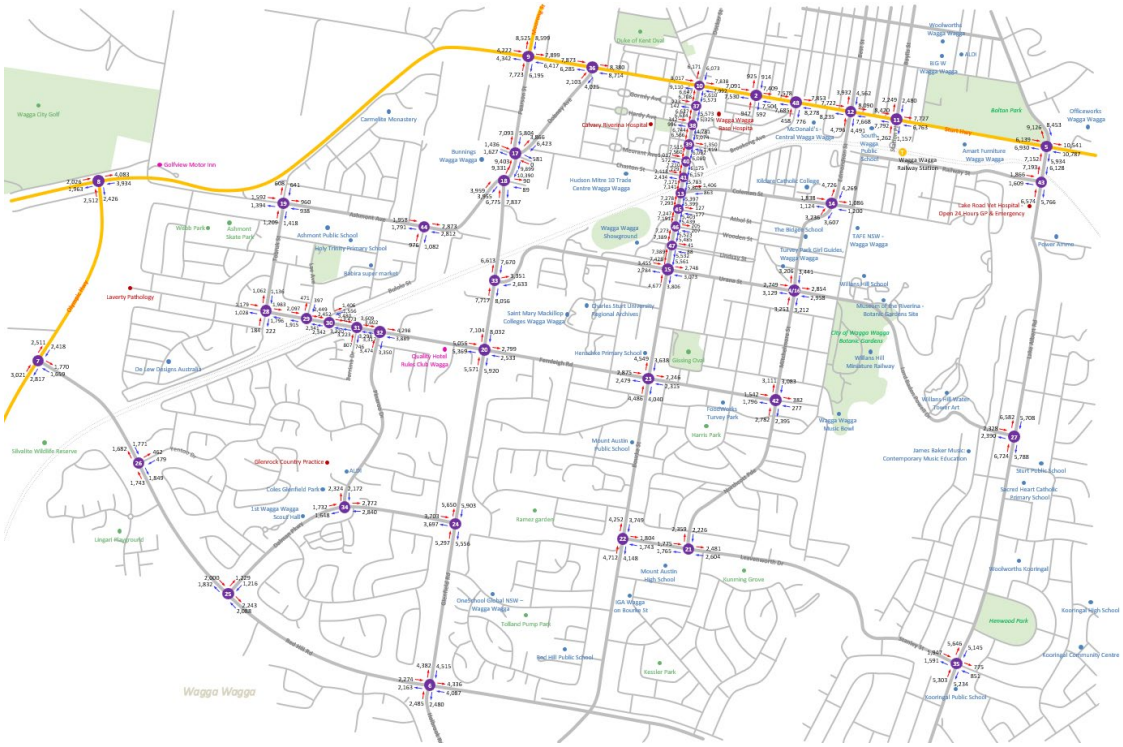


FIGURE 16: TRAFFIC SURVEY LOCATIONS

6.4 Peak Periods

The base model development identified the following peak periods (as determined in the *Preferred Infrastructure Report Addendum assessment to Technical Paper 1: Traffic and transport)*:

TABLE 22: MODEL PERIODS

Peak	Pre-load	Peak Period	Cool down
AM	7:45 am – 8:15 am	8:15 am – 9:15 am	9:15 am – 9:45 am
IP	11:45 am – 12:15 pm	12: 15 pm – 1:15 pm	1:15 pm – 1:45 pm
PM	2:45 pm – 3:15 pm	3:15 pm – 4:15 pm	4:15 pm – 4:45 pm

The adopted peak periods are based on the highest volume periods identified from traffic survey counts. The following Figure illustrates the daily vehicle profile for each 15-minutes in the peak periods for all vehicles.

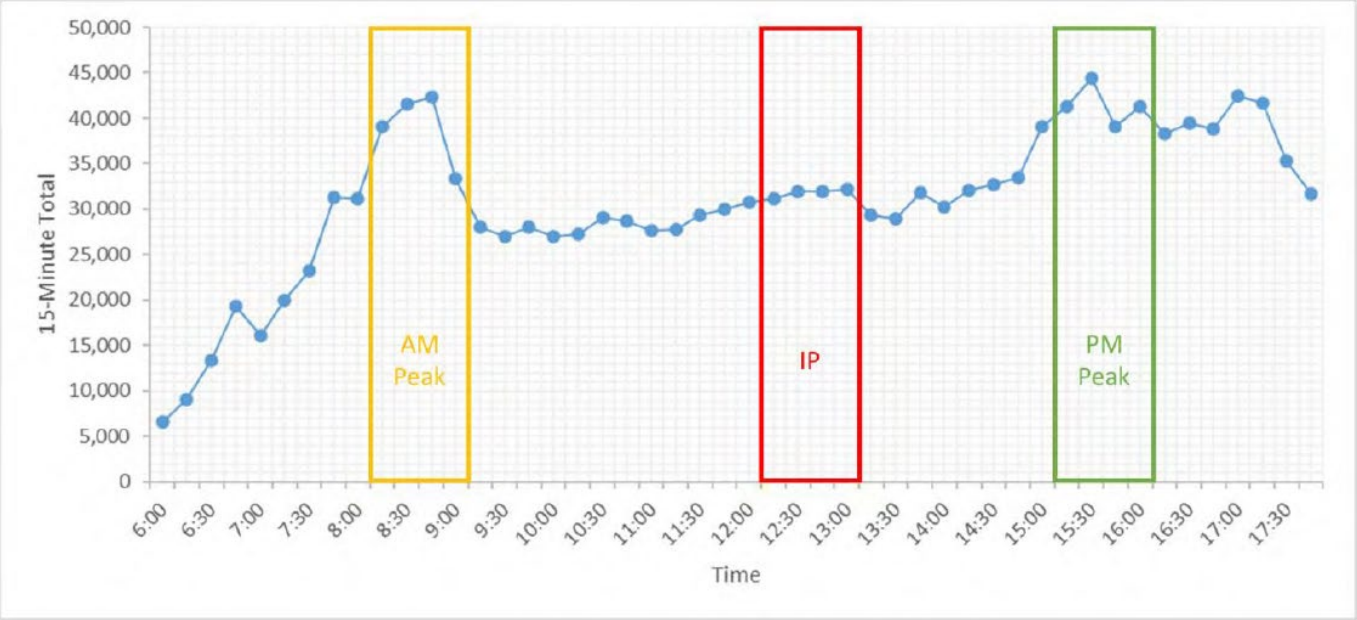


FIGURE 17: TRAFFIC PROFILE - DAILY

6.5 Travel Time Routes

The following key travel time routes were identified:

TABLE 23: TRAVEL TIME ROUTES

Route	Description	Origin/Destination (OD)	
1	Bourke Street/Docker Street	Leavenworth Drive	Sturt Highway (Edward St)
2	Fernleigh Road	Tobruk Street	MacLeay Street
3	Sturt Highway (Edward Street)	Pearson Street	Lake Albert Road
4	Glenfield Road/Pearson Street	Red Hill Road	Sturt Highway (Edward St)
5	Urana Street/Lord Baden Powell Drive	Glenfield Road/Pearson Street	Lake Albert Road
6	Lake Albert Road	Stanley Street	Sturt Highway (Edward St)
7	Michelmore Street	Leavenworth Drive	Erin Street
8	Coleman Street	Bourke Street	Edmondson Street
9	Railway Street	MacLeay Street	Lake Albert Road
5a	Urana Street (Detour B)	Bourke Street	Mitchelmore
9a	Urana St/MacLeay St/Railway St (Detour A)	Mitchelmore	Lake Albert Road

Travel times have been assessed for the travel time routes through the model as shown below:

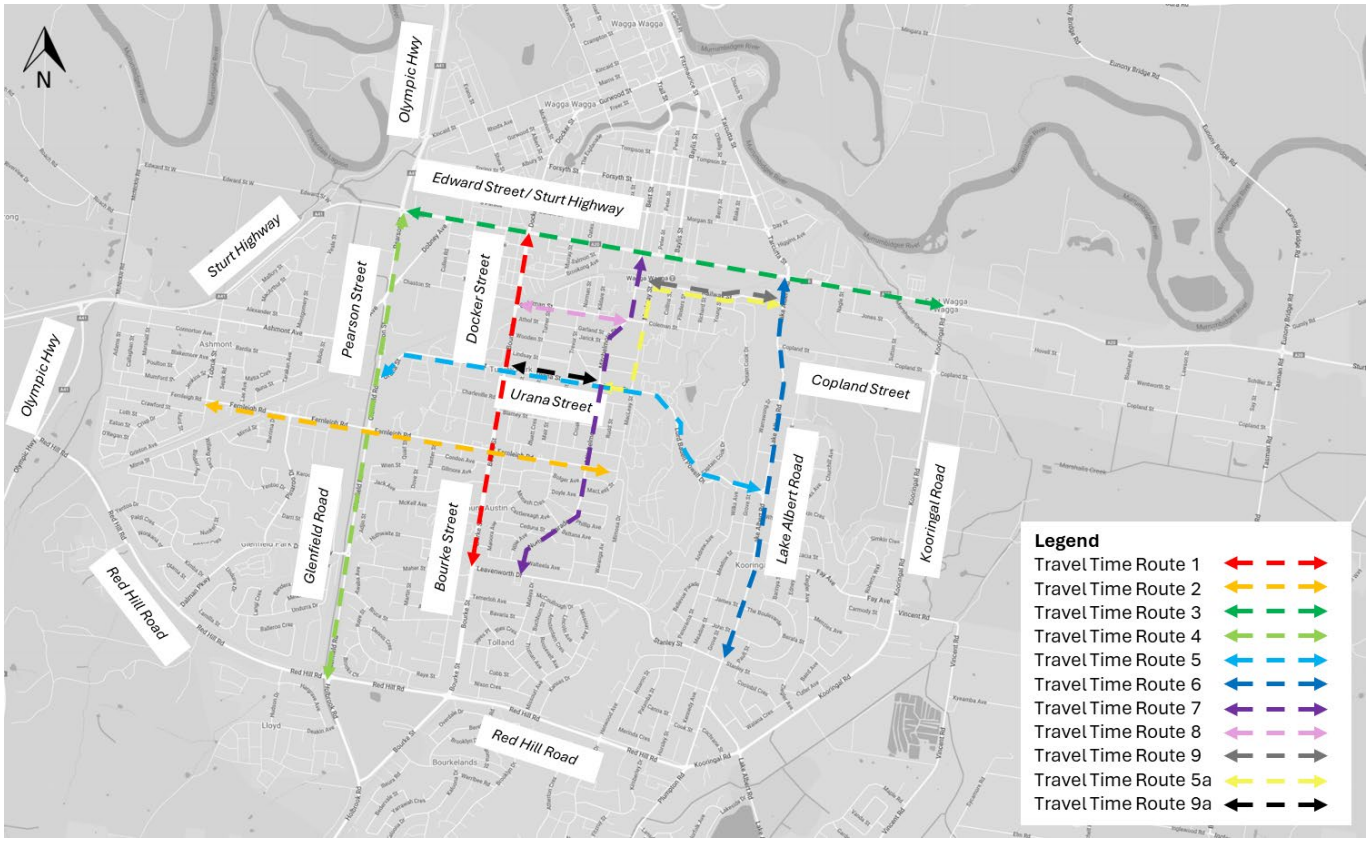


FIGURE 18: TRAVEL TIME ROUTES

6.6 Base Case (Existing)

6.6.1 Model Results

Level of Service

The intersection delay and LoS results for the base case (existing) during the peak periods are presented in Table 24 (AM) and Table 25 (PM).

TABLE 24: LEVEL OF SERVICE (LOS) RESULTS - AM

	Base Case		
Intersection	**Vol**	**Delay**	**LoS[1]**
Sturt Hwy / Murray St	1422	14	A
Mitchelmore St / Urana St	1408	3	A
Lake Albert Rd / Sturt Hwy	2844	62	E
Holbrook Rd / Red Hill Rd / Glenfield Rd	1888	7	A
Olympic Hwy / Red Hill Rd	872	5	A
Olympic Hwy / Sturt Hwy	1064	5	A
Pearson St / Sturt Hwy / Olympic Hwy	3210	8	A
Docker St / Sturt Hwy	2686	62	E
Station Pl / Sturt Hwy / Baylis St	1448	28	B
Best St / Sturt Hwy	2446	41	C
Bourke St / Coleman St	1691	26	B
Mitchelmore St / Coleman St / Edmondson St	1429	21	B
Bourke St / Urana St	2036	11	A
Pearson St / Dobney Ave / Access (North)	2184	9	A
Pearson St / Dobney Ave / Access (South)	2014	8	A
Tobruk St / Ashmont Ave	460	4	A
Glenfield Rd / Fernleigh Rd	1987	20	B
Leavenworth Dr / Northcott Pde	1013	14	A
Bourke St / Leavenworth Dr	1506	34	C
Bourke St / Fernleigh Rd	1655	37	C
Glenfield Rd / Dalman Pkwy	1644	10	A
Red Hill Rd / Dalman Pkwy	602	5	A
Red Hill Rd / Yentoo Dr	611	4	A
Lake Albert Rd / Lord Baden Powell Dr	1813	8	A
Tobruk St / Fernleigh Rd	339	4	A

	Base Case		
Intersection	Vol	Delay	LoS[1]
Fernleigh Rd / Lae Ave	630	4	A
Fernleigh Rd / Bulolo St	951	14	A
Fernleigh Rd / Barrima Dr	1018	15	B
Fernleigh Rd / Pinaroo Dr	1198	4	A
Glenfield Rd / Urana St / Pearson St	1859	16	B
Dalman Pkwy / Pinaroo Dr	509	3	A
Lake Albert Rd / Stanley St	1514	20	B
Dobney Ave / Sturt Hwy	1809	7	A
Docker St / Gormly Ave	1252	5	A
Docker St / Hardy Ave	1246	13	A
Docker St / Brookong Ave	1400	11	A
Docker St / Meurant Ave	1546	18	B
Docker St / Chaston St	1732	28	B
Mitchelmore St / Fernleigh Rd	891	11	A
Lake Albert Rd / Railway St	1575	15	B
Bulolo St / Ashmont Ave	663	6	A
Bourke St / Athol St	1565	11	A
Bourke St / Wooden St	1567	16	B
Bourke St / Lindsay St	1523	2	A
Brookong Ave / Sturt Hwy	1425	7	A
MacLeay St / Coleman St	428	32	C
MacLeay St / Urana St	956	24	B
Edward St / Fox St	1458	25	B
Edmondson Street/Erin Street	13	30	C
MacLeay St / Erin St	180	22	B

1. Level of Service (LoS) as per Table 20 above.

TABLE 25: LEVEL OF SERVICE (LOS) RESULTS - PM

	Base Case		
Intersection	**Vol**	**Delay**	**LoS[1]**
Sturt Hwy / Murray St	1778	22	B
Mitchelmore St / Urana St	1176	3	A
Lake Albert Rd / Sturt Hwy	3529	86	F
Holbrook Rd / Red Hill Rd / Glenfield Rd	1861	7	A
Olympic Hwy / Red Hill Rd	834	6	A
Olympic Hwy / Sturt Hwy	983	4	A
Pearson St / Sturt Hwy / Olympic Hwy	2964	8	A
Docker St / Sturt Hwy	3052	61	E
Station Pl / Sturt Hwy / Baylis St	1803	27	B
Best St / Sturt Hwy	2807	68	E
Bourke St / Coleman St	1655	16	B
Mitchelmore St / Coleman St / Edmondson St	1102	25	B
Bourke St / Urana St	1870	4	A
Pearson St / Dobney Ave / Access (North)	2393	11	A
Pearson St / Dobney Ave / Access (South)	2091	6	A
Tobruk St / Ashmont Ave	308	3	A
Glenfield Rd / Fernleigh Rd	2320	20	B
Leavenworth Dr / Northcott Pde	746	7	A
Bourke St / Leavenworth Dr	1211	18	B
Bourke St / Fernleigh Rd	1396	35	C
Glenfield Rd / Dalman Pkwy	1568	7	A
Red Hill Rd / Dalman Pkwy	654	6	A
Red Hill Rd / Yentoo Dr	567	4	A
Lake Albert Rd / Lord Baden Powell Dr	1783	7	A
Tobruk St / Fernleigh Rd	413	5	A
Fernleigh Rd / Lae Ave	766	4	A
Fernleigh Rd / Bulolo St	1016	13	A
Fernleigh Rd / Barrima Dr	1042	14	A
Fernleigh Rd / Pinaroo Dr	1506	4	A

	Base Case		
Intersection	Vol	Delay	LoS[1]
Glenfield Rd / Urana St / Pearson St	1881	28	B
Dalman Pkwy / Pinaroo Dr	611	3	A
Lake Albert Rd / Stanley St	1522	15	B
Dobney Ave / Sturt Hwy	1875	8	A
Docker St / Gormly Ave	1312	5	A
Docker St / Hardy Ave	1318	11	A
Docker St / Brookong Ave	1579	9	A
Docker St / Meurant Ave	1589	16	B
Docker St / Chaston St	1858	17	B
Mitchelmore St / Fernleigh Rd	771	13	A
Lake Albert Rd / Railway St	1760	27	B
Bulolo St / Ashmont Ave	599	4	A
Bourke St / Athol St	1512	45	D
Bourke St / Wooden St	1488	59	E
Bourke St / Lindsay St	739	9	A
Brookong Ave / Sturt Hwy	1755	9	A
MacLeay St / Coleman St	458	27	B
MacLeay St / Urana St	968	23	B
Edward St / Fox St	1783	59	E
Edmondson Street/Erin Street	14	44	D
MacLeay St / Erin St	246	19	B

1. Level of Service (LoS) as per Table 20 above.

Travel Time

The network travel time results for the base case (existing) during the peak periods are presented in Table 26.

TABLE 26: TRAVEL TIME ROUTE RESULTS - AM

Travel Time Route	Direction	Base Case Travel Time (mm:ss) AM Peak Period	Base Case Travel Time (mm:ss) PM Peak Period
Route 1 Bourke Street/Docker Street	NB	05:13	04:55
	SB	04:19	04:11
Route 2 Fernleigh Road	EB	05:50	05:37
	WB	05:45	05:49
Route 3 Sturt Highway	EB	09:29	11:21
	WB	08:41	09:10
Route 4 Glenfield Road/Pearson Street	NB	06:20	05:52
	SB	05:21	05:37
Route 5 Urana Street	EB	05:26	05:15
	WB	05:12	05:33
Route 6 Lake Albert Road	NB	06:13	07:15
	SB	05:41	06:22
Route 7 Mitchelmore Street	NB	04:09	04:01
	SB	04:10	04:07
Route 8 Coleman Street	EB	03:20	03:11
	WB	02:21	02:20
Route 9 Railway Street	EB	01:42	02:13
	WB	01:24	01:25
Route 5a Urana Street (Detour B)	EB	01:00	00:59
	WB	01:01	01:01
Route 9a Urana St/MacLeay St/Railway St (Detour A)	EB	03:19	03:50
	WB	03:07	03:02

Simulated Density

The simulated density results (average number of vehicles per kilometre of lane) for the base case (existing) during the peak periods are presented in Table 27.

TABLE 27: SIMULATED DENSITY RESULTS

Time	Simulated Density
AM Peak 09:00 to 09:15	
PM Peak 4:00 to 4:15	

Summary

AM peak (08:15 to 09:15)

In the Base Case (existing) AM peak, the highest level of queueing is apparent at Docker Street/Sturt Highway with queueing visible on the northern, western, and southern approaches. Some queueing is shown at Bourke Street/Fernleigh Road and on the southern approach of Glenfield Road/Urana Street.

PM peak (15:15 to 16:15)

In the Base Case (existing) PM peak, the southern approach to Lake Albert Road/Sturt Highway is showing queueing past Railway Street. The western approach to Lake Albert Road/Railway Street is also showing queues extending as far as Beauty Point towards the end of the PM peak period. Some limited queueing can be observed on the Sturt Highway at Docker Street, Best Street, and Station Place.

6.7 Construction (No Mitigations)

6.7.1 Model Results

Level of Service

The intersection delay and LoS results for the construction scenario (no mitigations) during the peak periods are presented in Table 28 (AM) and Table 29 (PM).

TABLE 28: LEVEL OF SERVICE (LOS) RESULTS - AM

	Base Case			Construction (no mitigations)				
Intersection	**Vol**	**Delay**	**LoS[1]**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**
Sturt Hwy / Murray St	1422	14	A	1787	12	A	-2	-15%
Mitchelmore St / Urana St	1408	3	A	1141	3	A	0	0%
Lake Albert Rd / Sturt Hwy	2844	62	E	2984	104	F	+42	67%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1888	7	A	1930	7	A	0	0%
Olympic Hwy / Red Hill Rd	872	5	A	871	5	A	0	0%
Olympic Hwy / Sturt Hwy	1064	5	A	1038	5	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	3210	8	A	3139	7	A	-1	-13%
Docker St / Sturt Hwy	2686	62	E	3004	169	F	+107	174%
Station Pl / Sturt Hwy / Baylis St	1448	28	B	1528	26	B	-2	-7%
Best St / Sturt Hwy	2446	41	C	1978	27	B	-14	-34%
Bourke St / Coleman St	1691	26	B	2152	179	F	+153	**578%**
Mitchelmore St / Coleman St / Edmondson St	1429	21	B	649	18	B	-3	-14%
Bourke St / Urana St	2036	11	A	2333	21	B	+10	92%
Pearson St / Dobney Ave / Access (North)	2184	9	A	2148	9	A	0	0%
Pearson St / Dobney Ave / Access (South)	2014	8	A	2043	9	A	+1	12%
Tobruk St / Ashmont Ave	460	4	A	461	4	A	0	0%
Glenfield Rd / Fernleigh Rd	1987	20	B	2322	21	B	+1	5%
Leavenworth Dr / Northcott Pde	1013	14	A	987	12	A	-2	-14%
Bourke St / Leavenworth Dr	1506	34	C	1573	37	C	+3	9%
Bourke St / Fernleigh Rd	1655	37	C	1760	42	C	+5	14%
Glenfield Rd / Dalman Pkwy	1644	10	A	1663	11	A	+1	10%
Red Hill Rd / Dalman Pkwy	602	5	A	589	5	A	0	0%
Red Hill Rd / Yentoo Dr	611	4	A	595	4	A	0	0%
Lake Albert Rd / Lord Baden Powell Dr	1813	8	A	1922	8	A	0	0%
Tobruk St / Fernleigh Rd	339	4	A	345	4	A	0	0%

	Base Case			Construction (no mitigations)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Fernleigh Rd / Lae Ave	630	4	A	644	4	A	0	0%
Fernleigh Rd / Bulolo St	951	14	A	975	17	B	+3	22%
Fernleigh Rd / Barrima Dr	1018	15	B	1023	15	B	0	0%
Fernleigh Rd / Pinaroo Dr	1198	4	A	1183	4	A	0	0%
Glenfield Rd / Urana St / Pearson St	1859	16	B	1884	18	B	+2	13%
Dalman Pkwy / Pinaroo Dr	509	3	A	509	3	A	0	0%
Lake Albert Rd / Stanley St	1514	20	B	1537	28	B	+8	39%
Dobney Ave / Sturt Hwy	1809	7	A	1787	9	A	+2	27%
Docker St / Gormly Ave	1252	5	A	1552	518	F	+513	**11366 %**
Docker St / Hardy Ave	1246	13	A	1564	96	F	+83	**631%**
Docker St / Brookong Ave	1400	11	A	1897	75	F	+64	**593%**
Docker St / Meurant Ave	1546	18	B	2037	74	F	+56	**319%**
Docker St / Chaston St	1732	28	B	2229	273	F	+245	**872%**
Mitchelmore St / Fernleigh Rd	891	11	A	693	5	A	-6	-57%
Lake Albert Rd / Railway St	1575	15	B	1853	51	D	+36	**239%**
Bulolo St / Ashmont Ave	663	6	A	678	5	A	-1	-17%
Bourke St / Athol St	1565	11	A	1915	129	F	+118	**1059%**
Bourke St / Wooden St	1567	16	B	1874	90	F	+74	**472%**
Bourke St / Lindsay St	1523	2	A	1803	2	A	0	0%
Brookong Ave / Sturt Hwy	1425	7	A	1892	14	A	+7	97%
MacLeay St / Coleman St	428	32	C	311	28	B	-4	-12%
MacLeay St / Urana St	956	24	B	958	28	B	+4	17%
Edward St / Fox St	1458	25	B	1848	25	B	0	0%
Edmondson Street/Erin Street	13	30	C	198	21	B	-9	-30%
MacLeay St / Erin St	180	22	B	267	23	B	+1	5%

1. Level of Service (LoS) as per Table 20 above.

TABLE 29: LEVEL OF SERVICE (LOS) RESULTS - PM

	Base Case			Construction (no mitigations)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Sturt Hwy / Murray St	1778	22	B	2012	18	B	-4	-18%
Mitchelmore St / Urana St	1176	3	A	832	2	A	-1	-30%
Lake Albert Rd / Sturt Hwy	3529	86	F	3510	126	F	40	47%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1861	7	A	1879	7	A	0	0%
Olympic Hwy / Red Hill Rd	834	6	A	853	6	A	0	0%
Olympic Hwy / Sturt Hwy	983	4	A	975	4	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	2964	8	A	2861	7	A	-1	-13%
Docker St / Sturt Hwy	3052	61	E	3211	104	F	43	71%
Station Pl / Sturt Hwy / Baylis St	1803	27	B	1781	23	B	-4	-15%
Best St / Sturt Hwy	2807	68	E	2440	48	D	-20	-29%
Bourke St / Coleman St	1655	16	B	2435	74	F	58	372%
Mitchelmore St / Coleman St / Edmondson St	1102	25	B	346	24	B	-1	-4%
Bourke St / Urana St	1870	4	A	2277	5	A	1	27%
Pearson St / Dobney Ave / Access (North)	2393	11	A	2337	10	A	-1	-9%
Pearson St / Dobney Ave / Access (South)	2091	6	A	2050	6	A	0	0%
Tobruk St / Ashmont Ave	308	3	A	314	3	A	0	0%
Glenfield Rd / Fernleigh Rd	2320	20	B	2312	21	B	1	5%
Leavenworth Dr / Northcott Pde	746	7	A	756	8	A	1	14%
Bourke St / Leavenworth Dr	1211	18	B	1260	19	B	1	5%
Bourke St / Fernleigh Rd	1396	35	C	1540	38	C	3	9%
Glenfield Rd / Dalman Pkwy	1568	7	A	1524	7	A	0	0%
Red Hill Rd / Dalman Pkwy	654	6	A	680	5	A	-1	-18%
Red Hill Rd / Yentoo Dr	567	4	A	602	4	A	0	0%
Lake Albert Rd / Lord Baden Powell Dr	1783	7	A	1859	8	A	1	15%
Tobruk St / Fernleigh Rd	413	5	A	414	4	A	-1	-21%
Fernleigh Rd / Lae Ave	766	4	A	752	4	A	0	0%
Fernleigh Rd / Bulolo St	1016	13	A	1007	12	A	-1	-7%
Fernleigh Rd / Barrima Dr	1042	14	A	1047	16	B	2	15%
Fernleigh Rd / Pinaroo Dr	1506	4	A	1566	5	A	1	22%

	Base Case			Construction (no mitigations)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Glenfield Rd / Urana St / Pearson St	1881	28	B	1893	30	C	2	7%
Dalman Pkwy / Pinaroo Dr	611	3	A	626	3	A	0	0%
Lake Albert Rd / Stanley St	1522	15	B	1517	15	B	0	0%
Dobney Ave / Sturt Hwy	1875	8	A	1767	8	A	0	0%
Docker St / Gormly Ave	1312	5	A	1670	100	F	95	1910%
Docker St / Hardy Ave	1318	11	A	1693	29	C	18	157%
Docker St / Brookong Ave	1579	9	A	2344	16	B	7	74%
Docker St / Meurant Ave	1589	16	B	2373	46	D	30	189%
Docker St / Chaston St	1858	17	B	2656	107	F	90	516%
Mitchelmore St / Fernleigh Rd	771	13	A	527	7	A	-6	-47%
Lake Albert Rd / Railway St	1760	27	B	1884	55	D	28	102%
Bulolo St / Ashmont Ave	599	4	A	550	4	A	0	0%
Bourke St / Athol St	1512	45	D	2087	20	B	-25	-55%
Bourke St / Wooden St	1488	59	E	1937	24	B	-35	-59%
Bourke St / Lindsay St	739	9	A	1847	3	A	-6	-67%
Brookong Ave / Sturt Hwy	1755	9	A	2311	15	B	6	69%
MacLeay St / Coleman St	458	27	B	323	17	B	-10	-37%
MacLeay St / Urana St	968	23	B	1002	23	B	0	0%
Edward St / Fox St	1783	59	E	2296	79	F	20	34%
Edmondson Street/Erin Street	14	44	D	116	18	B	-26	-59%
MacLeay St / Erin St	246	19	B	146	17	B	-2	-10%

1. Level of Service (LoS) as per Table 20 above.

Travel Time

The network travel time results for the construction scenario (no mitigation) during the peak periods are presented in Table 30 (AM) and Table 31 (PM).

TABLE 30: TRAVEL TIME ROUTE RESULTS - AM

Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Scenario Travel Time (mm:ss)	Difference (%)
Route 1 Bourke Street/Docker Street	NB	05:13	10:50	+108%
	SB	04:19	04:25	+2%
Route 2 Fernleigh Road	EB	05:50	06:09	+5%
	WB	05:45	05:42	-1%
Route 3 Sturt Highway	EB	09:29	11:52	+25%
	WB	08:41	11:51	+36%
Route 4 Glenfield Road/Pearson Street	NB	06:20	06:33	+3%
	SB	05:21	05:22	+0%
Route 5 Urana Street	EB	05:26	05:35	+3%
	WB	05:12	05:11	0%
Route 6 Lake Albert Road	NB	06:13	06:39	+7%
	SB	05:41	06:44	+19%
Route 7 Mitchelmore Street	NB	04:09	03:58	-4%
	SB	04:10	03:57	-5%
Route 8 Coleman Street	EB	03:20	02:46	-17%
	WB	02:21	10:47	+357%
Route 9 Railway Street	EB	01:42	04:02	+136%
	WB	01:24	01:26	+2%
Route 5a Urana Street (Detour B)	EB	01:00	01:01	+0%
	WB	01:01	01:01	0%
Route 9a Urana St/MacLeay St/Railway St (Detour A)	EB	03:19	05:38	+70%
	WB	03:07	03:08	+0%

TABLE 31: TRAVEL TIME ROUTE RESULTS – PM

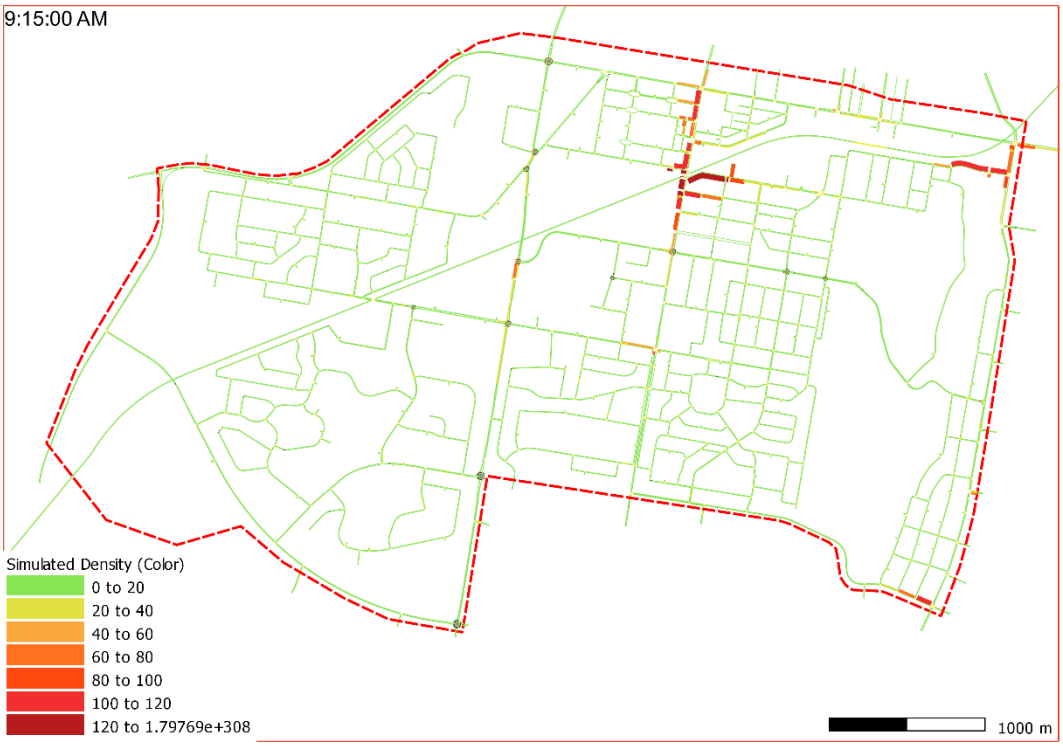
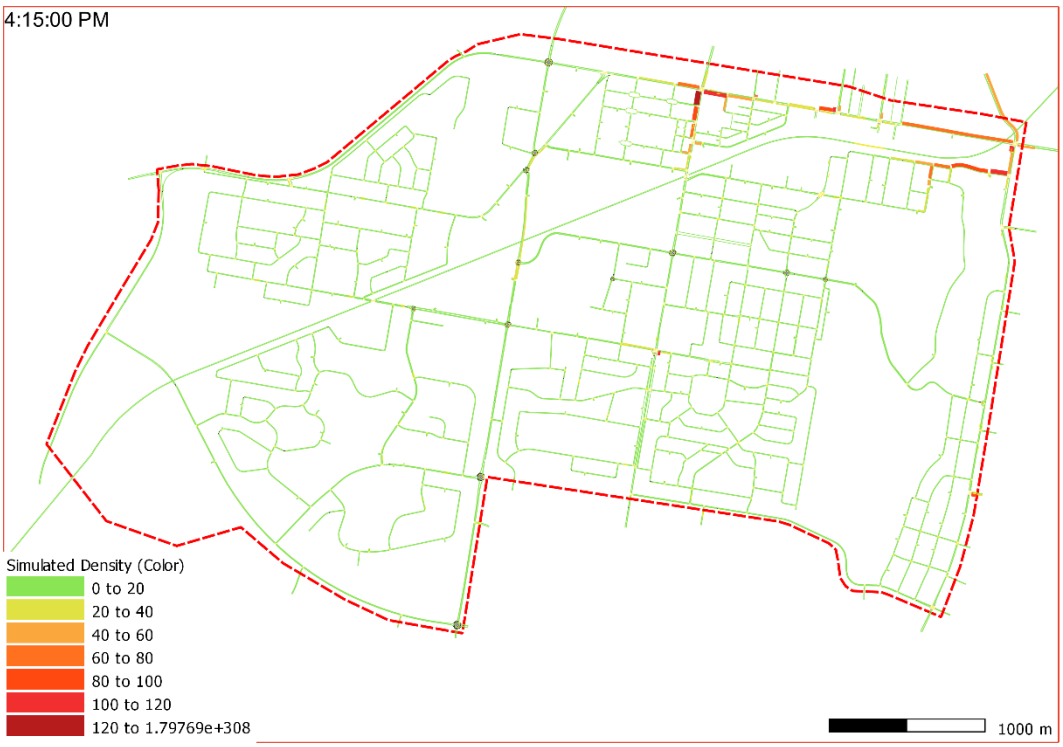
Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Scenario Travel Time (mm:ss)	Difference (%)
Route 1 Bourke Street/Docker Street	NB	04:55	06:04	+24%
	SB	04:11	04:15	+2%
Route 2 Fernleigh Road	EB	05:37	05:40	+1%
	WB	05:49	05:43	-2%
Route 3 Sturt Highway	EB	11:21	15:16	+35%
	WB	09:10	10:51	+18%
Route 4 Glenfield Road/Pearson Street	NB	05:52	05:51	0%
	SB	05:37	05:32	-2%
Route 5 Urana Street	EB	05:15	05:19	+1%
	WB	05:33	05:36	+1%
Route 6 Lake Albert Road	NB	07:15	06:24	-12%
	SB	06:22	07:49	+23%
Route 7 Mitchelmore Street	NB	04:01	03:40	-9%
	SB	04:07	03:56	-4%
Route 8 Coleman Street	EB	03:11	02:40	-16%
	WB	02:20	03:46	+62%
Route 9 Railway Street	EB	02:13	07:22	+234%
	WB	01:25	01:27	+2%
Route 5a Urana Street (Detour B)	EB	00:59	00:59	-1%
	WB	01:01	01:02	+2%
Route 9a Urana St/MacLeay St/Railway St (Detour A)	EB	03:50	08:59	+135%
	WB	03:02	03:06	+2%

NOTE: travel times may not reflect the full picture, as certain mitigation scenarios demonstrated benefits on adjacent side roads that are not captured in the travel time results. Therefore, these results should be interpreted in conjunction with other performance metrics.

Simulated Density

The simulated density results (average number of vehicles per kilometre of lane) for the construction scenario (no mitigation) during the peak periods are presented in Table 32.

TABLE 32: SIMULATED DENSITY RESULTS

Time	Simulated Density
AM Peak 09:00 to 09:15 Construction scenario **no** mitigations	
PM Peak 4:00 to 4:15 Construction scenario **no** mitigations	

Summary

AM peak (08:15 to 09:15)

In the Construction (no mitigation) AM peak, during the temporary closure of the Edmondson Street Bridge, the network performance in the AM peak deteriorates. At Docker Street/Sturt Highway major queueing can be observed on the western approach extending as far back to the Olympic Highway, and the southern approach extending as far back to south of Coleman Street. Long queues are also observed on the eastern approach at Bourke St/ Coleman St, a spillover from the Docker Street/Sturt Highway queuing.

At Lake Albert Road/Sturt Highway some queueing is shown on the southern approach. This also impacts on Railway Street/Lake Albert Road where the queue reaches Flinders Street at its maximum extent.

PM peak (15:15 to 16:15)

In the Construction (no mitigation) PM peak, during the temporary closure of the Edmondson Street Bridge, the network performance in the PM peak worsens. At Docker Street/ Sturt Highway queues on the southern approach nearly reach Chaston Street at its maximum extent.

The western approach to Lake Albert Road/Sturt Highway has lengthened in comparison to Base Case and now extends to Baylis Street. Railway Street/Lake Albert Road has worsened as a result with the queue on the western approach to this intersection now nearly reaching Flinders Street.

At Best Street/Sturt Highway queues on the western approach on the Sturt Highway reach Brookong Avenue at their maximum extent.

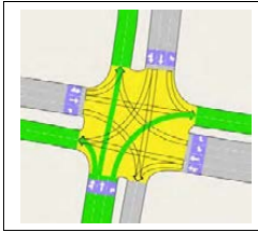
6.8 Construction Scenario (with PIR Mitigations)

6.8.1 PIR Mitigations

The mitigation measures incorporated in the construction with PIR mitigations scenario are outlined in Table 33 below:

TABLE 33: PREVIOUS NETWORK MITIGATIONS

Label	Mitigation
M1	Road markings – lengthen and demarcate the left turn lane on Railway Street at Lake Albert Road (Western Approach Left/Right Turn), refer to Figure 19. **FIGURE 19: RAILWAY STREET AND LAKE ALBERT ROAD MITIGATIONS**
M2	Diversion route – Influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Bourke Street and Edward Street, refer to Figure 20. **FIGURE 20: GLENFIELD ROAD AND PEASRON STREET DIVERSION**

<table>
<tr><th>Label</th><th>Mitigation</th></tr>
<tr><td>M3</td><td>Implementation of a temporary right-turn movement bans in the morning peak to disallow traffic from Coleman Street to enter Bourke Street to travel north to reduce traffic queueing on Coleman Street. Traffic is expected to use Urana Street instead to travel north in this mitigation. Additional right-turn movement bans may be required on Athol Street, Wooden Street and Lindsay Street to avoid rat running.</td></tr>
<tr><td>M4</td><td>Signal optimisations - As traffic patterns in the model changed due to the temporary closure of the Edmondson Street Bridge, the timing for some of the traffic signals in the model was adjusted to mimic the adaptation of the signals of the SCATS system but limited to the original settings from the calibrated base year. These intersections included the Sturt Highway and Docker Street, Sturt Highway and Best Street (Edmondson Street leg closed) Sturt Highway and Lake Albert Road, Docker Street and Brookong Avenue, Lake Albert Road and Railway Street, refer to example in the figure below.
<table>
<tr><th colspan="3">c. Sturt Highway / Lake Albert Road</th></tr>
<tr><th>Staging Plan</th><th>2024 Base Phasing Timing</th><th>2024 Construction Phasing Timing</th></tr>
<tr><td> </td><td>AM: 13 sec
IP: 20 sec
PM: 22 sec</td><td>AM: 6 sec
IP: 20 sec
PM: 12 sec</td></tr>
<tr><td> </td><td>AM: 18 sec
IP: 25 sec
PM: 20 sec</td><td>AM: 16 sec
IP: 22 sec
PM: 20 sec</td></tr>
<tr><td> </td><td>AM: 12 sec
IP: 12 sec
PM: 12 sec</td><td>AM: 12 sec
IP: 12 sec
PM: 12 sec</td></tr>
<tr><td> </td><td>AM: 12 sec
IP: 17 sec
PM: 20 sec</td><td>AM: 12 sec
IP: 18 sec
PM: 20 sec</td></tr>
<tr><td>  </td><td>AM: 37 sec
IP: 28 sec
PM: 28 sec</td><td>AM: 46 sec
IP: 30 sec
PM: 38 sec</td></tr>
</table>
FIGURE 21: STURT HIGHWAY AND LAKE ALBERT ROAD (EXAMPLE)</td></tr>
</table>

6.8.2 Model Results

Level of Service

The intersection delay and LoS results for the construction scenario (with PIR mitigations) during the peak periods are presented in Table 34 (AM) and Table 35 (PM).

TABLE 34: LEVEL OF SERVICE (LOS) RESULTS - AM

	Base Case			Construction (with PIR mitigations)				
Intersection	**Vol**	**Delay**	**LoS[1]**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**
Sturt Hwy / Murray St	1422	14	A	1899	15	B	+1	7%
Mitchelmore St / Urana St	1408	3	A	1233	3	A	0	0%
Lake Albert Rd / Sturt Hwy	2844	62	E	2920	164	F	+102	164%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1888	7	A	2107	10	A	+3	43%
Olympic Hwy / Red Hill Rd	872	5	A	905	6	A	+1	21%
Olympic Hwy / Sturt Hwy	1064	5	A	1071	5	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	3210	8	A	3272	8	A	0	0%
Docker St / Sturt Hwy	2686	62	E	2836	244	F	+182	296%
Station Pl / Sturt Hwy / Baylis St	1448	28	B	1421	28	B	0	0%
Best St / Sturt Hwy	2446	41	C	2007	28	B	-13	-32%
Bourke St / Coleman St	1691	26	B	2543	15	B	-11	-42%
Mitchelmore St / Coleman St / Edmondson St	1429	21	B	671	22	B	+1	5%
Bourke St / Urana St	2036	11	A	2624	53	D	+42	386%
Pearson St / Dobney Ave / Access (North)	2184	9	A	2264	9	A	0	0%
Pearson St / Dobney Ave / Access (South)	2014	8	A	2122	9	A	+1	12%
Tobruk St / Ashmont Ave	460	4	A	474	4	A	0	0%
Glenfield Rd / Fernleigh Rd	1987	20	B	2085	31	C	+11	56%
Leavenworth Dr / Northcott Pde	1013	14	A	1055	15	B	+1	7%
Bourke St / Leavenworth Dr	1506	34	C	1437	35	C	+1	3%
Bourke St / Fernleigh Rd	1655	37	C	1665	42	C	+5	14%
Glenfield Rd / Dalman Pkwy	1644	10	A	1812	17	B	+7	68%
Red Hill Rd / Dalman Pkwy	602	5	A	643	5	A	0	0%
Red Hill Rd / Yentoo Dr	611	4	A	640	5	A	+1	23%
Lake Albert Rd / Lord Baden Powell Dr	1813	8	A	1907	9	A	+1	12%
Tobruk St / Fernleigh Rd	339	4	A	346	4	A	0	0%
Fernleigh Rd / Lae Ave	630	4	A	643	3	A	-1	-28%

	Base Case			Construction (with PIR mitigations)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Fernleigh Rd / Bulolo St	951	14	A	977	13	A	-1	-7%
Fernleigh Rd / Barrima Dr	1018	15	B	1045	16	B	+1	7%
Fernleigh Rd / Pinaroo Dr	1198	4	A	1205	4	A	0	0%
Glenfield Rd / Urana St / Pearson St	1859	16	B	1957	24	B	+8	51%
Dalman Pkwy / Pinaroo Dr	509	3	A	507	3	A	0	0%
Lake Albert Rd / Stanley St	1514	20	B	1559	23	B	+3	15%
Dobney Ave / Sturt Hwy	1809	7	A	1666	32	C	+25	344%
Docker St / Gormly Ave	1252	5	A	1553	59	E	+54	1196%
Docker St / Hardy Ave	1246	13	A	1589	80	F	+67	509%
Docker St / Brookong Ave	1400	11	A	2013	52	D	+41	380%
Docker St / Meurant Ave	1546	18	B	2192	111	F	+93	530%
Docker St / Chaston St	1732	28	B	2401	88	F	+60	214%
Mitchelmore St / Fernleigh Rd	891	11	A	746	9	A	-2	-19%
Lake Albert Rd / Railway St	1575	15	B	1793	37	C	+22	146%
Bulolo St / Ashmont Ave	663	6	A	690	6	A	0	0%
Bourke St / Athol St	1565	11	A	2334	11	A	0	0%
Bourke St / Wooden St	1567	16	B	2359	11	A	-5	-32%
Bourke St / Lindsay St	1523	2	A	2364	2	A	0	0%
Brookong Ave / Sturt Hwy	1425	7	A	1935	12	A	+5	69%
MacLeay St / Coleman St	428	32	C	317	28	B	-4	-12%
MacLeay St / Urana St	956	24	B	994	26	B	+2	8%
Edward St / Fox St	1458	25	B	1894	24	B	-1	-4%
Edmondson Street/Erin Street	13	30	C	222	21	B	-9	-30%
MacLeay St / Erin St	180	22	B	309	23	B	+1	5%

1. Level of Service (LoS) as per Table 20 above.

TABLE 35: LEVEL OF SERVICE (LOS) RESULTS - PM

	Base Case			Construction (with PIR mitigations)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Sturt Hwy / Murray St	1778	22	B	2079	17	B	-5	-23%
Mitchelmore St / Urana St	1176	3	A	935	2	A	-1	-30%
Lake Albert Rd / Sturt Hwy	3529	86	F	3519	134	F	+48	56%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1861	7	A	2101	7	A	0	0%
Olympic Hwy / Red Hill Rd	834	6	A	861	5	A	-1	-16%
Olympic Hwy / Sturt Hwy	983	4	A	984	4	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	2964	8	A	3151	7	A	-1	-13%
Docker St / Sturt Hwy	3052	61	E	3111	111	F	+50	82%
Station Pl / Sturt Hwy / Baylis St	1803	27	B	1802	22	B	-5	-19%
Best St / Sturt Hwy	2807	68	E	2453	50	D	-18	-26%
Bourke St / Coleman St	1655	16	B	2382	42	C	+26	167%
Mitchelmore St / Coleman St / Edmondson St	1102	25	B	377	28	B	+3	12%
Bourke St / Urana St	1870	4	A	2258	5	A	+1	27%
Pearson St / Dobney Ave / Access (North)	2393	11	A	2561	14	A	+3	27%
Pearson St / Dobney Ave / Access (South)	2091	6	A	2216	8	A	+2	31%
Tobruk St / Ashmont Ave	308	3	A	316	3	A	0	0%
Glenfield Rd / Fernleigh Rd	2320	20	B	2133	33	C	+13	65%
Leavenworth Dr / Northcott Pde	746	7	A	752	8	A	+1	14%
Bourke St / Leavenworth Dr	1211	18	B	1108	17	B	-1	-5%
Bourke St / Fernleigh Rd	1396	35	C	1451	35	C	0	0%
Glenfield Rd / Dalman Pkwy	1568	7	A	1728	8	A	+1	14%
Red Hill Rd / Dalman Pkwy	654	6	A	708	5	A	-1	-18%
Red Hill Rd / Yentoo Dr	567	4	A	602	4	A	0	0%
Lake Albert Rd / Lord Baden Powell Dr	1783	7	A	1831	8	A	+1	15%
Tobruk St / Fernleigh Rd	413	5	A	426	5	A	0	0%
Fernleigh Rd / Lae Ave	766	4	A	768	5	A	+1	24%
Fernleigh Rd / Bulolo St	1016	13	A	1012	13	A	0	0%
Fernleigh Rd / Barrima Dr	1042	14	A	1050	13	A	-1	-7%
Fernleigh Rd / Pinaroo Dr	1506	4	A	1525	5	A	+1	22%

	Base Case			Construction (with PIR mitigations)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Glenfield Rd / Urana St / Pearson St	1881	28	B	2040	73	F	+45	162%
Dalman Pkwy / Pinaroo Dr	611	3	A	605	3	A	0	0%
Lake Albert Rd / Stanley St	1522	15	B	1524	15	B	0	0%
Dobney Ave / Sturt Hwy	1875	8	A	1765	8	A	0	0%
Docker St / Gormly Ave	1312	5	A	1569	77	F	+72	1448%
Docker St / Hardy Ave	1318	11	A	1604	94	F	+83	724%
Docker St / Brookong Ave	1579	9	A	2249	19	B	+10	106%
Docker St / Meurant Ave	1589	16	B	2249	30	C	+14	88%
Docker St / Chaston St	1858	17	B	2561	67	E	+50	287%
Mitchelmore St / Fernleigh Rd	771	13	A	554	7	A	-6	-47%
Lake Albert Rd / Railway St	1760	27	B	1917	47	D	+20	73%
Bulolo St / Ashmont Ave	599	4	A	582	4	A	0	0%
Bourke St / Athol St	1512	45	D	2063	21	B	-24	-53%
Bourke St / Wooden St	1488	59	E	1954	23	B	-36	-61%
Bourke St / Lindsay St	739	9	A	1854	3	A	-6	-67%
Brookong Ave / Sturt Hwy	1755	9	A	2325	13	A	+4	46%
MacLeay St / Coleman St	458	27	B	329	17	B	-10	-37%
MacLeay St / Urana St	968	23	B	982	22	B	-1	-4%
Edward St / Fox St	1783	59	E	2310	87	F	+28	48%
Edmondson Street/Erin Street	14	44	D	99	18	B	-26	-59%
MacLeay St / Erin St	246	19	B	122	17	B	-2	-10%

1. Level of Service (LoS) as per Table 20 above.

Travel Time

The network travel time results for the construction scenario (with PIR mitigations) during the peak periods are presented in Table 36 (AM) and Table 37 (PM).

TABLE 36: TRAVEL TIME ROUTE RESULTS – AM

Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Scenario Travel Time (mm:ss)	Difference (%)
Route 1 Bourke Street/Docker Street	NB	05:13	07:08	+37%
	SB	04:19	04:26	+3%
Route 2 Fernleigh Road	EB	05:50	06:43	+15%
	WB	05:45	05:39	-2%
Route 3 Sturt Highway	EB	09:29	27:05	+185%
	WB	08:41	10:33	+22%
Route 4 Glenfield Road/Pearson Street	NB	06:20	08:44	+38%
	SB	05:21	05:31	+3%
Route 5 Urana Street	EB	05:26	06:12	+14%
	WB	05:12	05:14	+1%
Route 6 Lake Albert Road	NB	06:13	07:02	+13%
	SB	05:41	07:30	+32%
Route 7 Mitchelmore Street	NB	04:09	03:57	-5%
	SB	04:10	03:45	-10%
Route 8 Coleman Street	EB	03:20	02:48	-16%
	WB	02:21	02:47	+18%
Route 9 Railway Street	EB	01:42	01:51	+9%
	WB	01:24	01:25	+1%
Route 5a Urana Street (Detour B)	EB	01:00	01:01	+1%
	WB	01:01	01:02	+1%
Route 9a Urana St/MacLeay St/Railway St (Detour A)	EB	03:19	03:31	+6%
	WB	03:07	03:07	0%

TABLE 37: TRAVEL TIME ROUTE RESULTS – PM

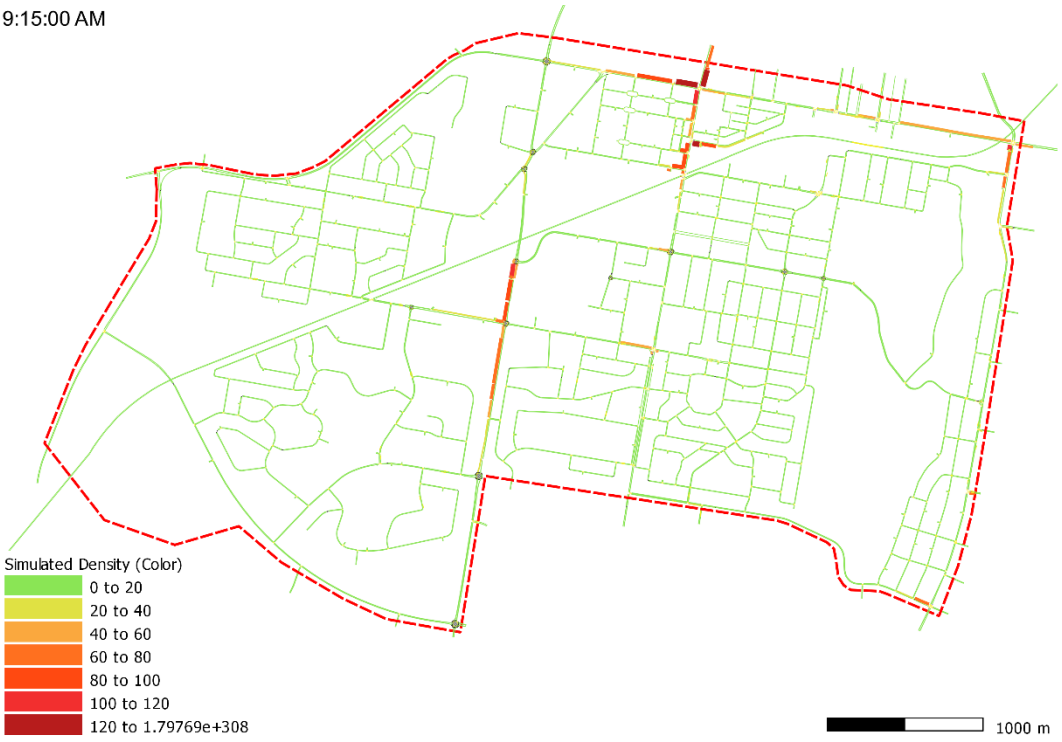
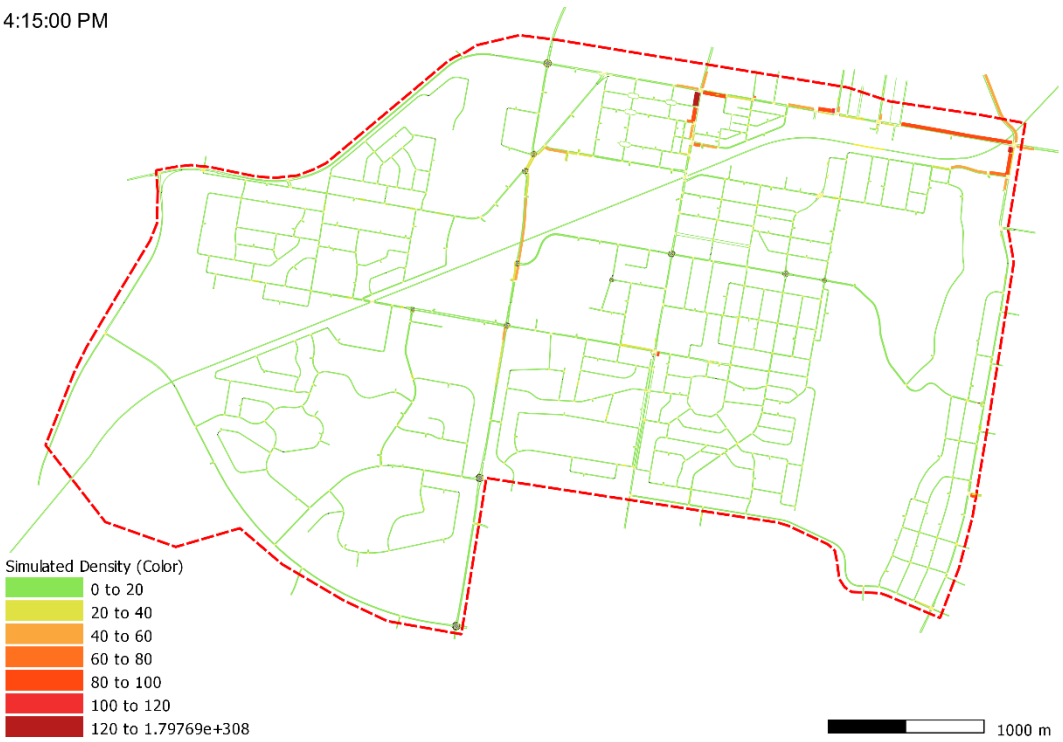
Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Scenario Travel Time (mm:ss)	Difference (%)
Route 1 Bourke Street/Docker Street	NB	04:55	06:39	+36%
	SB	04:11	04:15	+2%
Route 2 Fernleigh Road	EB	05:37	05:32	-1%
	WB	05:49	05:35	-4%
Route 3 Sturt Highway	EB	11:21	14:56	+32%
	WB	09:10	10:45	+17%
Route 4 Glenfield Road/Pearson Street	NB	05:52	06:25	+9%
	SB	05:37	06:28	+15%
Route 5 Urana Street	EB	05:15	05:17	+1%
	WB	05:33	06:14	+12%
Route 6 Lake Albert Road	NB	07:15	07:00	-3%
	SB	06:22	07:42	+21%
Route 7 Mitchelmore Street	NB	04:01	03:53	-3%
	SB	04:07	03:42	-10%
Route 8 Coleman Street	EB	03:11	02:40	-16%
	WB	02:20	03:24	+46%
Route 9 Railway Street	EB	02:13	03:44	+69%
	WB	01:25	01:26	+1%
Route 5a Urana Street (Detour B)	EB	00:59	00:59	+0%
	WB	01:01	01:03	+2%
Route 9a Urana St/MacLeay St/Railway St (Detour A)	EB	03:50	05:20	+39%
	WB	03:02	03:05	+1%

NOTE: travel times may not reflect the full picture, as certain mitigation scenarios demonstrated benefits on adjacent side roads that are not captured in the travel time results. Therefore, these results should be interpreted in conjunction with other performance metrics.

Simulated Density

The simulated density results (average number of vehicles per kilometre of lane) for the construction scenario (with PIR mitigations) during the peak periods are presented in Table 38.

TABLE 38: SIMULATED DENSITY RESULTS

Time	Simulated Density
AM Peak 09:00 to 09:15 Construction scenario **with PIR** mitigations	9:15:00 AM 
PM Peak 4:00 to 4:15 Future construction scenario **with PIR** mitigations	4:15:00 PM 

Summary

AM peak (08:15 to 09:15)

The results show that the proposed mitigation measures have a positive impact on the AM peak:

- The maximum extent of the queue on the southern approach to the Sturt Highway and Docker Street signalised intersection is reduced from Coleman Street to Chaston Street, a reduction of around 100 metres.
- The queue on Coleman Street (seeking to enter Bourke Street) has been mitigated as a result of the right turn bans with no adverse impacts on Urana Street and Bourke Street roundabout.
- On the western approach to Sturt Highway and Docker Street signalised intersection, the maximum queue has reduced from the Sturt Highway and Pearson Street roundabout to the Sturt Highway and Dobney Ave intersection, a reduction of around 300 metres.
- At Railway Street on the western approach to the Lake Albert Road and Railway Street signalised intersection, the queue has been fully mitigated. The maximum queue length has been reduced from Flinders Street but has dissipated as a result of the dedicated additional long left turning lane on this approach.
- At the Sturt Highway and Lake Albert Road signalised intersection, the maximum queue on Lake Albert Road on the southern approach increases to approximately Railway Street as a result of the higher throughput from the Lake Albert Road and Railway Street signalised intersection.

However, the increased traffic pressures can be observed on Glenfield Road between Urana Street and south of Fernleigh Road as a result of the traffic diversion between Holbrook Road and Bourke Street. This diversion has a positive impact on Docker Street and assists with access to the health precinct.

PM peak (15:15 to 16:15)

The results show that the proposed mitigation measures have a positive impact on the PM peak:

- The maximum extent of the queue on the southern approach to the Sturt Highway and Docker Street signalised intersection is reduced from Chaston Street to Brookong Avenue, a reduction of around 180 metres.
- At Railway Street on the western approach to the Lake Albert Road and Railway Street signalised intersection, the queue has been fully mitigated. The maximum queue length has been reduced from Flinders Street but has dissipated as a result of the dedicated additional long left turning lane on this approach.

However, the increased traffic pressure can be observed to slightly increase queueing on the southern approach at Sturt Highway and Lake Albert Road signalised intersection as a result of the increased throughput from Railway Street. Mild traffic pressures are also evident on the section of Glenfield Road over the railway line as a result of the diverted traffic from between Holbrook Road and Bourke Street. The diversion has a positive impact on Docker Street and assists with access to the health precinct.

6.9 Further Analysis / Site Criticality Assessment

6.9.1 Further Analysis

Further analysis of the modelled PIR mitigation measures has been undertaken against the base case to identify and determine the criticality level of key intersections and warrant further mitigation and management measures during the closure of Edmondson Street.

The criticality of each key intersection has been assessed using the threshold levels detailed in Table 39, which takes into consideration those outlined in Section 5.2. The site criticality assessment and intervention hierarchy have been used to ascertain the priority of each site and assist in determining the mitigation requirements to be applied across the network.

TABLE 39: SUMMARY OF CRITICALITY THRESHOLDS

Criticality	Threshold Levels
Very High	Existing LOS is below LOS C, and the delay change is more than 20%
High	Existing LOS is below LOS C, and the delay change is less than 20% (or improved)
Moderate	Existing LOS C or above has reduced below LOS C, and the delay change is more than 20%
Low	Existing LOS C or above has been maintained, and the delay change more than 20% and greater than 15 seconds)
Very Low	Existing LOS C or above has been maintained, and the delay change more than 20% but less than 15 seconds)
Negligible	Existing LOS C maintained or improved to LOS C or above, and the delay reduced or change less than 20%)

6.9.2 Intervention Hierarchy

An evidence-based hierarchy of mitigation treatments for managing demand, reducing queueing, and improving road safety performance is well-documented within Australian and New South Wales frameworks. A primary reference is the *Austroads Guide to Traffic Management (particularly Parts 4 Network Management and 8 Local Area Traffic Management)*, which advocates the utilisation of lower-cost, system-focused interventions before resorting to extensive road upgrades. These guides emphasise demand management strategies, such as promoting alternate routes, active transport and public transport usage, alongside measures to optimise existing capacity at critical intersections.

In New South Wales, guidance from Transport aligns closely with these principles. Documents like the Traffic Management Guidelines and various Technical Directions underscore the importance of first refining network operations through efficient signal phasing, clear lane delineations, and targeted speed management measures. Noting the temporary nature of the network impacts, it is prudent to utilise these established references and focus on optimising existing infrastructure and operational controls to effectively mitigate and manage traffic changes during the construction period.

The hierarchy of interventions outlined in Table 40 demonstrates the level of mitigation actions required as determined by the outcomes of the criticality assessment and further influenced by the road classification. For example, should the criticality of a site be assessed as very high, yet the road classification be a local road, the required mitigation may be of a lesser priority compared to a state road (in this case, the Sturt Highway).

Further to identifying key intersections, other critical sites and corridors have also been identified. For example, railway level crossing, and North-South commuter corridors. The network management and mitigation for these critical sites and corridors will play a significant role in the overall network performance of the broader network during peak periods whilst Edmondson Street is closed.

TABLE 40: SUMMARY OF INTERVENTION HIERARCHY

Criticality	Intervention Level	Description of Mitigation Actions
Very High	Network Level	**State/Regional Roads:** - Strategic freight re-routing, and widespread use of portable Variable Message Signs (VMS) to encourage alternate freight routes and spread demand during peak periods. - Implement adaptive traffic signals to mitigate congestion and delay caused by heavy vehicles during peak periods (*consider introducing heavy vehicle curfews/detours)*. - Introduce portable/permanent CCTV cameras to monitor, evaluate and make real-time adjustments to traffic signal phasing at critical intersections during peak periods. **Arterial Roads:** - Strategic commuter re-routing, and widespread use of portable Variable Message Signs (VMS) to encourage alternate commuter routes and spread demand during peak periods. - Implement adaptive traffic signals to mitigate congestion and delay caused by commuter vehicles during peak periods. - Introduce parking restrictions and provide for emergency services during peak periods. **Local Roads:** - Develop local traffic diversions to address minor leg delays and address potential poor gap acceptance conditions.
High	Network/Site Level	**State/Regional Roads:** - Strategic freight re-routing, and widespread use of portable Variable Message Signs (VMS) to encourage alternate freight routes and spread demand during peak periods. - Implement adaptive traffic signals to mitigate congestion and delays caused by heavy vehicles during peak periods. **Arterial Roads:** - Strategic commuter re-routing, and widespread use of portable Variable Message Signs (VMS) to encourage alternate commuter routes and spread demand during peak periods. - Implement adaptive traffic signals to mitigate congestion and delay caused by commuter vehicles during peak periods. **Local Roads:** - Develop local traffic diversions to address minor leg delays and address potential poor gap acceptance conditions. - Introduce turning restrictions to prevent “rat runs” and the risk of poor gap selection. - Introduce parking restrictions and enhance delineation to increase storage and improve the flow of turning movements. - Introduce portable traffic signals to manage increased demands and to manage flows approaching roundabouts during peak periods.
Moderate	Site Level	**State, Regional, Arterial and Local Roads:** - Minor signage and delineation device refinements to address specific issues. - Introduce turning restrictions to prevent “rat runs” and the risk of poor gap selection. - Introduce parking restrictions and enhance delineation to increase storage and improve the flow of turning movements.
Low	Monitor Level	**State, Regional, Arterial, and Local Roads:** Periodic site inspections and monitoring to review performance addressing concerns as needed. Observe queue lengths, and delay times and escalate for action if needed.
Very Low	Monitor/Nil Level	**State, Regional, Arterial, and Local Roads:** Occasional site inspections and monitoring to review performance addressing minor concerns as needed.
Negligible	Nil Level	**State, Regional, Arterial, and Local Roads:** No interventions are required for negligible impacts that are highly unlikely to affect traffic operations, safety, or community well-being.

TABLE 41: CRITICALITY IDENTIFICATION AM PEAK (08:15 TO 09:15)

Intersection AM LoS 08:15 to 09:15	Base Case (existing)			PIR Mitigation			Type	+/- (s)	+/- (%)	Criticality
	Volume (veh)	Delay (sec)	LoS	Volume (veh)	Delay (sec)	LoS				
Sturt Hwy / Murray St	1,422	14	A	1,899	15	B		+1	7%	Negligible
Mitchelmore St / Urana St	1,408	3	A	1,233	3	A		0	0%	Negligible
Lake Albert Rd / Sturt Hwy	2,844	62	E	2,920	164	F		+102	164%	Very High
Holbrook Rd / Red Hill Rd / Glenfield Rd	1,888	7	A	2,107	10	A		+3	43%	Very Low
Olympic Hwy / Red Hill Rd	872	5	A	905	6	A		+1	21%	Very Low
Olympic Hwy / Sturt Hwy	1,064	5	A	1,071	5	A		0	0%	Negligible
Pearson St / Sturt Hwy / Olympic Hwy	3,210	8	A	3,272	8	A		0	0%	Negligible
Docker St / Sturt Hwy	2,686	62	E	2,836	244	F		+182	296%	Very High
Station Pl / Sturt Hwy / Baylis St	1,448	28	B	1,421	28	B		0	0%	Negligible
Best St / Sturt Hwy	2,446	41	C	2,007	28	B		-13	-32%	Negligible
Bourke St / Coleman St	1,691	26	B	2,543	15	B		-11	-42%	Negligible
Mitchelmore St / Coleman St / Edmondson St	1,429	21	B	671	22	B		+1	5%	Negligible
Bourke St / Urana St	2,036	11	A	2,624	53	D		+42	386%	Moderate
Pearson St / Dobney Ave / Access	2,184	9	A	2,264	9	A		0	0%	Negligible
Pearson St / Dobney Ave / Access	2,014	8	A	2,122	9	A		+1	12%	Negligible
Tobruk St / Ashmont Ave	460	4	A	474	4	A		0	0%	Negligible
Glenfield Rd / Fernleigh Rd	1,987	20	B	2,085	31	C		+11	56%	Very Low
Leavenworth Dr / Northcott Pde	1,013	14	A	1,055	15	B		+1	7%	Negligible
Bourke St / Leavenworth Dr	1,506	34	C	1,437	35	C		+1	3%	Negligible
Bourke St / Fernleigh Rd	1,655	37	C	1,665	42	C		+5	14%	Negligible
Glenfield Rd / Dalman Pkwy	1,644	10	A	1,812	17	B		+7	68%	Very Low
Red Hill Rd / Dalman Pkwy	602	5	A	643	5	A		0	0%	Negligible
Red Hill Rd / Yentoo Dr	611	4	A	640	5	A		+1	23%	Very Low
Lake Albert Rd / Lord Baden Powell Dr	1,813	8	A	1,907	9	A		+1	12%	Negligible
Tobruk St / Fernleigh Rd	339	4	A	346	4	A		0	0%	Negligible
Fernleigh Rd / Lae Ave	630	4	A	643	3	A		-1	-28%	Negligible
Fernleigh Rd / Bulolo St	951	14	A	977	13	A		-1	-7%	Negligible
Fernleigh Rd / Barrima Dr	1,018	15	B	1,045	16	B		+1	7%	Negligible
Fernleigh Rd / Pinaroo Dr	1,198	4	A	1,205	4	A		0	0%	Negligible
Glenfield Rd / Urana St / Pearson St	1,859	16	B	1,957	24	B		+8	51%	Very Low
Dalman Pkwy / Pinaroo Dr	509	3	A	507	3	A		0	0%	Negligible
Lake Albert Rd / Stanley St	1,514	20	B	1,559	23	B		+3	15%	Negligible
Dobney Ave / Sturt Hwy	1,809	7	A	1,666	32	C		+25	344%	Low
Docker St / Gormly Ave	1,252	5	A	1,553	59	E		+54	1196%	Moderate
Docker St / Hardy Ave	1,246	13	A	1,589	80	F		+67	509%	Moderate
Docker St / Brookong Ave	1,400	11	A	2,013	52	D		+41	380%	Moderate
Docker St / Meurant Ave	1,546	18	B	2,192	111	F		+93	530%	Moderate
Docker St / Chaston St	1,732	28	B	2,401	88	F		+60	214%	Moderate
Mitchelmore St / Fernleigh Rd	891	11	A	746	9	A		-2	-19%	Negligible
Lake Albert Rd / Railway St	1,575	15	B	1,793	37	C		+22	146%	Low
Bulolo St / Ashmont Ave	663	6	A	690	6	A		0	0%	Negligible
Bourke St / Athol St	1,565	11	A	2,334	11	A		0	0%	Negligible
Bourke St / Wooden St	1,567	16	B	2,359	11	A		-5	-32%	Negligible
Bourke St / Lindsay St	1,523	2	A	2,364	2	A		0	0%	Negligible
Brookong Ave / Sturt Hwy	1,425	7	A	1,935	12	A		+5	69%	Very Low
MacLeay St / Coleman St	428	32	C	317	28	B		-4	-12%	Negligible
MacLeay St / Urana St	956	24	B	994	26	B		+2	8%	Negligible
Edward St / Fox St	1,458	25	B	1,894	24	B		-1	-4%	Negligible
Edmondson Street/Erin Street	13	30	C	222	21	B		-9	-30%	Negligible
MacLeay St / Erin St	180	22	B	309	23	B		+1	5%	Negligible

TABLE 42: CRITICALITY IDENTIFICATION PM PEAK (15:15 TO 16:15)

Intersection PM Los 15:15 to 16:15	Base Case (existing)			PIR Mitigation			Type	+/- (s)	+/- (%)	Criticality
	Volume (veh)	Delay (sec)	LoS	Volume (veh)	Delay (sec)	LoS				
Sturt Highway / Murray Street	1,778	22	B	2,079	17	B		-5	-23%	Negligible
Mitchelmore Street / Urana Street	1,176	3	A	935	2	A		-1	-30%	Negligible
Lake Albert Road / Sturt Highway	3,529	86	F	3,519	134	F		+48	56%	Very High
Red Hill Road / Glenfield Road	1,861	7	A	2,101	7	A		0	0%	Very Low
Olympic Highway / Red Hill Road	834	6	A	861	5	A		-1	-16%	Negligible
Olympic Highway / Sturt Highway	983	4	A	984	4	A		0	0%	Negligible
Pearson Street / Sturt Highway	2,964	8	A	3,151	7	A		-1	-13%	Very Low
Docker Street / Sturt Highway	3,052	61	E	3,111	111	F		+50	82%	Very High
Station Place / Sturt Highway	1,803	27	B	1,802	22	B		-5	-19%	Negligible
Best Street / Sturt Highway	2,807	68	E	2,453	50	D		-18	-26%	Negligible
Bourke Street / Coleman Street	1,655	16	B	2,382	42	C		+26	167%	Low
Mitchelmore Street / Coleman Street	1,102	25	B	377	28	B		+3	12%	Negligible
Bourke Street / Urana Street	1,870	4	A	2,258	5	A		+1	27%	Very Low
Pearson Street / Dobney Avenue (North)	2,393	11	A	2,561	14	A		+3	27%	Very Low
Pearson Street / Dobney Avenue (South)	2,091	6	A	2,216	8	A		+2	31%	Very Low
Tobruk Street / Ashmont Avenue	308	3	A	316	3	A		0	0%	Negligible
Glenfield Road / Fernleigh Road	2,320	20	B	2,133	33	C		+13	65%	Low
Leavenworth Drive / Northcott Parade	746	7	A	752	8	A		+1	14%	Negligible
Bourke Street / Leavenworth Drive	1,211	18	B	1,108	17	B		-1	-5%	Negligible
Bourke Street / Fernleigh Road	1,396	35	C	1,451	35	C		0	0%	Negligible
Glenfield Road / Dalman Parkway	1,568	7	A	1,728	8	A		+1	14%	Very Low
Red Hill Road / Dalman Parkway	654	6	A	708	5	A		-1	-18%	Negligible
Red Hill Road / Yentoo Drive	567	4	A	602	4	A		0	0%	Negligible
Lake Albert Road / L Baden Powell Drive	1,783	7	A	1,831	8	A		+1	15%	Negligible
Tobruk Street / Fernleigh Road	413	5	A	426	5	A		0	0%	Negligible
Fernleigh Road / Lae Avenue	766	4	A	768	5	A		+1	24%	Very Low
Fernleigh Road / Bulolo Street	1016	13	A	1,012	13	A		0	0%	Negligible
Fernleigh Road / Barrima Drive	1,042	14	A	1,050	13	A		-1	-7%	Negligible
Fernleigh Road / Pinaroo Drive	1,506	4	A	1,525	5	A		+1	22%	Very Low
Glenfield Rd / Urana St / Pearson St	1,881	28	B	2,040	73	F		+45	162%	Moderate
Dalman Parkway / Pinaroo Drive	611	3	A	605	3	A		0	0%	Negligible
Lake Albert Road / Stanley Street	1,522	15	B	1,524	15	B		0	0%	Negligible
Dobney Avenue / Sturt Highway	1,875	8	A	1,765	8	A		0	0%	Negligible
Docker Street / Gormly Avenue	1,312	5	A	1,569	77	F		+72	1448%	Moderate
Docker Street / Hardy Avenue	1,318	11	A	1,604	94	F		+83	724%	Moderate
Docker Street / Brookong Avenue	1,579	9	A	2,249	19	B		+10	106%	Very Low
Docker Street / Meurant Avenue	1,589	16	B	2,249	30	C		+14	88%	Very Low
Docker Street / Chaston Street	1,858	17	B	2,561	67	E		+50	287%	Moderate
Mitchelmore Street / Fernleigh Road	771	13	A	554	7	A		-6	-47%	Negligible
Lake Albert Road / Railway Street	1,760	27	B	1,917	47	D		+20	73%	Moderate
Bulolo Street / Ashmont Avenue	599	4	A	582	4	A		0	0%	Negligible
Bourke Street / Athol Street	1,512	45	D	2,063	21	B		-24	-53%	Negligible
Bourke Street / Wooden Street	1,488	59	E	1,954	23	B		-36	-61%	Negligible
Bourke Street / Lindsay Street	739	9	A	1,854	3	A		-6	-67%	Negligible
Brookong Ave / Sturt Highway	1,755	9	A	2,325	13	A		+4	46%	Very Low
MacLeay St / Coleman St	458	27	B	329	17	B		-10	-37%	Negligible
MacLeay St / Urana St	968	23	B	982	22	B		-1	-4%	Negligible
Edward St / Fox St	1,783	59	E	2,310	87	F		+28	48%	Very High
Edmondson Street/Erin Street	14	44	D	99	18	B		-26	-59%	Negligible
MacLeay St / Erin St	246	19	B	122	17	B		-2	-10%	Negligible

6.9.3 Site Criticality Assessment Outcomes

The further analysis adopting the criticality thresholds outlined in Section 6.9 has identified the following critical sites:

TABLE 43: CRITICAL SITES AM PEAK (08:15 TO 09:15)

Intersection PM Los 15:15 to 16:15	Base Case (existing)			PIR Mitigation			Type	+/- (s)	+/- (%)	Criticality
	Volume (veh)	Delay (sec)	LoS	Volume (veh)	Delay (sec)	LoS				
Lake Albert Rd / Sturt Hwy	2,844	62	E	2,920	164	F		+102	164%	Very High
Docker St / Sturt Hwy	2,686	62	E	2,836	244	F		+182	296%	Very High
Bourke St / Urana St	2,036	11	A	2,624	53	D		+42	386%	Moderate
Docker St / Gormly Ave	1,252	5	A	1,553	59	E	T	+54	1196%	Moderate
Docker St / Hardy Ave	1,246	13	A	1,589	80	F	T	+67	509%	Moderate
Docker St / Brookong Ave	1,400	11	A	2,013	52	D		+41	380%	Moderate
Docker St / Meurant Ave	1,546	18	B	2,192	111	F	T	+93	530%	Moderate
Docker St / Chaston St	1,732	28	B	2,401	88	F	T	+60	214%	Moderate

TABLE 44: CRITICAL SITES PM PEAK (15:15 TO 16:15)

Intersection PM Los 15:15 to 16:15	Base Case (existing)			PIR Mitigation			Type	+/- (s)	+/- (%)	Criticality
	Volume (veh)	Delay (sec)	LoS	Volume (veh)	Delay (sec)	LoS				
Lake Albert Road / Sturt Highway	3,529	86	F	3,519	134	F		+48	56%	Very High
Docker Street / Sturt Highway	3,052	61	E	3,111	111	F		+50	82%	Very High
Glenfield Rd / Urana St / Pearson St	1,881	28	B	2,040	73	F		+45	162%	Moderate
Docker Street / Gormly Avenue	1,312	5	A	1,569	77	F	T	+72	1448%	Moderate
Docker Street / Hardy Avenue	1,318	11	A	1,604	94	F	T	+83	724%	Moderate
Docker Street / Chaston Street	1,858	17	B	2,561	67	E	T	+50	287%	Moderate
Lake Albert Road / Railway Street	1,760	27	B	1,917	47	D		+20	73%	Moderate
Edward St / Fox St	1,783	59	E	2,310	87	F		+28	48%	Very High

TABLE 45: CRITICAL SITES (AM & PM PEAKS)

Intersection	AM	PM
Lake Albert Rd / Sturt Hwy	Very High	Very High
Lake Albert Rd / Railway St	Low	Moderate
Docker St / Sturt Hwy	Very High	Very High
Docker St / Gormly Ave	Moderate	Moderate
Docker St / Hardy Ave	Moderate	Moderate
Docker St / Brookong Ave	Moderate	Very Low
Docker St / Meurant Ave	Moderate	Very Low
Docker St / Chaston St	Moderate	Moderate
Glenfield Rd / Urana / Pearson St	Very Low	Moderate
Bourke St / Urana St	Moderate	Very Low
Edward St / Fox St	Negligible	Very High

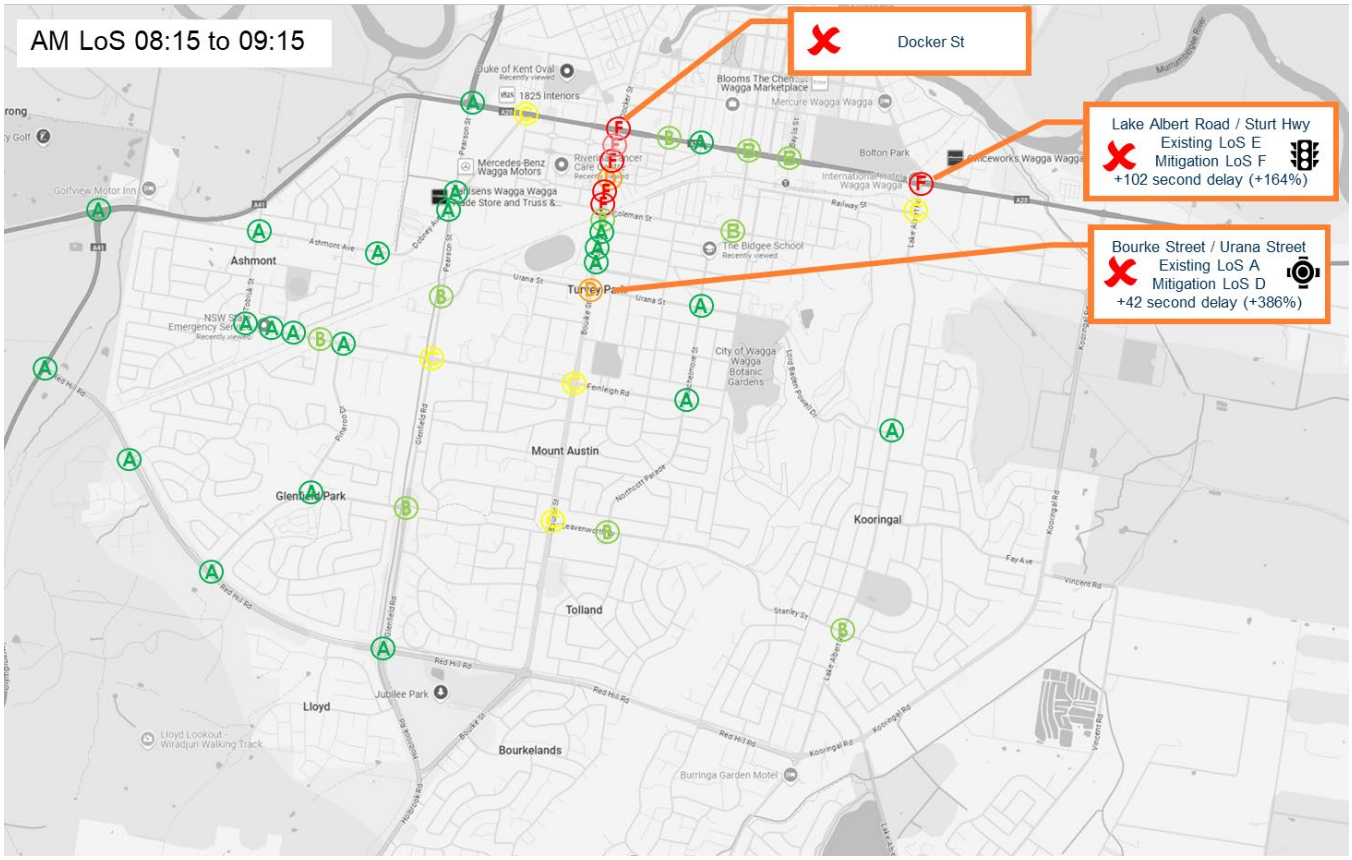


FIGURE 22: CRITICAL SITES AM PEAK (08:15 TO 09:15) – NETWORK LEVEL

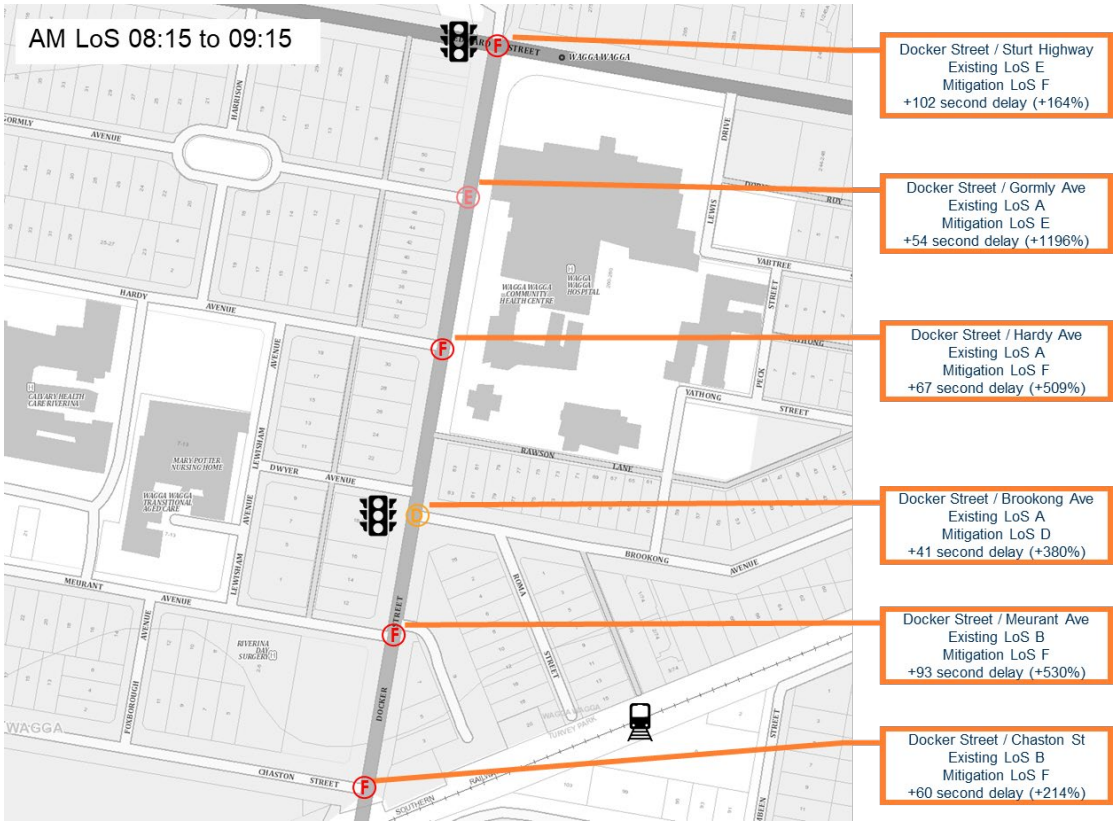


FIGURE 23: CRITICAL SITES AM PEAK (08:15 TO 09:15) – DOCKER STREET

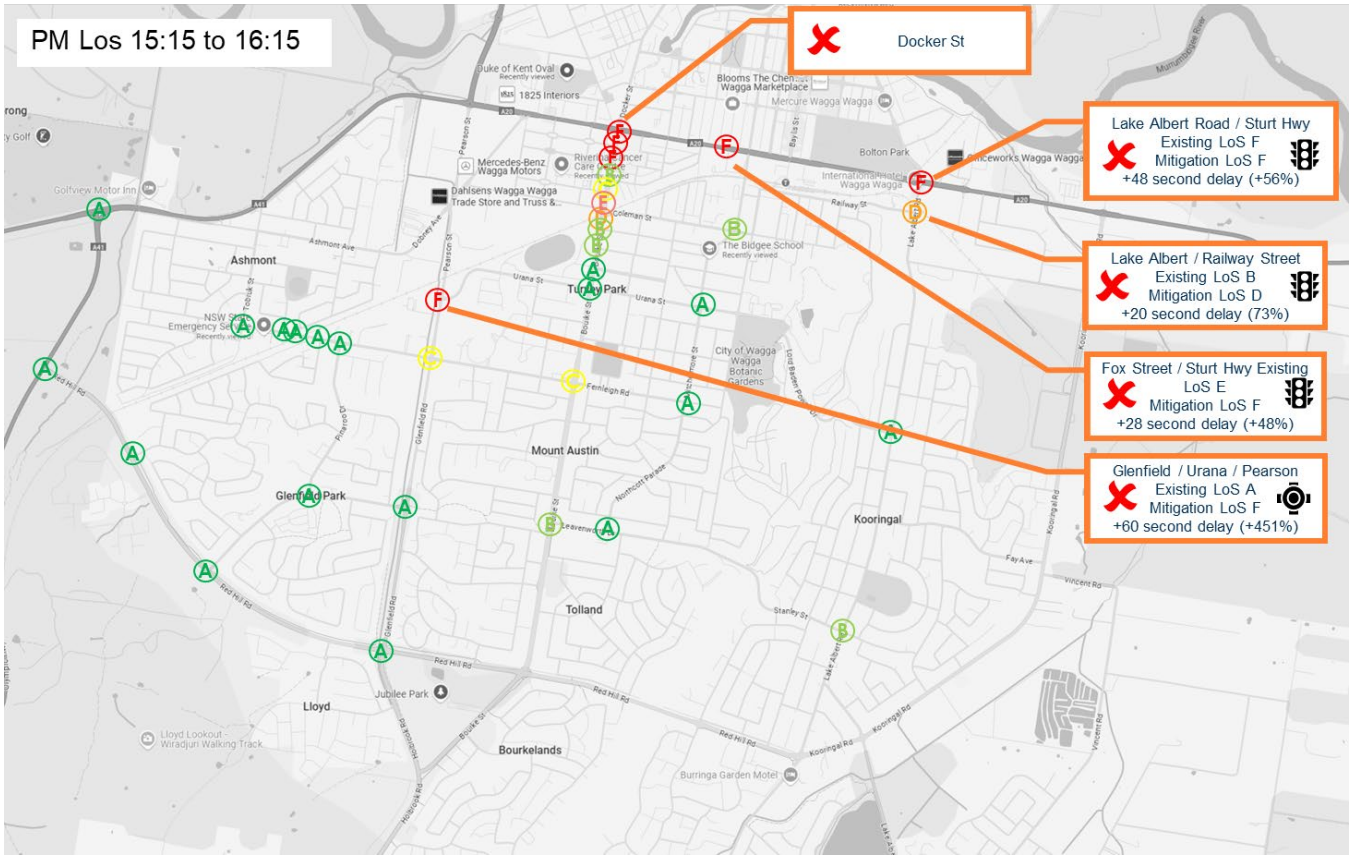


FIGURE 24: CRITICAL SITES PM PEAK (15:15 TO 16:15) – NETWORK LEVEL

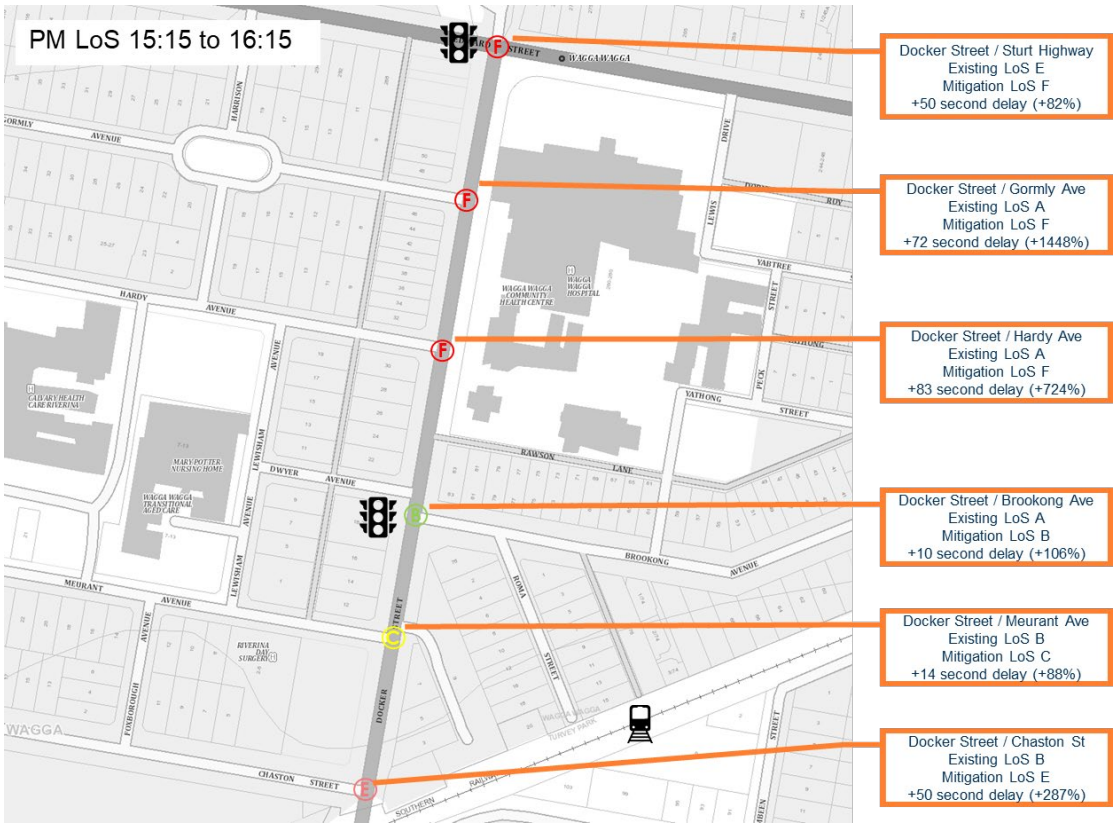


FIGURE 25: CRITICAL SITES AM PEAK (15:15 TO 16:15) – DOCKER STREET

TABLE 46: CRITICAL INTERSECTIONS AM PEAK (08:15 TO 09:15)

CRITICAL INTERSECTION					AM PEAK - BASE CASE (EXISTING)									AM PEAK - CONSTRUCTION (WITH PIR MITIGATIONS)								
Intersection Name	Approach	Road Name	Movement	Movement ID	Vol Per Movement	Delay Per Movement	LOS Per Movement	Vol Per Approach	Delay Per Approach	LOS Per Approach	Vol Per Intersection	Delay Per Intersection	LOS Per Intersection	Vol Per Movement	Delay Per Movement	LOS Per Movement	Vol Per Approach	Delay Per Approach	LOS Per Approach	Vol Per Intersection	Delay Per Intersection	LOS Per Intersection
Lake Albert Rd / Sturt Hwy	South	Lake Albert Rd	Left	5-S-L	272	104	F	986	78	F	2844	62	E	419	113	F	1190	82	F	2920	164	F
			Through	5-S-T	559	67	E							556	59	E						
			Right	5-S-R	155	69	E							216	81	F						
	East	Sturt Hwy	Left	5-E-L	107	45	D	883	36	C				138	75	F	888	76	F			
			Through	5-E-T	366	39	C							329	52	D						
			Right	5-E-R	410	31	C							421	95	F						
	North	Lake Albert Rd	Left	5-N-L	300	37	C	495	50	D				290	218	F	487	159	F			
			Through	5-N-T	169	66	E							177	71	E						
			Right	5-N-R	26	88	F							20	83	F						
	West	Sturt Hwy	Left	5-W-L	6	70	E	480	92	F				8	511	F	355	663	F			
			Through	5-W-T	344	73	F							280	554	F						
			Right	5-W-R	131	142	F							67	1141	F						
Lake Albert Rd / Railway St	South	Lake Albert Rd	Left	43-S-L	118	21	B	936	16	B	1575	15	B	133	70	E	967	51	D	1793	37	C
			Through	43-S-T	818	16	B							834	48	D						
	North	Lake Albert Rd	Through	43-N-T	332	5	A	403	13	A				286	5	A	381	21	B			
			Right	43-N-R	71	48	D							95	71	E						
	West	Railway St	Left	43-W-L	174	11	A	235	13	A				371	19	B	444	22	B			
			Right	43-W-R	62	20	B							73	38	C						
Docker St / Sturt Hwy	South	Docker St	Left	10-S-L	68	47	D	661	48	D	2686	62	E	59	66	E	1011	128	F	2836	244	F
			Through	10-S-T	441	45	D							343	67	E						
			Right	10-S-R	152	58	E							609	168	F						
	East	Sturt Hwy	Left	10-E-L	104	31	C	599	37	C				181	96	F	667	90	F			
			Through	10-E-T	454	35	C							449	80	F						
			Right	10-E-R	41	77	F							37	174	F						
	North	Docker St	Left	10-N-L	31	48	D	493	67	E				21	295	F	433	357	F			
			Through	10-N-T	262	51	D							255	320	F						
			Right	10-N-R	199	92	F							157	425	F						
	West	Sturt Hwy	Left	10-W-L	292	58	E	934	84	F				256	342	F	725	481	F			
			Through	10-W-T	498	65	E							390	474	F						
			Right	10-W-R	144	199	F							80	964	F						
Docker St / Gormly Ave	South	Docker St	Left	37-S-L	85	2	A	732	2	A	1252	5	A	26	8	A	978	39	C	1553	59	E
			Through	37-S-T	647	0	A							952	39	C						
	North	Docker St	Through	37-N-T	510	0	A	510	0	A				516	0	A	516	0	A			
	West	Gormly Ave	Left	37-W-L	10	5	A	10	5	A				59	59	E	59	59	E			
Docker St / Hardy Ave	South	Docker St	Left	38-S-L	0	0	A	727	0	A	1246	13	A	25	6	A	1000	19	B	1589	80	F
			Through	38-S-T	727	0	A							975	19	B						
	North	Docker St	Through	38-N-T	452	0	A	510	9	A				458	1	A	516	14	A			
			Right	38-N-R	58	9	A							58	14	A						
	West	Hardy Ave	Left	38-W-L	0	0	A	9	13	A				7	80	F	73	80	F			
			Right	38-W-R	9	13	A							66	38	C						
Docker St / Brookong Ave	South	Docker St	Through	39-S-T	736	4	A	861	9	A	1400	11	A	1045	19	B	1194	43	D	2013	52	D
			Right	39-S-R	125	39	C							149	209	F						
	East	Brookong Ave	Left	39-E-L	130	25	B	150	23	B				195	216	F	231	214	F			
			Right	39-E-R	20	8	A							36	206	F						
	North	Docker St	Left	39-N-L	11	11	A	389	9	A				17	4	A	588	8	A			
			Through	39-N-T	377	9	A							571	8	A						
Docker St / Meurant Ave	South	Docker St	Left	40-S-L	146	2	A	980	2	A	1546	18	B	158	6	A	1332	24	B	2192	111	F
			Through	40-S-T	834	1	A							1174	24	B						
	North	Docker St	Through	40-N-T	474	1	A	507	13	A				735	1	A	765	23	B			
			Right	40-N-R	32	13	A							30	23	B						
	West	Meurant Ave	Left	40-W-L	28	11	A	59	18	B				29	111	F	95	111	F			
			Right	40-W-R	31	18	B							66	85	F						
Docker St / Chaston St	South	Docker St	Left	41-S-L	126	0	A	977	0	A	1732	28	B	126	1	A	1331	3	A	2401	88	F
			Through	41-S-T	851	0	A							1205	3	A						
	North	Docker St	Through	41-N-T	413	4	A	506	9	A				713	4	A	800	16	B			
			Right	41-N-R	92	9	A							87	16	B						
	West	Chaston St	Left	41-W-L	129	10	A	250	28	B				139	85	F	270	88	F			
			Right	41-W-R	121	28	B							131	88	F						
Glenfield Rd / Urana St / Pearson St	South	Glenfield Rd	Through	33-S-T	657			956	16	B	1859	16	B	726			1020	24	B	1957	24	B
			Right	33-S-R	299									294								
			U - Turn	33-S-U	0									0								
	East	Urana St	Left	33-E-L	134			287	6	A				145			319	8	A			
			Right	33-E-R	153									174								
			U - Turn	33-E-U	0									0								
	North	Pearson St	Left	33-N-L	165			615	5	A				181			618	7	A			
			Through	33-N-T	450									437								
			U - Turn	33-N-U	0									0								
Bourke St / Urana St	South	Bourke St	Left	15-S-L	11			872	6	A	2036	11	A	11			908	10	A	2624	53	D
			Through	15-S-T	760									808								
			Right	15-S-R	101									89								
			U - Turn	15-S-U	0									0								
	East	Urana St	Left	15-E-L	50			347	3	A				35			500	4	A			
			Through	15-E-T	159									174								
			Right	15-E-R	138									291								
			U - Turn	15-E-U	0									0								
	North	Bourke St	Left	15-N-L	65			441	3	A				150			861	4	A			
			Through	15-N-T	324									383								
			Right	15-N-R	53									76								
			U - Turn	15-N-U	0									252								
	West	Urana St	Left	15-W-L	179			375	11	A				148			355	53	D			
			Through	15-W-T	178									195								
			Right	15-W-R	18									12								
			U - Turn	15-W-U	0									0								
Edward St / Fox St	South	Fox St	Left	202-S-L	10	231	F	40	203	F	1458	25	B	34	212	F	38	211	F	1894	24	B
			Right	202-S-R	30	194	F							5	204	F						
	East	Edward St	Left	202-E-L	51	18	B	758	29	C				15	24	B	901	27	B			
			Through	202-E-T	707	30	C							886	27	B						
	West	Edward St	Through	202-W-T	647	9	A	660	9	A				911	13	A	954	13	A			
			Right	202-W-R	12	11	A							42	11	A						

TABLE 47: CRITICAL INTERSECTIONS PM PEAK (15:15 TO 16:15)

CRITICAL INTERSECTION					PM PEAK - BASE CASE (EXISTING)									PM PEAK - CONSTRUCTION (WITH PIR MITIGATIONS)								
Intersection Name	Approach	Road Name	Movement	Movement ID	Vol Per Movement	Delay Per Movement	LOS Per Movement	Vol Per Approach	Delay Per Approach	LOS Per Approach	Vol Per Intersection	Delay Per Intersection	LOS Per Intersection	Vol Per Movement	Delay Per Movement	LOS Per Movement	Vol Per Approach	Delay Per Approach	LOS Per Approach	Vol Per Intersection	Delay Per Intersection	LOS Per Intersection
Lake Albert Rd / Sturt Hwy	South	Lake Albert Rd	Left	5-S-L	198	153	F	875	113	F	3529	86	F	297	174	F	974	114	F	3519	134	F
			Through	5-S-T	472	113	F							459	93	F						
			Right	5-S-R	205	75	F							218	78	F						
	East	Sturt Hwy	Left	5-E-L	154	57	E	1132	39	C				227	113	F	1143	57	E			
			Through	5-E-T	511	42	C							432	46	D						
			Right	5-E-R	466	29	C							484	41	C						
	North	Lake Albert Rd	Left	5-N-L	503	92	F	918	81	F				461	220	F	872	162	F			
			Through	5-N-T	410	69	E							410	96	F						
			Right	5-N-R	5	88	F							0	0	A						
	West	Sturt Hwy	Left	5-W-L	38	138	F	604	140	F				31	228	F	530	288	F			
			Through	5-W-T	423	133	F							359	255	F						
			Right	5-W-R	143	161	F							141	383	F						
Lake Albert Rd / Railway St	South	Lake Albert Rd	Left	43-S-L	55	38	C	761	37	C	1760	27	B	66	52	D	754	29	C	1917	47	D
			Through	43-S-T	705	37	C							687	26	B						
	North	Lake Albert Rd	Through	43-N-T	628	6	A	704	11	A				652	8	A	774	29	C			
			Right	43-N-R	76	48	D							122	141	F						
	West	Railway St	Left	43-W-L	211	39	C	295	42	C				328	81	F	389	120	F			
			Right	43-W-R	85	50	D							62	329	F						
Docker St / Sturt Hwy	South	Docker St	Left	10-S-L	51	47	D	687	53	D	3052	61	E	74	88	F	925	157	F	3111	111	F
			Through	10-S-T	450	49	D							349	98	F						
			Right	10-S-R	185	64	E							502	207	F						
	East	Sturt Hwy	Left	10-E-L	88	45	D	815	45	D				147	124	F	770	115	F			
			Through	10-E-T	650	41	C							568	105	F						
			Right	10-E-R	77	81	F							56	188	F						
	North	Docker St	Left	10-N-L	55	69	E	782	89	F				51	53	D	773	74	F			
			Through	10-N-T	435	75	F							420	59	E						
			Right	10-N-R	292	114	F							302	98	F						
	West	Sturt Hwy	Left	10-W-L	155	36	C	769	56	D				136	64	E	644	85	F			
			Through	10-W-T	506	38	C							444	61	E						
			Right	10-W-R	107	167	F							64	290	F						
Docker St / Gormly Ave	South	Docker St	Left	37-S-L	0	0	A	682	0	A	1312	5	A	0	0	A	914	45	D	1569	77	F
			Through	37-S-T	682	0	A							914	45	D						
	North	Docker St	Through	37-N-T	625	0	A	625	0	A				634	0	A	634	0	A			
	West	Gormly Ave	Left	37-W-L	6	5	A	6	5	A				21	77	F	21	77	F			
Docker St / Hardy Ave	South	Docker St	Left	38-S-L	0	0	A	674	0	A	1318	11	A	0	0	A	911	24	B	1604	94	F
			Through	38-S-T	674	0	A							911	24	B						
	North	Docker St	Through	38-N-T	568	0	A	621	6	A				611	0	A	636	7	A			
			Right	38-N-R	52	6	A							25	7	A						
	West	Hardy Ave	Left	38-W-L	12	6	A	24	11	A				13	94	F	56	94	F			
			Right	38-W-R	12	11	A							43	59	E						
Docker St / Brookong Ave	South	Docker St	Through	39-S-T	676	5	A	761	6	A	1579	9	A	902	7	A	1003	9	A	2249	19	B
			Right	39-S-R	84	11	A							101	20	B						
	East	Brookong Ave	Left	39-E-L	216	13	A	236	12	A				543	44	D	596	44	D			
			Right	39-E-R	20	4	A							53	40	C						
	North	Docker St	Left	39-N-L	21	15	B	582	13	A				16	10	A	650	13	A			
			Through	39-N-T	561	13	A							634	13	A						
Docker St / Meurant Ave	South	Docker St	Left	40-S-L	15	2	A	720	2	A	1589	16	B	23	2	A	981	2	A	2249	30	C
			Through	40-S-T	704	0	A							957	1	A						
	North	Docker St	Through	40-N-T	770	0	A	781	10	A				1161	1	A	1177	15	B			
			Right	40-N-R	10	10	A							16	15	B						
	West	Meurant Ave	Left	40-W-L	59	11	A	89	16	B				47	23	B	91	30	C			
			Right	40-W-R	30	16	B							44	30	C						
Docker St / Chaston St	South	Docker St	Left	41-S-L	197	0	A	781	0	A	1858	17	B	230	0	A	1067	0	A	2561	67	E
			Through	41-S-T	584	0	A							837	0	A						
	North	Docker St	Through	41-N-T	665	0	A	800	7	A				1086	0	A	1201	11	A			
			Right	41-N-R	135	7	A							115	11	A						
	West	Chaston St	Left	41-W-L	137	7	A	277	17	B				145	12	A	293	67	E			
			Right	41-W-R	140	17	B							149	67	E						
Glenfield Rd / Urana St / Pearson St	South	Glenfield Rd	Through	33-S-T	423			647	6	A	1881	28	B	588			825	10	A	2040	73	F
			Right	33-S-R	224									228								
			U - Turn	33-S-U	0									9								
	East	Urana St	Left	33-E-L	220			285	28	B				216			280	73	F			
			Right	33-E-R	65									64								
			U - Turn	33-E-U	0									0								
	North	Pearson St	Left	33-N-L	123			950	13	A				143			935	51	D			
			Through	33-N-T	827									792								
			U - Turn	33-N-U	0									0								
Bourke St / Urana St	South	Bourke St	Left	15-S-L	6			525	3	A	1870	4	A	6			545	3	A	2258	5	A
			Through	15-S-T	463									489								
			Right	15-S-R	57									50								
			U - Turn	15-S-U	0									0								
	East	Urana St	Left	15-E-L	34			256	3	A				27			334	5	A			
			Through	15-E-T	110									114								
			Right	15-E-R	112									193								
			U - Turn	15-E-U	0									0								
	North	Bourke St	Left	15-N-L	102			734	4	A				186			995	4	A			
			Through	15-N-T	477									612								
			Right	15-N-R	155									168								
			U - Turn	15-N-U	0									29								
	West	Urana St	Left	15-W-L	146			354	3	A				143			383	4	A			
			Through	15-W-T	165									193								
			Right	15-W-R	43									47								
			U - Turn	15-W-U	0									0								
Edward St / Fox St	South	Fox St	Left	202-S-L	14	259	F	27	221	F	1783	59	E	15	264	F	26	236	F	2310	87	F
			Right	202-S-R	13	182	F							11	198	F						
	East	Edward St	Left	202-E-L	53	18	B	973	54	D				9	32	C	1262	35	C			
			Through	202-E-T	920	56	D							1253	35	C						
	West	Edward St	Through	202-W-T	774	59	E	783	59	E				974	149	F	1022	147	F			
			Right	202-W-R	9	57	E							48	112	F						

6.9.4 Critical Intersections (Deep Dive)

A deep dive has been undertaken to better understand the key influences on the LoS performance of the critical intersections during peak periods. The deep dive has interrogated the individual approaches, turn movements and associated LoS to determine if the turning movement is critical to the network and if further mitigations are warranted.

TABLE 48: LAKE ALBERT ROAD / STURT HIGHWAY DEEP DIVE

Critical Intersection	Lake Albert Road / Sturt Highway
Site Map	

Critical Intersection	Lake Albert Road / Sturt Highway	
PIR Modelled Mitigations	The modelled mitigations for the Lake Albert Road and Sturt Highway intersection consist of signal phasing adjustments (right): **Phase A:** AM: -7 (total 6 seconds) Midday: Nil (total 20 seconds) PM: -10 (total 12 seconds) **Phase B:** AM: -2 (total 16 seconds) Midday: -3 (total 22 seconds) PM: Nil (total 20 seconds) **Phase C:** AM: Nil (total 12 seconds) Midday: Nil (total 12 seconds) PM: Nil (total 12 seconds) **Phase D:** AM: Nil (total 12 seconds) Midday: +1 (total 18 seconds) PM: Nil (total 20 seconds) **Phase E:** AM: +9 (total 46 seconds) Midday: +2 (total 30 seconds) PM: +10 (total 38 seconds)	c. Sturt Highway / Lake Albert Road Staging Plan | 2024 Base Phasing Timing | 2024 Construction Phasing Timing AM: 13 sec / IP: 20 sec / PM: 22 sec | AM: 6 sec / IP: 20 sec / PM: 12 sec AM: 18 sec / IP: 25 sec / PM: 20 sec | AM: 16 sec / IP: 22 sec / PM: 20 sec AM: 12 sec / IP: 12 sec / PM: 12 sec | AM: 12 sec / IP: 12 sec / PM: 12 sec AM: 12 sec / IP: 17 sec / PM: 20 sec | AM: 12 sec / IP: 18 sec / PM: 20 sec AM: 37 sec / IP: 28 sec / PM: 28 sec | AM: 46 sec / IP: 30 sec / PM: 38 sec **Total cycle time:** AM: Nil (total 92 seconds) Midday: Nil (total 102 seconds) PM: Nil (total 102 seconds)
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Very High	**Very High**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS F is shown to experience an increase in vehicles (+204) with little increase in delay (+4 second), remaining LOS F for this approach. ▪ The existing east approach is LOS C is shown to experience a slight increase in vehicles (+5) with an increase in delay (+39 seconds), resulting in LOS F for this approach. ▪ The existing north approach is LOS D is shown to experience a decrease in vehicles (-8), yet an increase in delay (+109 seconds), resulting in LOS F for this approach. ▪ The existing west approach is LOS F is shown to experience a decrease in vehicles (-125) yet a significant increase in delay (+571 seconds), remaining LOS F for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS F is shown to experience an increase in vehicles (+98) with little increase in delay (+1 second), however remaining LOS F for this approach. ▪ The existing east approach is LOS C is shown to experience an increase in vehicles (+11) with an increase in delay (+19 seconds), resulting in LOS E for this approach. ▪ The existing north approach is LOS F is shown to experience a decrease in vehicles (-47), yet an increase in delay (+81 seconds), remaining in LOS F for this approach. ▪ The existing west approach is LOS F is shown to experience a decrease in vehicles (-73) yet a significant increase in delay (+147 seconds), remaining LOS F for this approach.	

Critical Intersection	Lake Albert Road / Sturt Highway
Further Intervention and Mitigations	**State Road (Sturt Highway):** ▪ Strategic freight re-routing, widespread use of portable Variable Message Signs (VMS) to encourage alternate freight routes and spread demand during peak periods. ▪ Implement adaptive traffic signals to mitigate congestion and delay caused by heavy vehicles and commuters during peak periods (consider introducing heavy vehicle curfews/detours). ▪ Introduce portable/permanent CCTV cameras to monitor, evaluate and make real-time adjustments to traffic signal phasing at critical intersections during peak periods. **Arterial Road (Lake Albert Road):** ▪ Strategic commuter re-routing, widespread use of portable Variable Message Signs (VMS) to encourage alternate commuter routes and spread demand during peak periods.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 49: LAKE ALBERT ROAD / RAILWAY STREET DEEP DIVE

Critical Intersection	Lake Albert Road / Railway Street	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Lake Albert Road and Railway Street intersection consist of signal phasing adjustments (right): **Phase A:** AM: -9 (total 24 seconds) Midday: Nil (total 44 seconds) PM: -18 (total 24 seconds) **Phase B:** AM: Nil (total 6 seconds) Midday: Nil (total 6 seconds) PM: -1 (total 6 seconds) **Phase C:** AM: +4 (total 17 seconds) Midday: Nil (total 12 seconds) PM: +4 (total 17 seconds)	d. Railway Street / Lake Albert Road Staging Plan / 2024 Base Phasing Timing / 2024 Mitigations Phasing Timing AM: 33 sec, IP: 44 sec, PM: 42 sec / AM: 24 sec, IP: 44 sec, PM: 24 sec AM: 6 sec, IP: 6 sec, PM: 7 sec / AM: 6 sec, IP: 6 sec, PM: 6 sec AM: 13 sec, IP: 12 sec, PM: 13 sec / AM: 17 sec, IP: 12 sec, PM: 17 sec **Total cycle time:** AM: -5 (total 47 seconds) Midday: Nil (total 62 seconds) PM: -15 (total 47 seconds)

Critical Intersection	Lake Albert Road / Railway Street	
Modelled Mitigations (cont.)	Additional mitigations included lengthening and demarcating left turn lane on Railway Street (Western Approach Left/Right Turn): 	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Low	Moderate
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS B is shown to experience an increase in vehicles (+31) and an increase in delay (+34 second), resulting in LOS D for this approach. ▪ The existing north approach is LOS A is shown to experience a decrease in vehicles (-22) and an increase in delay (+9 seconds), resulting in LOS B for this approach. ▪ The existing west approach is LOS A is shown to experience an increase in vehicles (+209) and an increase in delay (+9 seconds), resulting in LOS B for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS C is shown to experience a decrease in vehicles (-7) and a decrease in delay (-9 second), remaining LOS C for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+70) and an increase in delay (+19 seconds), resulting in LOS C for this approach. ▪ The existing west approach is LOS C is shown to experience an increase in vehicles (+94) and an increase in delay (+78 seconds), resulting in LOS C for this approach.	
Further Intervention and Mitigations	**Arterial Road (Lake Albert Road):** ▪ Strategic commuter re-routing, widespread use of portable Variable Message Signs (VMS) to encourage alternate commuter routes and spread demand during peak periods. ▪ Implement adaptive traffic signals to mitigate congestion and delay caused by commuter vehicles during peak periods. **Local Road (Railway Street):** ▪ Introduce parking restrictions and enhance delineation to increase storage and improve the flow of turning movements.	
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.	

TABLE 50: DOCKER STREET / STURT HIGHWAY DEEP DIVE

<table>
<tr><th>Critical Intersection</th><th colspan="2">Docker Street / Sturt Highway</th></tr>
<tr><td>Site Map</td><td colspan="2">
</td></tr>
<tr><td>PIR Modelled Mitigations</td><td>The modelled mitigations for the Docker Street and Sturt Highway intersection consist of signal phasing adjustments (right):

<u>Phase A:</u>
AM: -6 (total 6 seconds)
Midday: Nil (total 6 seconds)
PM: -4 (total 6 seconds)
<u>Phase B:</u>
AM: -3 (total 29 seconds)
Midday: -6 (total 32 seconds)
PM: -11 (total 28 seconds)
<u>Phase C:</u>
AM: +15 (total 44 seconds)
Midday: +12 (total 35 seconds)
PM: +13 (total 40 seconds)
<u>Phase D:</u>
AM: -6 (total 13 seconds)
Midday: -6 (total 19 seconds)
PM: +2 (total 28 seconds)</td><td>
<table>
<tr><th colspan="3">a. Sturt Highway / Docker Street</th></tr>
<tr><th>Staging Plan</th><th>2024 Base Phasing Timing</th><th>2024 Construction Phasing Timing</th></tr>
<tr><td> </td><td>AM:12 sec
IP: 6 sec
PM: 10 sec</td><td>AM: 6 sec
IP: 6 sec
PM: 6 sec</td></tr>
<tr><td> </td><td>AM: 32 sec
IP: 38 sec
PM: 39 sec</td><td>AM: 29 sec
IP: 32 sec
PM: 28 sec</td></tr>
<tr><td> </td><td>AM: 29 sec
IP: 23 sec
PM: 27 sec</td><td>AM: 44 sec
IP: 35 sec
PM: 40 sec</td></tr>
<tr><td> </td><td>AM: 19 sec
IP: 25 sec
PM: 26 sec</td><td>AM: 13 sec
IP: 19 sec
PM: 28 sec</td></tr>
</table>

<u>Total cycle time:</u>
AM: Nil (total 92 seconds)
Midday: Nil (total 92 seconds)
PM: Nil (total 102 seconds)</td></tr>
</table>

Critical Intersection	Docker Street / Sturt Highway	
Modelled Mitigations (cont.)	The modelled mitigations for the Docker Street and Sturt Highway intersection also consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Very High	**Very High**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS D is shown to experience an increase in vehicles (+350) with an increase in delay (+80 second), resulting in LOS F for this approach. ▪ The existing east approach is LOS C is shown to experience an increase in vehicles (+68) with an increase in delay (+53 second), resulting in LOS F for this approach. ▪ The existing north approach is LOS E is shown to experience a decrease in vehicles (-59) yet a significant increase in delay (+290 seconds), resulting in LOS F for this approach. ▪ The existing west approach is LOS F is shown to experience a decrease in vehicles (-208) yet a significant increase in delay (+398 seconds), remaining LOS F for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS D is shown to experience an increase in vehicles (+238) with an increase in delay (+104 second), resulting in LOS F for this approach. ▪ The existing east approach is LOS D is shown to experience a decrease in vehicles (-45) yet an increase in delay (+70 seconds), resulting in LOS F for this approach. ▪ The existing north approach is LOS F is shown to experience a decrease in vehicles (-9) and a decrease in delay (-15 seconds), resulting in LOS F for this approach. ▪ The existing west approach is LOS D is shown to experience a decrease in vehicles (-125) yet an increase in delay (+29 seconds), resulting in LOS F for this approach.	
Further Intervention and Mitigations	**State Road (Sturt Highway):** ▪ Strategic freight re-routing, widespread use of portable Variable Message Signs (VMS) to encourage alternate freight routes and spread demand during peak periods. ▪ Implement adaptive traffic signals to mitigate congestion and delay caused by heavy vehicles and commuters during peak periods (consider introducing heavy vehicle curfews). ▪ Introduce portable/permanent CCTV cameras to monitor, evaluate and make real-time adjustments to traffic signal phasing at critical intersections during peak periods. **Arterial Road (Docker Street):** ▪ Strategic commuter re-routing, widespread use of portable Variable Message Signs (VMS) to encourage alternate commuter routes and spread demand during peak periods. ▪ Introduce turning restrictions to prevent “rat runs” and enable uninterrupted traffic flow.	
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario’s has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.	

TABLE 51: DOCKER STREET / GORMLY AVENUE DEEP DIVE

Critical Intersection	Docker Street / Gormly Avenue	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Docker Street and Gormly Avenue intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Moderate	Moderate
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+246) with an increase in delay (+37 seconds), resulting in LOS C for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+7) with no change in delay (0 seconds), remaining LOS A for this approach. ▪ The existing west approach is LOS A is shown to experience an increase in vehicles (+49) with an increase in delay (+55 seconds), resulting in LOS E for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+232) with an increase in delay (+45 seconds), resulting in LOS D for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+9) with no change in delay (0 seconds), remaining LOS A for this approach.	

Critical Intersection	Docker Street / Gormly Avenue
	▪ The existing west approach is LOS A is shown to experience an increase in vehicles (+15) with an increase in delay (+72 seconds), resulting in LOS F for this approach.
Further Intervention and Mitigations	**Arterial Road (Docker Street) / Local Road (Gormly):** ▪ Minor signage and delineation device refinements to address specific issues. ▪ Introduce turning restrictions to prevent “rat runs” and the risk of poor gap selection. ▪ Introduce parking restrictions and enhance delineation to increase storage and improve the flow of turning movements. ▪ Introduce parking restrictions and provide for emergency services during peak periods.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario’s has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

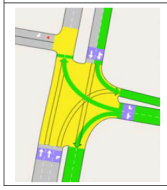
TABLE 52: DOCKER STREET / HARDY AVENUE DEEP DIVE

Critical Intersection	Docker Street / Hardy Avenue	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Docker Street and Hardy Avenue intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Moderate	**Moderate**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+273) with an increase in delay (+19 seconds), resulting in LOS B for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+6) with a slight increase in delay (+5 seconds), remaining LOS A for this approach. ▪ The existing west approach is LOS A is shown to experience an increase in vehicles (+64) with an increase in delay (+67 seconds), resulting in LOS F for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+237) with an increase in delay (+24 seconds), resulting in LOS B for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+16) a slight increase in delay (+1 seconds), remaining LOS A for this approach.	

Critical Intersection	Docker Street / Hardy Avenue
	▪ The existing west approach is LOS A is shown to experience an increase in vehicles (+33) with an increase in delay (+82 seconds), resulting in LOS F for this approach.
Further Intervention and Mitigations	**Arterial Road (Docker Street) / Local Road (Hardy):** ▪ Minor signage and delineation device refinements to address specific issues. ▪ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection. ▪ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements. ▪ Introduce parking restriction and provide for emergency services during peak periods.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario’s has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 53: DOCKER STREET / BROOKONG AVENUE DEEP DIVE

<table>
<tr><th>Critical Intersection</th><th colspan="2">Docker Street / Brookong Avenue</th></tr>
<tr><td>Site Map</td><td colspan="2">
</td></tr>
<tr><td>PIR Modelled Mitigations</td><td>The modelled mitigations for the Docker Street and Brookong Avenue intersection consist of signal phasing adjustments (right):

<u>Phase A:</u>
AM: +1 (total 34 seconds)
Midday: Nil (total 23 seconds)
PM: -1 (total 18 seconds)
<u>Phase B:</u>
AM: -1 (total 6 seconds)
Midday: Nil (total 7 seconds)
PM: -4 (total 6 seconds)
<u>Phase C:</u>
AM: Nil (total 6 seconds)
Midday: Nil (total 6 seconds)
PM: +5 (total 12 seconds)</td><td>
<table>
<tr><th colspan="3">d. Docker Street / Brookong Avenue</th></tr>
<tr><th>Staging Plan</th><th>2024 Base Phasing Timing</th><th>2024 Construction Phasing Timing</th></tr>
<tr><td> </td><td>AM: 33 sec
IP: 23 sec
PM: 19 sec</td><td>AM: 34 sec
IP: 23 sec
PM: 18 sec</td></tr>
<tr><td> </td><td>AM: 7 sec
IP: 7 sec
PM: 10 sec</td><td>AM: 6 sec
IP: 7 sec
PM: 6 sec</td></tr>
<tr><td>  </td><td>AM: 6 sec
IP: 6 sec
PM: 7 sec</td><td>AM: 6 sec
IP: 6 sec
PM: 12 sec</td></tr>
</table>
<u>Total cycle time:</u>
AM: Nil (total 46 seconds)
Midday: Nil (total 36 seconds)
PM: Nil (total 36 seconds)</td></tr>
</table>

Critical Intersection	Docker Street / Brookong Avenue	
Modelled Mitigations (cont.)	The modelled mitigations for the Docker Street and Brookong Avenue intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Moderate	Very Low
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+333) with an increase in delay (+33 second), resulting in LOS D for this approach. ▪ The existing east approach is LOS B is shown to experience an increase in vehicles (+81) with an increase in delay (+191 second), resulting in LOS F for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+199), yet a slight decrease in delay (-1 seconds), remaining LOS A for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+242) with a slight increase in delay (+3 second), remaining LOS A for this approach. ▪ The existing east approach is LOS A is shown to experience an increase in vehicles (+360) with an increase in delay (+32 second), resulting in LOS D for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+68), yet no change in delay (0 seconds), remaining LOS A for this approach.	
Further Intervention and Mitigations	**Arterial Road (Docker Street) / Local Road Brookong Avenue):** ▪ Minor signage and delineation device refinements to address specific issues. ▪ Introduce turning restrictions to prevent “rat runs” and the risk of poor gap selection. ▪ Introduce parking restrictions and enhance delineation to increase storage and improve the flow of turning movements. ▪ Introduce parking restrictions and provide for emergency services during peak periods. ▪ Implement adaptive traffic signals to mitigate congestion and delay caused by commuter vehicles during peak periods.	
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario’s has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.	

TABLE 54: DOCKER STREET / MEURANT AVENUE DEEP DIVE

Critical Intersection	Docker Street / Meurant Avenue	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Docker Street and Meurant Avenue intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Moderate	**Very Low**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+352) with an increase in delay (+22 seconds), resulting in LOS B for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+258) with an increase in delay (+10 seconds), resulting in LOS B for this approach. ▪ The existing west approach is LOS B is shown to experience an increase in vehicles (+36) with an increase in delay (+94 seconds), resulting in LOS F for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+261) with no change in delay (0 seconds), remaining LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+396) with an increase in delay (+5 seconds), resulting in LOS B for this approach.	

Critical Intersection	Docker Street / Meurant Avenue
	▪ The existing west approach is LOS B is shown to experience an increase in vehicles (+2) with an increase in delay (+14 seconds), resulting in LOS C for this approach.
Further Intervention and Mitigations	**Arterial Road (Docker Street) / Local Road (Meurant):** ▪ Minor signage and delineation device refinements to address specific issues. ▪ Introduce turning restrictions to prevent “rat runs” and the risk of poor gap selection. ▪ Introduce parking restrictions and enhance delineation to increase storage and improve the flow of turning movements. ▪ Introduce parking restrictions and provide for emergency services during peak periods.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario’s has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 55: DOCKER STREET / CHASTON STREET DEEP DIVE

Critical Intersection	Docker Street / Chaston Street	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Docker Street and Chaston Street intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Moderate	**Moderate**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+354) with a slight increase in delay (+2 seconds), remaining LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+294) with a slight increase in delay (+6 seconds), resulting in LOS B for this approach. ▪ The existing west approach is LOS B is shown to experience an increase in vehicles (+21) with an increase in delay (+60 seconds), resulting in LOS F for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+286) with no change in delay (0 seconds), remaining LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+401) with a slight increase in delay (+3 seconds), remaining LOS A for this approach. ▪ The existing west approach is LOS B is shown to experience an increase in vehicles (+16) with an increase in delay (+49 seconds), resulting in LOS E for this approach.	
Further Intervention and Mitigations	**Arterial (Docker Street) / Local Road (Chaston Street):** ▪ Minor signage and delineation device refinements to address specific issues. ▪ Introduce turning restrictions to prevent “rat runs” and the risk of poor gap selection.	

Critical Intersection	Docker Street / Chaston Street
	▪ Introduce parking restrictions and enhance delineation to increase storage and improve the flow of turning movements. ▪ Introduce parking restrictions and provide for emergency services during peak periods.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 56: URANA STREET / PEARSON STREET DEEP DIVE

Critical Intersection	Urana Street / Pearson St	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Urana Street and Pearson Street intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Very Low	**Moderate**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS B is shown to experience an increase in vehicles (+64) and an increase in delay (+9 second), remaining LOS B for this approach. ▪ The existing east approach is LOS A is shown to experience an increase in vehicles (+32) and a slight increase in delay (+2 second), remaining LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+3) and a slight increase in delay (+2 second), remaining LOS A for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+178) with a slight increase in delay (+3 second), remaining LOS A for this approach. ▪ The existing east approach is LOS B is shown to experience a decrease in vehicles (-5) yet an increase in delay (+45 second), resulting in LOS F for this approach.	

Critical Intersection	Urana Street / Pearson St
	▪ The existing north approach is LOS A is shown to experience a decrease in vehicles (-14) yet an increase in delay (+38 second), resulting in LOS D for this approach.
Further Intervention and Mitigations	**Arterial Road (Glenfield Road/Pearson Street) / Local Road (Urana Street):** ▪ Strategic commuter re-routing, widespread use of portable Variable Message Signs (VMS) to encourage alternate commuter routes and spread demand during peak periods. ▪ Consider portable traffic signals to manage increased demands and to manage flows approaching roundabouts during peak periods, prioritising the north-south commuter route.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 57: BOURKE STREET / URANA STREET DEEP DIVE

Critical Intersection	Bourke Street / Urana Street	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Bourke Street and Urana Street intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Moderate	**Very Low**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+36) with a slight increase in delay (+4 second), remaining LOS A for this approach. ▪ The existing east approach is LOS A is shown to experience an increase in vehicles (+153) with a slight increase in delay (+1 second), remaining LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+419) with a slight increase in delay (+1 second), remaining LOS A for this approach. ▪ The existing west approach is LOS A is shown to experience a decrease in vehicles (-20) yet an increase in delay (+42 seconds), resulting in LOS D for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+20) yet no change in delay (0 second), remaining LOS A for this approach. ▪ The existing east approach is LOS A is shown to experience an increase in vehicles (+78) with a slight increase in delay (+1 second), remaining LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+261) yet no change in delay (0 second), remaining LOS A for this approach.	

Critical Intersection	Bourke Street / Urana Street
	The existing west approach is LOS A is shown to experience an increase in vehicles (+29) yet no change in delay (0 seconds), remaining LOS A for this approach.
Further Intervention and Mitigations	**Arterial Road (Bourke Street) / Local Road (Urana Street):** ▪ Minor signage and delineation device refinements to address specific issues. ▪ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection. ▪ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements. ▪ Introduce portable traffic signals to manage increase demands and to manage flows approaching roundabouts during peak periods.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario’s has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 58: EDWARD STREET / FOX STREET

Critical Intersection	Edward Street / Fox Street	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Bourke Street and Urana Street intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Negligible	**Very High**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS F is shown to experience a slight decrease in vehicles (-2) with a slight increase in delay (+8 second), remaining LOS F for this approach. ▪ The existing east approach is LOS C is shown to experience an increase in vehicles (+143) yet a slight decrease in delay (-3 second), resulting in LOS B for this approach. ▪ The existing west approach is LOS A is shown to experience an increase in vehicles (+294) with a slight increase in delay (+4 seconds), remaining LOS A for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS F is shown to experience a slight decrease in vehicles (-1) with a slight increase in delay (+15 second), remaining LOS F for this approach. ▪ The existing east approach is LOS D is shown to experience an increase in vehicles (+289) yet a decrease in delay (-19 second), remaining LOS C for this approach. ▪ The existing west approach is LOS E is shown to experience an increase in vehicles (+89) with an increase in delay (+240 seconds), resulting in LOS F for this approach.	

Critical Intersection	Edward Street / Fox Street
Further Intervention and Mitigations	**State/Regional Roads:** - Strategic freight re-routing, and widespread use of portable Variable Message Signs (VMS) to encourage alternate freight routes and spread demand during peak periods. - Implement adaptive traffic signals to mitigate congestion and delay caused by heavy vehicles during peak periods (c*onsider introducing heavy vehicle curfews/detours)*. - Introduce portable/permanent CCTV cameras to monitor, evaluate and make real-time adjustments to traffic signal phasing at critical intersections during peak periods. **Local Roads:** - Develop local traffic diversions to address minor leg delays and address potential poor gap acceptance conditions.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

6.9.5 Additional Critical Sites

In addition to the site criticality assessment, several additional sites have been identified. These sites include the Docker Street/Coleman Street intersection, Docker Street/Bourke Street railway level crossing (LX614), Fernleigh Road railway level crossing (LX615), the Edmondson Street/Best Street/Sturt Highway signalised intersection that will be directly impacted by the Edmondson Street leg closures and the Coleman Street/MacLeay Street four-way intersection that is expected to experience increased demand due to local traffic detours. A deep dive has been undertaken to better understand the key influences on the performance of these sites during peak periods. The deep dive has interrogated the individual sites and their corridor context to determine if further mitigations are warranted.

TABLE 59: DOCKER STREET / BOURKE STREET RAILWAY LEVEL CROSSING DEEP DIVE

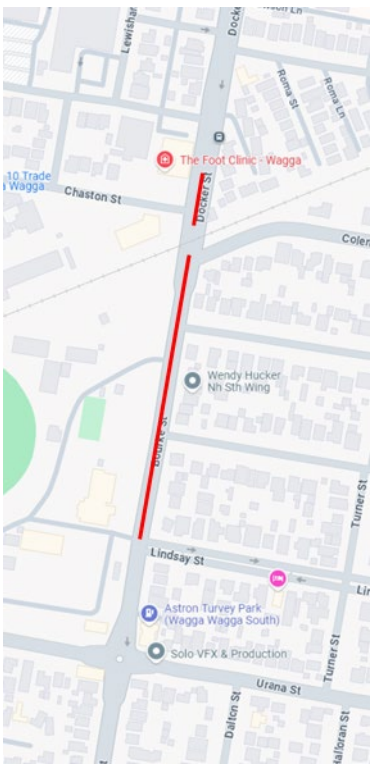
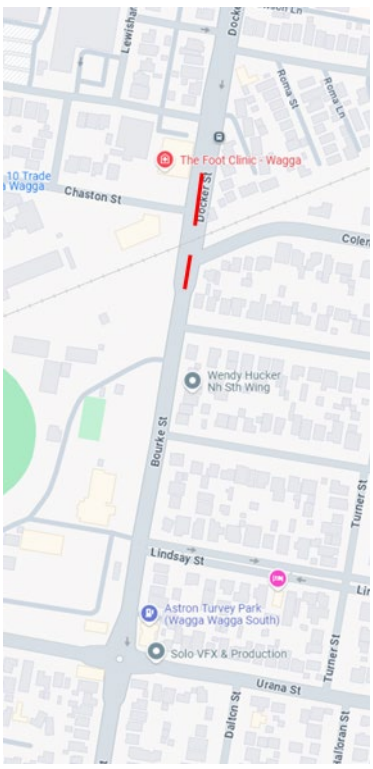
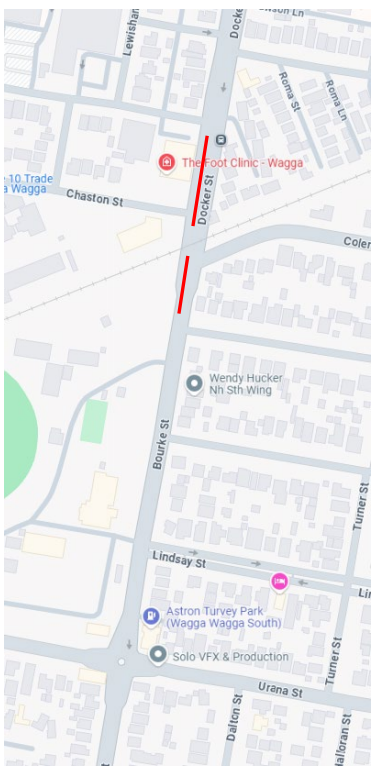
Critical Intersection	Docker Street / Bourke Street Railway Level Crossing (LX614)
Site Map	

Critical Intersection	Docker Street / Bourke Street Railway Level Crossing (LX614)
	Photo: Looking north at the Docker Street / Bourke Street Railway Level Crossing (Google Streetview 2022)
PIR Modelled Mitigations	No modelling was undertaken to assess the queuing during the closure of Edmondson Street bridge, however, modelling for the maximum operational (post construction) queue lengths indicate the following:

Docker Street level crossing

	Maximum queue length (AM)	Maximum queue length (IP)	Maximum queue length (PM)
Northbound	347 m	59 m	111 m
Southbound	68 m	69 m	85 m

Level crossing	Road name	Average closures per day	Average weekday closures (7am–7pm)	Average weekend closures (7am–7pm)	Average closure duration (7am–7pm) (mm:ss)	95th percentile closure duration (mm:ss)
LX 614 (Wagga Wagga)	Docker Street	12	4	4	01:37	03:36

Criticality Assessment (Queue Length)	AM Max Queue Length	Midday Max Queue Length	PM Max Queue Length
	High	Negligible	Very Low
			

Further Intervention and Mitigations	The existing railway level crossing (LX614) is actively controlled with gates and warning lights for road traffic and staggered pedestrian fencing on both the eastern and western crossings. Review of the ARTC train timetable (effective 9th March 2025) demonstrates the following correlations between scheduled trains through Wagga Wagga and the weekday peak periods: **Northbound:** ▪ Monday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service) ▪ Tuesday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service)

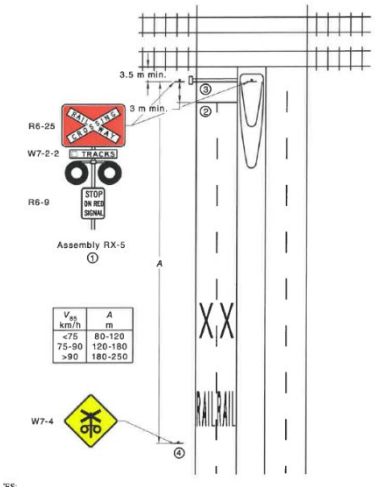
Critical Intersection	Docker Street / Bourke Street Railway Level Crossing (LX614)
	▪ Wednesday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service) ▪ Thursday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service) ▪ Friday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service) ▪ Wednesday 08:52 no stop (Train 4MW7, Freight) ▪ Friday 08:46 no stop (Train 6MW7, Freight) **Southbound:** ▪ Friday 16:20 (marginally outside of PM peak) no stop (Train No. 5BM1) **Arterial Road (Docker Street):** ▪ Review and upgrade linemarking, and other relevant controls, in accordance with the relevant ARTC and Australian Standard AS1742.7.  *Example: Extract from AS1742.7*
Further Mitigations Details	Inland Rail has been advised that ARTC will place a block window on any new scheduled services during the morning and afternoon peaks during the Edmondson Street closure period. ARTC has also agreed to work with operators to improve on-time running where existing train services are occasionally running late and through the Docker/Bourke Street railway level crossing in peak road traffic periods. This commitment will avoid additionally queuing during the closure of Edmondson Street bridge and traffic detours are in place.
	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 60: FERNLEIGH ROAD RAILWAY LEVEL CROSSING DEEP DIVE

Critical Intersection	Fernleigh Road Railway Level Crossing (LX615)
Site Map	 *Photo: Looking west at the Fernleigh Road Railway Level Crossing (Google Streetview 2022)*
PIR Modelled Mitigations	No modelling was undertaken to assess the queuing during the closure of Edmondson Street bridge, however, modelling for the maximum operational (post construction) queue lengths indicate the following:

Critical Intersection	Fernleigh Road Railway Level Crossing (LX615)

Fernleigh Road level crossing

	Maximum queue length (AM)	Maximum queue length (IP)	Maximum queue length (PM)
Eastbound	104 m	28 m	98 m
Westbound	165 m	22 m	37 m

Level crossing	Road name	Average closures per day	Average weekday closures (7am–7pm)	Average weekend closures (7am–7pm)	Average closure duration (7am–7pm) (mm:ss)	95th percentile closure duration (mm:ss)
LX 615 (Wagga Wagga)	Fernleigh Road	12	4	4	01:11	02:14

Criticality Assessment (Queue Length)

AM Max Queue Length	Midday Max Queue Length	PM Max Queue Length
Moderate	Negligible	Negligible

Further Intervention and Mitigations

The existing railway level crossing (LX615) is actively controlled with gates and warning lights for road traffic and staggered pedestrian fencing on both the eastern and western crossings.

Review of the ARTC train timetable (effective 9th March 2025) demonstrates the following correlations between scheduled trains through Wagga Wagga and the weekday peak periods:

Northbound:

- Monday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service)
- Tuesday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service)
- Wednesday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service)
- Thursday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service)
- Friday 13:07 arrival 13:11 departure (Train No. ST24, XPT Passenger Service)

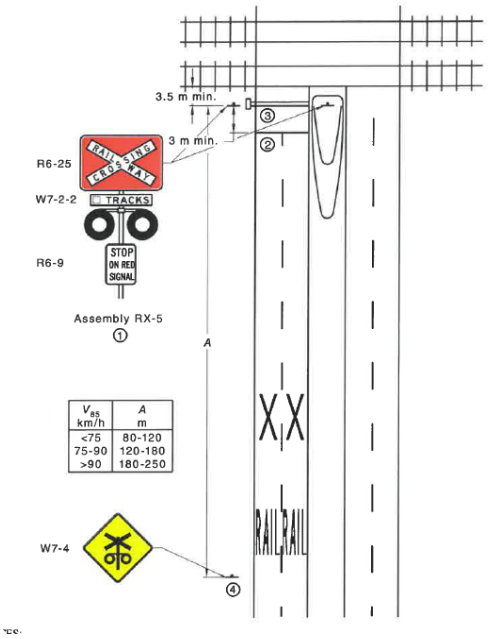
Critical Intersection	Fernleigh Road Railway Level Crossing (LX615)
	▪ Wednesday 08:52 no stop (Train 4MW7, Freight) ▪ Friday 08:46 no stop (Train 6MW7, Freight) **Southbound:** ▪ Friday 16:20 (marginally outside of PM peak) no stop (Train No. 5BM1) **Arterial Road (Docker Street):** ▪ Review and upgrade linemarking, and other relevant controls, in accordance with the relevant ARTC and Australian Standard AS1742.7.  *Example: Extract from AS1742.7*
Further Mitigations Details	Inland Rail has been advised that ARTC will place a block window on any new scheduled services during the morning and afternoon peaks during the Edmondson Street closure period. ARTC has also agreed to work with operators to improve on-time running where existing train services are occasionally running late and through the Fernleigh Road railway level crossing in peak road traffic periods. This commitment will avoid additionally queuing during the closure of Edmondson Street bridge and traffic detours are in place.
	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 61: MACLEAY STREET / COLEMAN STREET DEEP DIVE

Critical Intersection	MacLeay Street / Coleman Street	
Site Map		
PIR Modelled Mitigations	No specific mitigation were proposed, however, the Coleman Street/MacLeay Street forms part of the traffic detour strategy outlined in Section 5.3.2 and is expected to experience an increase in demand during peak periods. This intersection also forms part of numerous bus routes with school bus stops located on both Coleman Street and MacLeay Street creating high pedestrian activity in the area during the AM and PM periods. As a result, the criticality of this intersection has been deemed to be high during AM and PM peak periods.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	High	High
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS B is shown to experience a decrease in vehicles (-45) with a slight decrease in delay (-5 second), resulting in LOS A for this approach. ▪ The existing east approach is LOS A is shown to experience a slight increase in vehicles (+1) and a slight increase in delay (+4 second), resulting in LOS B for this approach. ▪ The existing north approach is LOS C is shown to experience a decrease in vehicles (-64) with a slight decrease in delay (-4 seconds), resulting in LOS B for this approach. ▪ The existing west approach is LOS B is shown to experience a slight decrease in vehicles (-4) with a slight decrease in delay (-2 seconds), remaining as LOS B for this approach.	

Critical Intersection	MacLeay Street / Coleman Street
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience a decrease in vehicles (-53) with a slight decrease in delay (-3 second), remaining LOS A for this approach. ▪ The existing east approach is LOS A is shown to experience a slight decrease in vehicles (-2) yet a no change in delay (0 second), remaining LOS A for this approach. ▪ The existing north approach is LOS B is shown to experience a decrease in vehicles (-82) with a decrease in delay (-10 seconds), remaining LOS B for this approach. ▪ The existing west approach is LOS B is shown to experience a slight increase in vehicles (+7) yet a slight decrease in delay (-3 seconds), remaining LOS B for this approach.
Further Intervention and Mitigations	**Local Roads (MacLeay Street and Coleman Street):** ▪ Introduce a temporary roundabout to minimise decision making on approaches ▪ Reduce speeds of approaching vehicles on Coleman Street (particularly westbound) ▪ Reduces crossing distances for pedestrians and improves storage definition at mid crossing refuges
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 62: EDMONDSON STREET / BEST STREET / LITTLE BEST / STURT HIGHWAY DEEP DIVE

<table>
<tr><th>Critical Intersection</th><th colspan="2">Edmondson Street / Best Street / Little Best / Sturt Highway</th></tr>
<tr><td>Site Map</td><td colspan="2">
</td></tr>
<tr><td>PIR Modelled Mitigations</td><td>The modelled mitigations for the Edmondson Street, Best Street, Little Best Street and Sturt Highway intersection consist of signal phasing adjustments (right):

<u>Phase A (adjusted):</u>
AM: +4 (total 12 seconds)
Midday: +7 (total 16 seconds)
PM: +5 (total 14 seconds)
<u>Phase B (adjusted):</u>
AM: +14 (total 49 seconds)
Midday: +10 (total 53 seconds)
PM: -1 (total 41 seconds)
<u>Phase C:</u>
Removed
<u>Phase D (adjusted):</u>
AM: +6 (total 26 seconds)
Midday: +7 (total 30 seconds)
PM: +16 (total 42 seconds)</td><td>

<u>Total cycle time:</u>
AM: -5 (total 87 seconds)
Midday: +7 (total 99 seconds)
PM: -6 (total 97 seconds)</td></tr>
</table>

Critical Intersection	Edmondson Street / Best Street / Little Best / Sturt Highway	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Negligible	**Negligible**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A will be closed decreasing vehicles (-765) for this approach. ▪ The existing east approach is LOS E is shown to experience an increase in vehicles (+75) yet a decrease in delay (-30 second), resulting in LOS C for this approach. ▪ The existing north approach is LOS E is shown to experience an increase in vehicles (+19) yet a slight decrease in delay (-8 seconds), resulting in LOS D for this approach. ▪ The existing west approach is LOS D is shown to experience an increase in vehicles (+232) yet a decrease in delay (-39 seconds), remaining as LOS B for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A will be closed decreasing vehicles (-582) for this approach. ▪ The existing east approach is LOS E is shown to experience an increase in vehicles (+24) yet a decrease in delay (-24 second), resulting in LOS C for this approach. ▪ The existing north approach is LOS F is shown to experience a slight increase in vehicles (+6) yet a decrease in delay (-17 seconds), resulting in LOS D for this approach. ▪ The existing west approach is LOS F is shown to experience an increase in vehicles (+198) yet a decrease in delay (-68 seconds), resulting in LOS E for this approach.	
Further Intervention and Mitigations	Temporary adjustments to signal operation will be required for to accommodate construction activities and maintain optimal flow upon closure and/or local traffic only on Edmondson Street legs of signalised intersection. Closure or repurposing of dedicated turning lanes may be required to allow safe access for construction vehicles, preventing conflicts between work zones and regular traffic.	
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.	

TABLE 63: EDMONDSON STREET / COLEMAN STREET / MITCHELMORE STREET DEEP DIVE

Critical Intersection	Edmondson Street / Coleman Street / Mitchelmore Street	
Site Map		
PIR Modelled Mitigations	No specific mitigations were modelled for the Edmondson Street, Coleman Street and Mitchelmore Street intersection.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Very Low	**Very Low**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS C is shown to experience a decrease in vehicles (-243) and a slight decrease in delay (-5 second), resulting in LOS B for this approach. ▪ The existing east approach is LOS A is shown to experience a decrease in vehicles (-134) and a slight decrease in delay (-1 second), remaining in LOS A for this approach. ▪ The existing north approach is LOS C is shown to experience a decrease in vehicles (-254) and a slight decrease in delay (-8 seconds), remaining in LOS C for this approach. ▪ The existing west approach is LOS A is shown to experience a decrease in vehicles (-126) yet no change in delay (0 seconds), resulting in LOS B for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS B is shown to experience a decrease in vehicles (-194) and a slight decrease in delay (-2 second), remaining in LOS B for this approach. ▪ The existing east approach is LOS A is shown to experience a decrease in vehicles (-61) yet an increase in delay (+9 second), resulting in LOS B for this approach. ▪ The existing north approach is LOS B is shown to experience a decrease in vehicles (-403) and a slight decrease in delay (-2 seconds), remaining LOS B for this approach.	

Critical Intersection	Edmondson Street / Coleman Street / Mitchelmore Street
	▪ The existing west approach is LOS C is shown to experience a decrease in vehicles (-67) yet a slight increase in delay (+3 seconds), remaining as LOS C for this approach.
Further Intervention and Mitigations	It is not expected that any temporary adjustments to signal operation will be required to accommodate construction activities and maintain optimal flow when the northern portion of Edmondson Street between Coleman Street and Erin Street is local traffic only.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 64: BOURKE STREET / COLEMAN STREET DEEP DIVE

Critical Intersection	Bourke Street / Coleman Street	
Site Map		
PIR Modelled Mitigations	The modelled mitigations for the Bourke Street and Coleman Street intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33. Furthermore, the implementation of a temporary right-turn movement bans in the morning peak to disallow traffic from Coleman Street to enter Bourke Street to travel north to reduce traffic queueing on Coleman Street. Traffic is expected to use Urana Street instead to travel north in this mitigation. This is further detailed as M3 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Very Low	**Low**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+373) with a slight increase in delay (+9 second), resulting in LOS B for this approach. ▪ The existing east approach is LOS B is shown to experience an increase in vehicles (+168) yet a decrease in delay (-21 second), resulting in LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+310) with no change in delay (0 seconds), remaining LOS A for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period:	

Critical Intersection	Bourke Street / Coleman Street
	▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+191) with a slight increase in delay (+4 second), remaining LOS A for this approach. ▪ The existing east approach is LOS B is shown to experience an increase in vehicles (+110) with an increase in delay (+26 second), resulting in LOS C for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+426) no change in delay (0 seconds), remaining LOS A for this approach.
Further Intervention and Mitigations	**Arterial Road (Bourke Street) / Local Road (Coleman Street):** ▪ Minor signage and delineation device refinements to address specific issues. ▪ Introduce turning restrictions to prevent “rat runs” and risk of poor gap selection. ▪ Introduce parking restrictions and enhance delineation to increase storage and improve flow of turning movements.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario’s has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

TABLE 65: PEARSON ST / STURT HWY / OLYMPIC HWY DEEP DIVE

Critical Intersection	Pearson St / Sturt Hwy / Olympic Hwy	
Site Map		
PIR Modelled Mitigations	The modelled mitigations that impact the Pearson St / Sturt Hwy / Olympic Hwy intersection consist of the diversion route seeking to influence route choice between Holbrook Road in the south and Olympic Highway in the north to encourage drivers to use the route via Glenfield Road and Pearson Street instead of the route via Docker/Bourke Street and Edward Street. This is further detailed as M2 in Table 33.	
Criticality Assessment	AM Peak (08:15 to 09:15)	PM (15:15 to 16:15)
	Negligible	**Very Low**
AM Peak 08:15 to 09:15	The following impacts of the mitigations being implemented during the AM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+27) yet no change in delay (0 second), remaining as LOS A for this approach. ▪ The existing east approach is LOS A is shown to experience a slight decrease in vehicles (-5) yet a slight increase in delay (+1 second), remaining as LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+36) yet no change in delay (0 seconds), remaining as LOS A for this approach. ▪ The existing west approach is LOS A is shown to experience a slight increase in vehicles (+5) and a slight increase in delay (+1 seconds), remaining as LOS A for this approach.	
PM Peak 15:15 to 16:15	The following impacts of the mitigations being implemented during the PM peak period: ▪ The existing south approach is LOS A is shown to experience an increase in vehicles (+161) yet no change in delay (0 second), remaining as LOS A for this approach. ▪ The existing east approach is LOS A is shown to experience an increase in vehicles (+2) yet no change in delay (0 second), remaining as LOS A for this approach. ▪ The existing north approach is LOS A is shown to experience an increase in vehicles (+14) yet a slight decrease in delay (-1 second), remaining as LOS A for this approach.	

Critical Intersection	Pearson St / Sturt Hwy / Olympic Hwy
	▪ The existing west approach is LOS A is shown to experience an increase in vehicles (+9) and a slight increase in delay (+1 second), remaining as LOS A for this approach.
Further Intervention and Mitigations	**State Road (Sturt Highway and Olympic Highway), Arterial Road (Pearson Street):** Occasional site inspections and monitoring to review performance addressing minor concerns as needed.
Further Mitigations Details	The primary network and site mitigations are outlined within the following Sections 6.10 and 6.11 with modelling and further analysis provided in Section 6.12. Further enhancement scenarios have also been investigated with modelling and further analysis provided in Section 6.13. A comparative assessment of the scenario's has been provided in Section 6.14 which have been made subject to a multicriteria assessment provided in Section 6.15. The implementation and monitoring of these mitigations outlined in Section 7. The communication, coordination and continual improvement of these mitigations is outlined in Section 8.

6.10 Primary Network Mitigation Strategies

Network mitigation strategies provide wide reaching traffic management and operational solutions. The network strategies outlined within this section have been developed to reduce the demand at the identified critical intersections and corridors by distributing the demand onto the broader network to assist in achieving the network objectives.

To address the issues that have been identified as problematic, the network mitigation strategies have sought to implement the following mitigations that:

- reduces demand on critical routes by encouraging road users to make alternative route choices
- optimise traffic flow through critical corridors
- restrict traffic flow from one part of a road network to another
- manage access, particularly for emergency services
- reduce construction traffic demand on critical routes
- seek to address safety concerns
- provides relevant traveller information
- encourage mode shift
- encourage journey pre-planning

6.10.1 Alternate Routes (Local Commuters)

There are several alternate routes between the southern suburbs of Wagga Wagga and the Central Business District (CBD), which, although being slightly longer travel distances, play a crucial role in preserving overall network functionality by redistributing traffic volumes away from congested corridors (Docker Street and Lake Albert Road) during construction. By encouraging commuters to adopt less trafficked the critical corridors (Docker Street and Lake Albert Road) will experience a lower demand and reduced queueing. This will improve the overall level of service at key intersections, as signal phasing and coordination become more responsive to localised, rather than funnelled network-wide demand. Commuters travelling along these critical corridors benefit from less delay and more reliable travel times. In many cases, the time differential incurred by taking a longer detour may be offset by consistently higher speeds and reduced idling. Ultimately, this approach aligns with sustainable traffic management principles and will assist in optimising the broader network capacity and function.

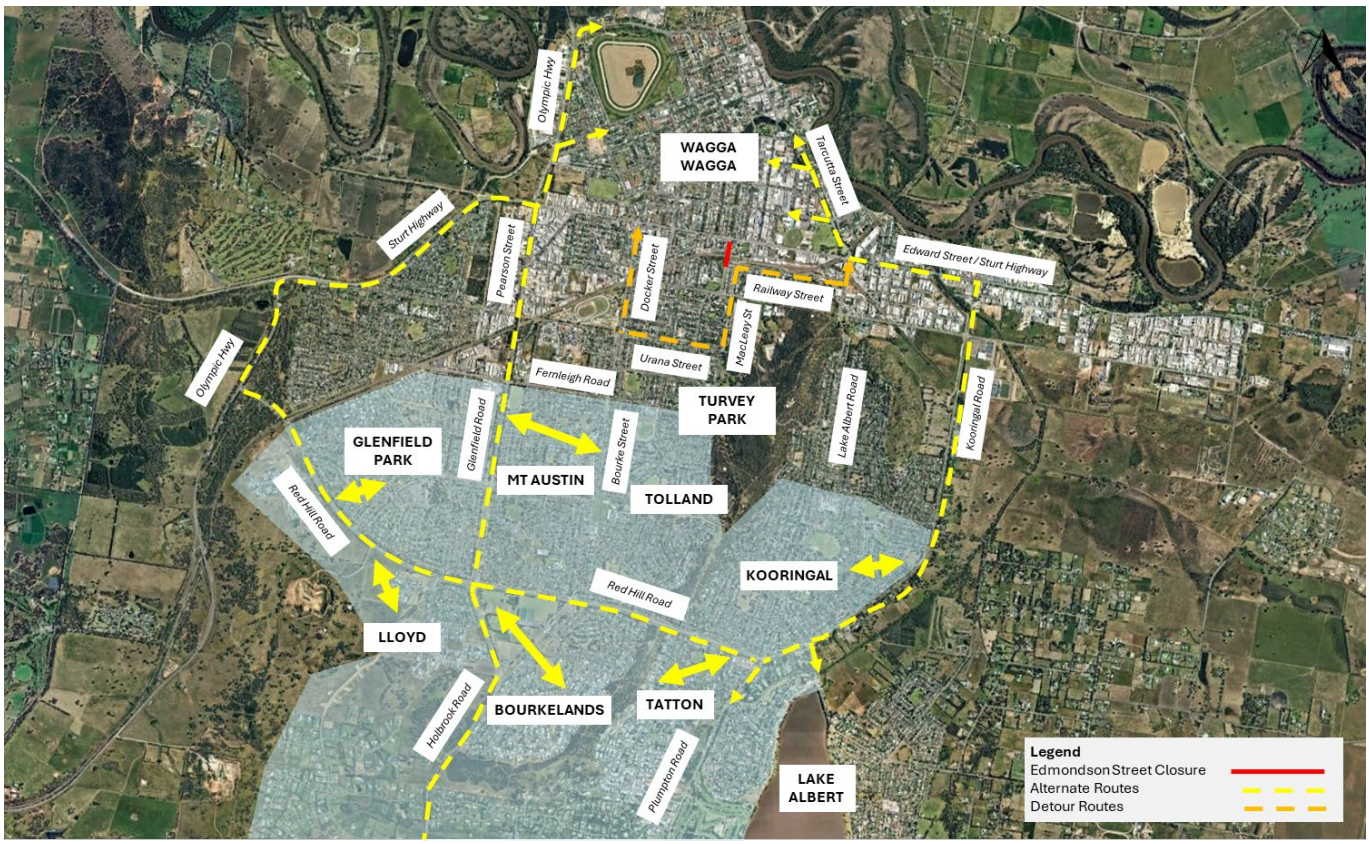


FIGURE 26: NETWORK LEVEL ALTERNATE ROUTE (LOCAL COMMUTERS)

6.10.2 Alternate Route (Freight)

The Sturt Highway which passes east-west through Wagga Wagga is an interstate freight corridor between South Australia and eastern New South Wales with a high proportion of heavy vehicles representing 15–20% of total daily traffic. These heavy vehicles significantly influence traffic signal operation and overall traffic efficiency along the Sturt Highway during peak periods due to their size, weight, and operating characteristics. Inherently, these vehicles have slower acceleration and deceleration rates which contribute to increased clearance times, affecting signal phasing and timing at critical intersections in Wagga Wagga. This ultimately reduces the overall capacity and causes upstream queuing on the Sturt Highway as well as the north-south arterial routes crossing the state road during peak periods.

Promoting an alternate route for heavy vehicles via Bomen will help relieve these congestion pressures on the Sturt Highway and the broader road network. Encouraging this alternate route for freight traffic will free up capacity on the Sturt Highway as well as the north-south arterial road (Docker Street and Lake Albert Road), allowing commuter vehicles and public transport to flow more smoothly and improve the level of service during peak periods at the critical intersections identified in Section 6.9.

It is acknowledged that Pomeroy Drive (formerly Merino Road) will likely be subject to a road closure during the construction of a Riverina Development Growth Corporation (RDGC) project. Throughout the road closure period the alternate freight route will be subject a route variation utilising Dorset Drive and Bomen Road as indicated below.

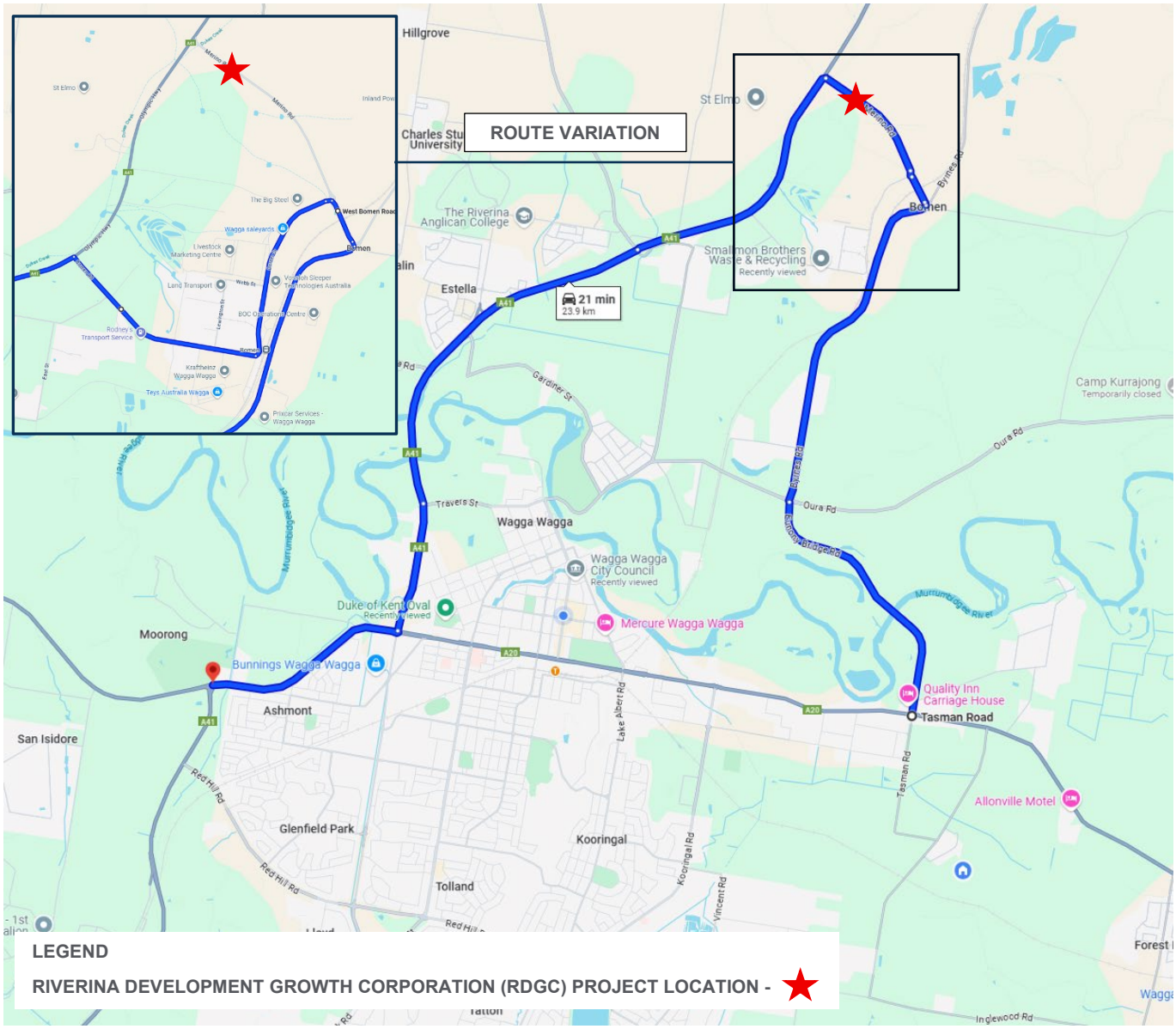


FIGURE 27: NETWORK LEVEL ALTERNATE ROUTE (FREIGHT)

6.10.3 Alternate Route (General access through Wagga Wagga)

The Sturt Highway, which passes east-west through Wagga Wagga is an interstate corridor between South Australia and eastern New South Wales with a reasonable proportion of vehicles passing through Wagga Wagga without stopping, representing 25-30% of total daily through traffic. Exact figures vary depending on the time of year and broader economic activity. These vehicles significantly influence traffic signal operation and overall traffic efficiency along the Sturt Highway during peak periods. Inherently, these vehicles contribute to increased demand, affecting signal phasing and timing at critical intersections in Wagga Wagga. This ultimately impacts the overall capacity and influences upstream queuing on the Sturt Highway as well as the north-south arterial routes crossing the state road during peak periods.

Promoting an alternate route for vehicles (under 15m in length) via Red Hill Road will help relieve these congestion pressures on the Sturt Highway and the broader road network. Encouraging this alternate route for general traffic will free up capacity on the Sturt Highway as well as the north-south arterial road (Docker Street and Lake Albert Road), allowing commuter vehicles and public transport to flow more smoothly and improve the level of service during peak periods at the critical intersections identified in Section 6.5.

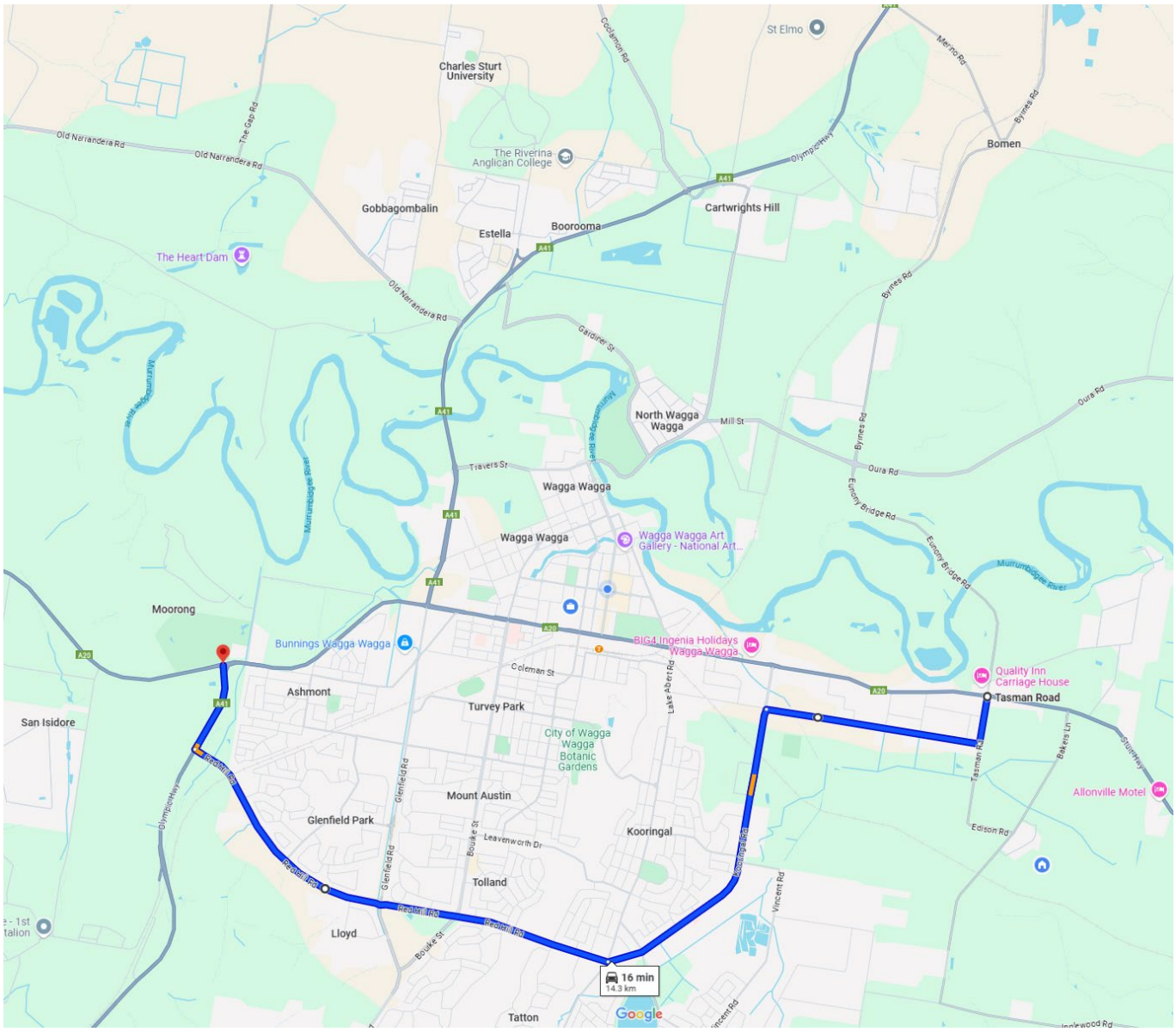


FIGURE 28: NETWORK LEVEL ALTERNATE ROUTE (GENERAL ACCESS THROUGH WAGGA WAGGA)

6.10.4 Alternate Construction / Haulage Routes

Alternate construction and haulage routes to those modelled are proposed, refer to Figure 29 and Figure 30 below and further details in Appendix D. By using the broader road network for construction generated traffic delivers multiple operational and safety benefits, particularly where critical intersections already experience suboptimal levels of service. Where practical, diverting construction vehicles away from critical routes and intersections will reduce the likelihood of exacerbating delays and increasing crash exposure. This strategic redistribution will enable a smoother flow for other road users. Larger, slower-moving construction vehicles can otherwise disrupt traffic signal coordination, impede turning movements, and extend clearance intervals at key intersections, causing additional delay and queuing.

To ensure these alternative routes are viable, comprehensive swept path assessments have been undertaken using AutoTURN, refer to Appendix C. This analysis has demonstrated that the proposed construction vehicles can safely navigate the network and maintain safe clearance without encroaching on adjacent lanes or roadside infrastructure. In some instances, where encroachment on adjacent lanes is unavoidable, the use of these intersections has either been avoided or an alternate construction vehicle proposed. It may remain necessary during short periods, to use some of the intersections where encroachment on adjacent lanes is unavoidable. Furthermore, short term traffic control may be required where certain vehicle configuration may be required to access enhancement site. This will be further refined and detailed in the Precinct Traffic Management Plan (PTMP).

Overall, these proactive measures help maintain reliable construction operations, minimise network disruptions, and preserve a safer environment for all road users while sustaining efficient project delivery.

FIGURE 29: ALTERNATE CONSTRUCTION ROUTES (PEARSON STREET)

FIGURE 30: ALTERNATE CONSTRUCTION ROUTES (WAGGA STATION AND SURROUNDS)

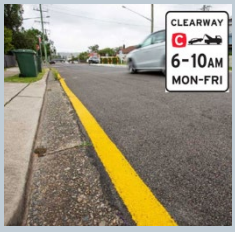
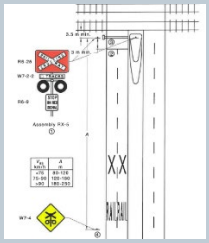
6.11 Primary Critical Corridor/Site Mitigations

The process of identifying critical intersections involved compiling and examining data such as traffic volume counts, queue lengths, and intersection performance metrics (level of service). During this assessment, the data reinforced previous conclusions that increased demands arising from the temporary closure of Edmondson Street for construction had shifted significant volumes of traffic onto the Bourke Street/Docker Street and Lake Albert Road/Tarcutta Street north-south corridors. As these high-demand intersections are clustered in close proximity or aligned in a linear path, they effectively merge into a critical corridor. By shifting from an intersection-specific view to a corridor-wide perspective, a clearer understanding of systemic congestion locations has become evident and highlights that the most effective mitigation strategies will be broader network strategies that assist in reducing the competing demand between these north-south corridors and the Sturt Highway at the key intersections. Furthermore, the corridor approach ensured that any capacity or safety improvements at one intersection were supported by complementary actions at others along the same route, thereby reducing broader network disruptions caused by the construction induced detours.

Promoting alternate routes will inherently decrease the demand on the critical corridors and intersections during peak periods, yet it remains prudent to adopt proactive, localised temporary mitigation measures that minimise community disruption during the implementation phase. By implementing flexible and adaptable treatments such as those outlined in Table 66 unexpected traffic behaviours can be addressed quickly. These measures are designed to be easily expanded, refined, or removed without imposing unnecessary burdens on the travelling public. As a result, operators can maintain a safer, more efficient road environment while accommodating changing travel patterns. This agile approach to traffic management ensures that unforeseen conditions are promptly addressed, further avoiding network impacts.

TABLE 66: TEMPORARY TRAFFIC MANAGEMENT DEVICES AND APPLICATION

Device Example	Application
	SCATS is an advanced, centralised traffic control platform designed to optimise signal phasing in real time based on continuously updated flow data. Using a network of loop detectors, cameras, and other vehicle sensing technologies embedded at or near signalised intersections, SCATS collects information on traffic volumes, queue lengths, and congestion patterns. It then processes this data to automatically adjust green times, cycle lengths, and phase splits across the entire corridor or network. This dynamic capability ensures that each intersection responds to prevailing traffic conditions rather than operating on a fixed schedule, which may not accurately reflect fluctuating demand levels. By intelligently redistributing green time toward busier approaches, SCATS alleviates localised bottlenecks and promotes smoother progression along key routes. SCATS communication protocols allow operators to monitor and fine-tune system parameters remotely, ensuring continuous improvements and quick incident response times. As a result, SCATS mitigates congestion, enhances road safety by reducing stop-and-go conditions, and contributes to more reliable travel times for all road users, aligning with broader goals of network efficiency and sustainable mobility. Refer to Figure 31 and Section 7.1.1 for more details.
 	To ensure the effective implementation of the proposed mitigations and network management strategies, real-time traffic signal phasing adjustments may be needed during peak periods, hence, a robust network monitoring capability will be established using portable and integrated CCTV cameras (refer to Figure 31) to provide the ability for real-time monitoring of the broader road network, expanding on the existing visibility which is limited to the Sturt Highway/Lake Albert Road and Sturt Highway/Docker Street intersections. The integrated CCTV camera will be fully integrated into the TfNSW Security Desk system (Genetec Inc.) accessible by SCATS operators to evaluate and make real-time adjustments to traffic signal phasing after the implementation of the proposed mitigation and network management measures. This integrated monitoring framework will enable the ability to actively manage the network, quickly respond to unanticipated congestion patterns, and fine-tune signal operations to mitigate disruption, particularly during peak traffic periods. This approach is essential during the critical three-month period following the introduction of proposed network changes when traffic conditions are expected to be most volatile and sensitive to disruption. Refer to Figure 31, Figure 32 and Section 7 for more details.

Device Example	Application
	Portable Variable Message Signs (VMS) will be adopted to dynamically guide motorists and freight vehicles toward less congested corridors during peak hours, alleviating demand on critical intersections and routes. By displaying recommended alternate routes, VMS will assist road users make informed decisions. Additionally, VMS messaging can be altered remotely utilising the CCTV oversight, providing the opportunity to respond to network pressures by making real-time message adjustments. This will not only reduce queue lengths and wait times at critical locations but also improve overall safety by distributing traffic flows more evenly across the broader network and assisting incident management. his approach is essential during the critical three-month period following the introduction of proposed network changes when traffic conditions are expected to be most volatile and sensitive to disruption. Refer to Figure 33, Figure 34 and Section 7 for more details.
	Traffic separators will be placed along centrelines and/or lane edges to physically prevent turning manoeuvres at junctions where poor gap acceptance is expected. By restricting undesirable movement, these devices will also direct drivers to safer, designated intersections or alternate commuter routes. In doing so, they reduce crash risks, streamline traffic flows, and enhance overall network efficiency. Refer to Figure 35, Figure 37 and Appendix E for more details.
	Parking restrictions, either full-time or during peak AM/PM periods, can significantly increase available road space for traffic queues, reducing blockages and ensuring smoother flow. Removing kerbside parking at critical times will improve emergency services access along these corridors and provide through-traffic benefits by removing delays from parking movements, ultimately improving overall network performance. Refer to Figure 35, Figure 37, Figure 40 and Appendix E for more details.
	A temporary roundabout at an existing four-way cross junction will assist in accommodating increased traffic volumes by simplifying decision making for motorists and shortening pedestrian crossing distances. Its circular geometry encourages continuous, lower-speed vehicle flows, reducing queue lengths and improving throughputs for all approaches. With fewer conflict points than a standard cross intersection, safety is enhanced as vehicles merge seamlessly rather than compete for the right of way. This streamlined movement will be especially beneficial as this intersection will form part of the promoted detour route and ongoing bus operations. Refer to Figure 42 and Appendix E for more details.
	Review and implement required updates to the line marking and accompanying signage at railway level crossings to prevent vehicles from queuing onto the tracks, especially during peak periods when an unplanned signal activation occurs. This will assist in ensuring vehicles will not become trapped between the crossing gates, avoiding dangerous conflicts with trains. By maintaining a clear track zone, overall network operations become more resilient, as traffic does not become gridlocked at the crossing. Consequently, safety is improved, and the disruption caused by an activation will be effectively managed. Refer to Figure 35, Figure 37, Figure 41 and Appendix E for more details.
	Temporary traffic control signal adjustments will be necessary to accommodate construction activities and maintain optimal flow upon closure of the Edmondson Street leg of the signalised intersection with the Sturt Highway/Best Street. Closure or repurposing of dedicated turning lanes is required to allow safe access for construction vehicles, preventing conflicts between work zones and regular traffic. Such reconfigurations will also require phasing adjustments. Additionally, coordination with adjacent intersections may need to be fine-tuned to mitigate secondary congestion that can result from modified traffic patterns. The temporary signal designs will assist in maintaining traffic flow and improve safety by minimising unanticipated vehicle manoeuvres during construction. Refer to Figure 44 and Appendix E for more details.

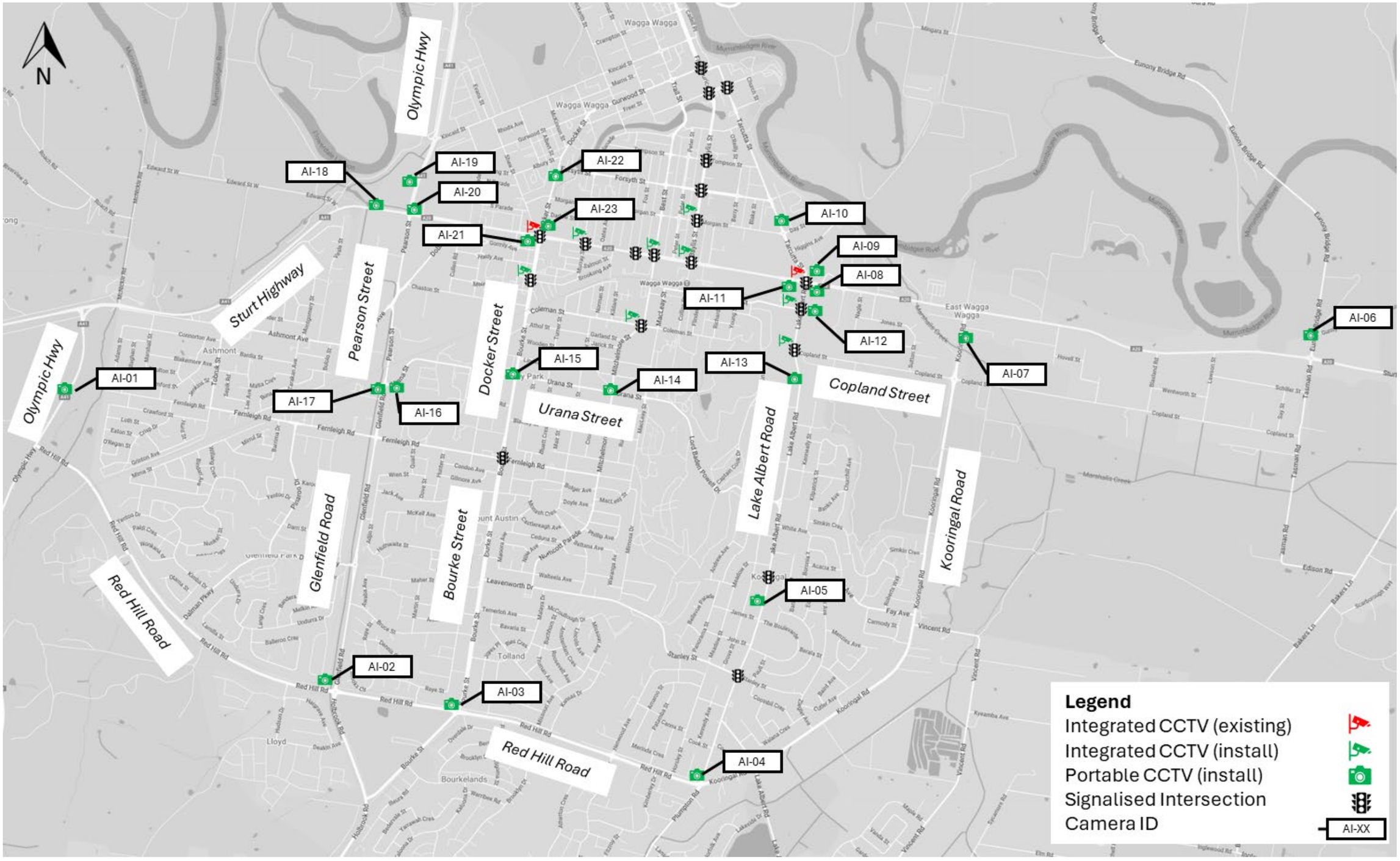


FIGURE 31: SIGNALISED INTERSECTION AND CCTV CAMERA LOCATIONS (DURING TRIAL PERIOD)

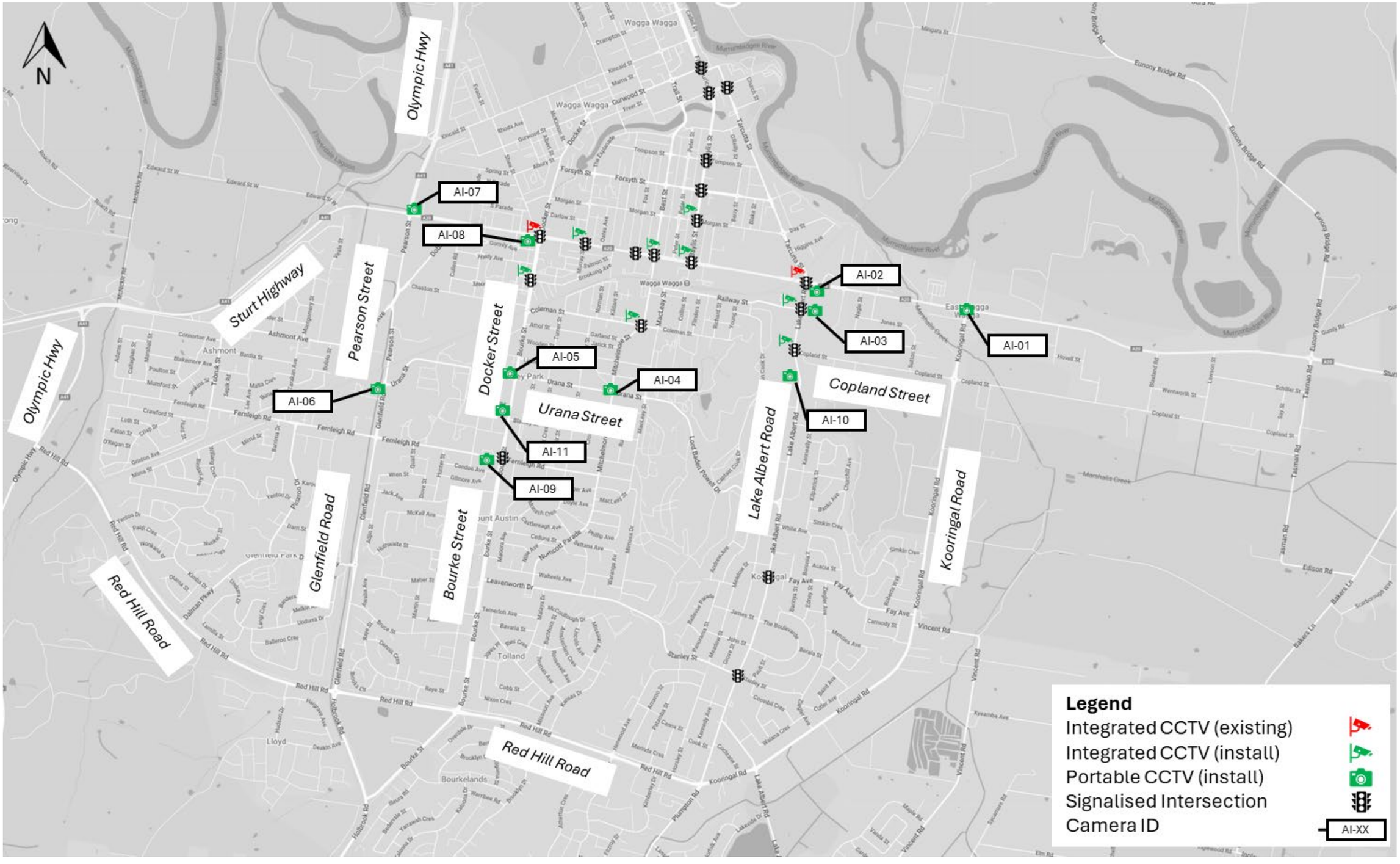


FIGURE 32: SIGNALISED INTERSECTION AND CCTV CAMERA LOCATIONS (POST TRIAL PERIOD)

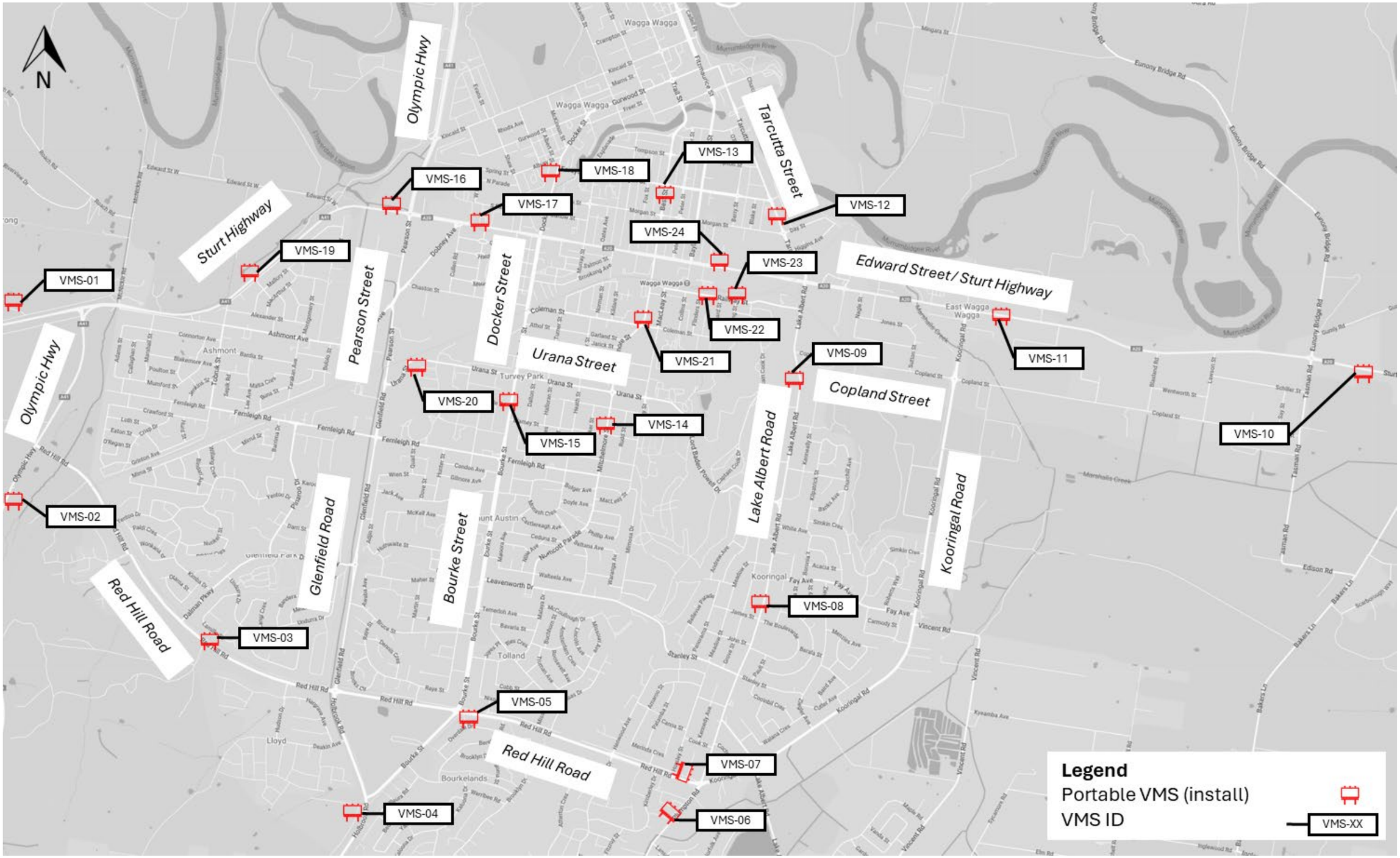


FIGURE 33: PORTABLE VARIABLE MESSAGE SIGNS (DURING TRIAL PERIOD)

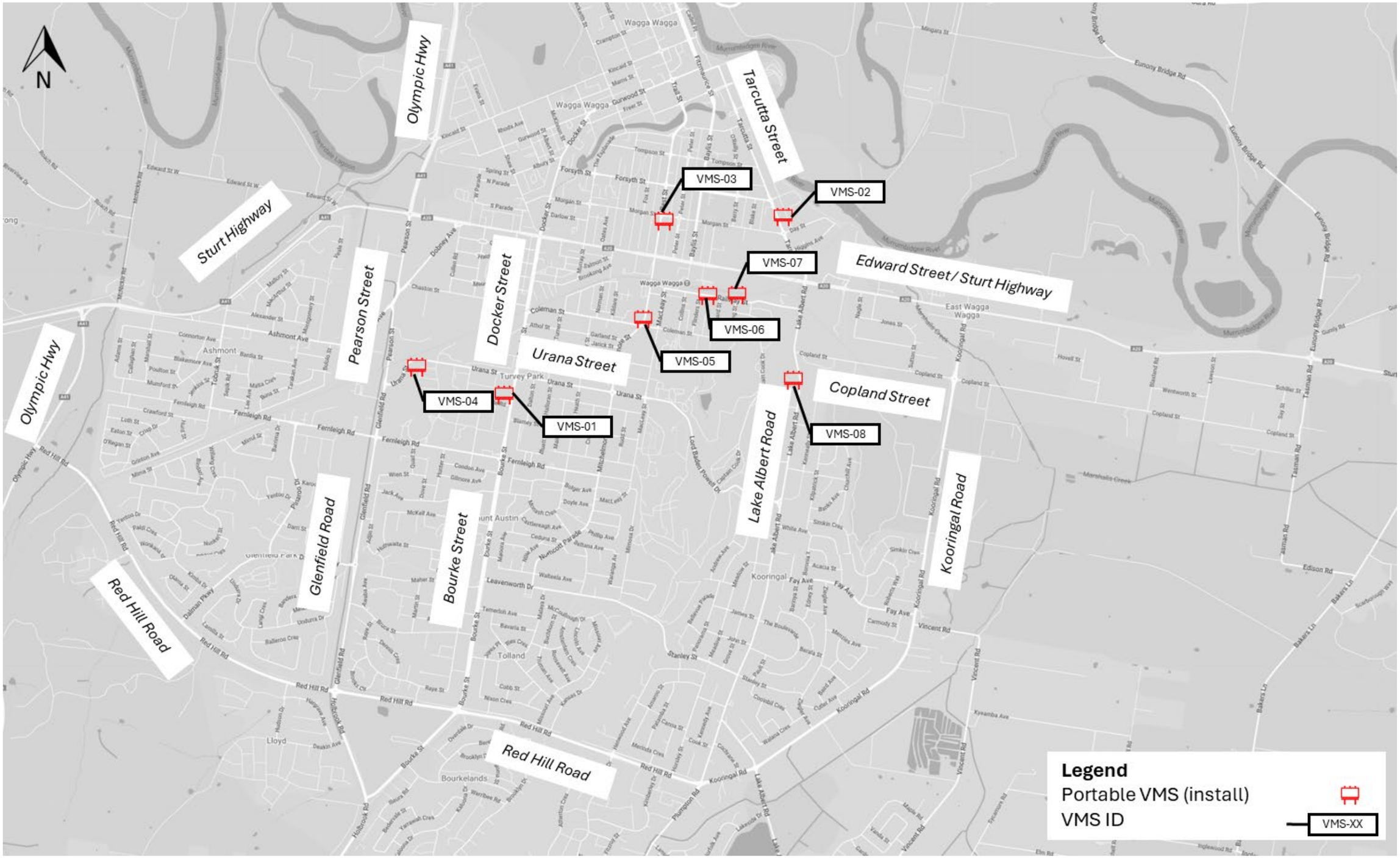


FIGURE 34: PORTABLE VARIABLE MESSAGE SIGNS (POST TRIAL PERIOD)

FIGURE 35: URANA STREET

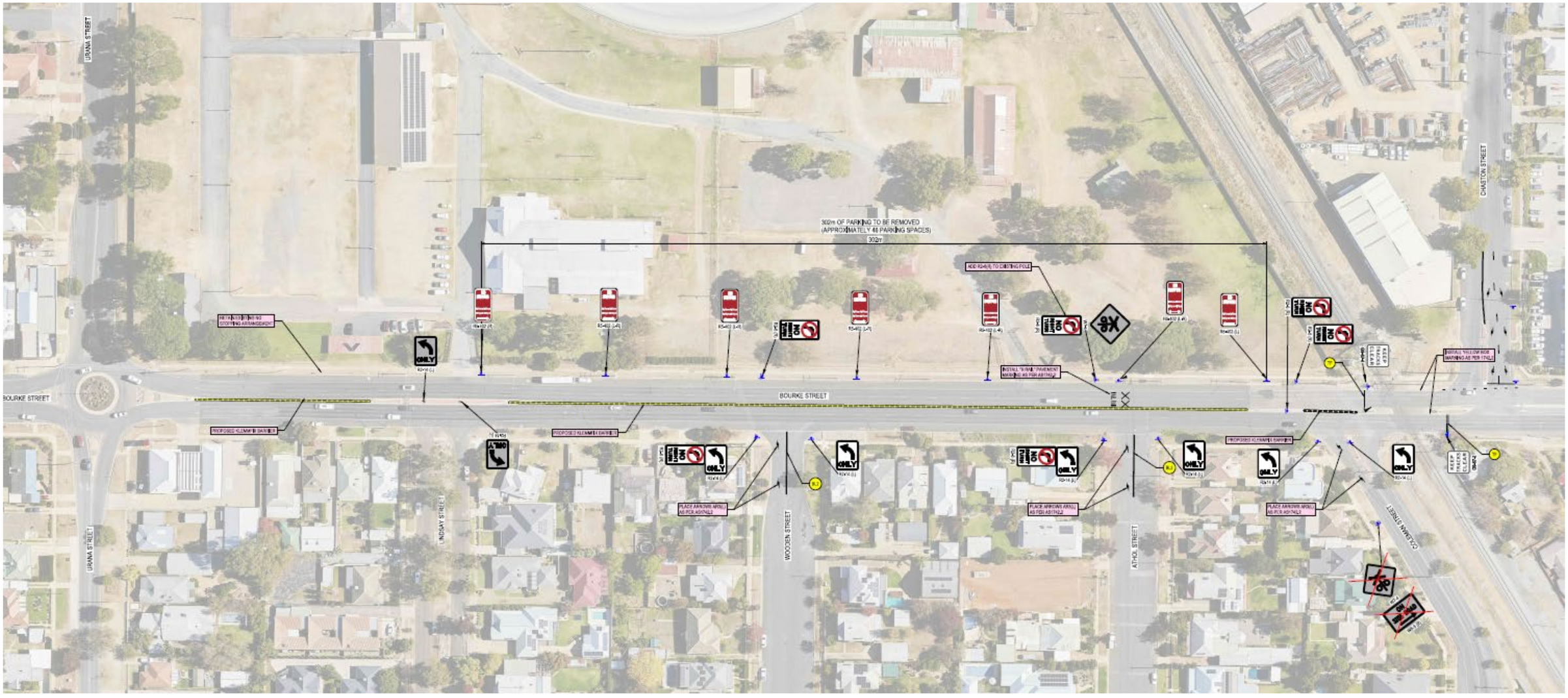


FIGURE 36: BOURKE STREET

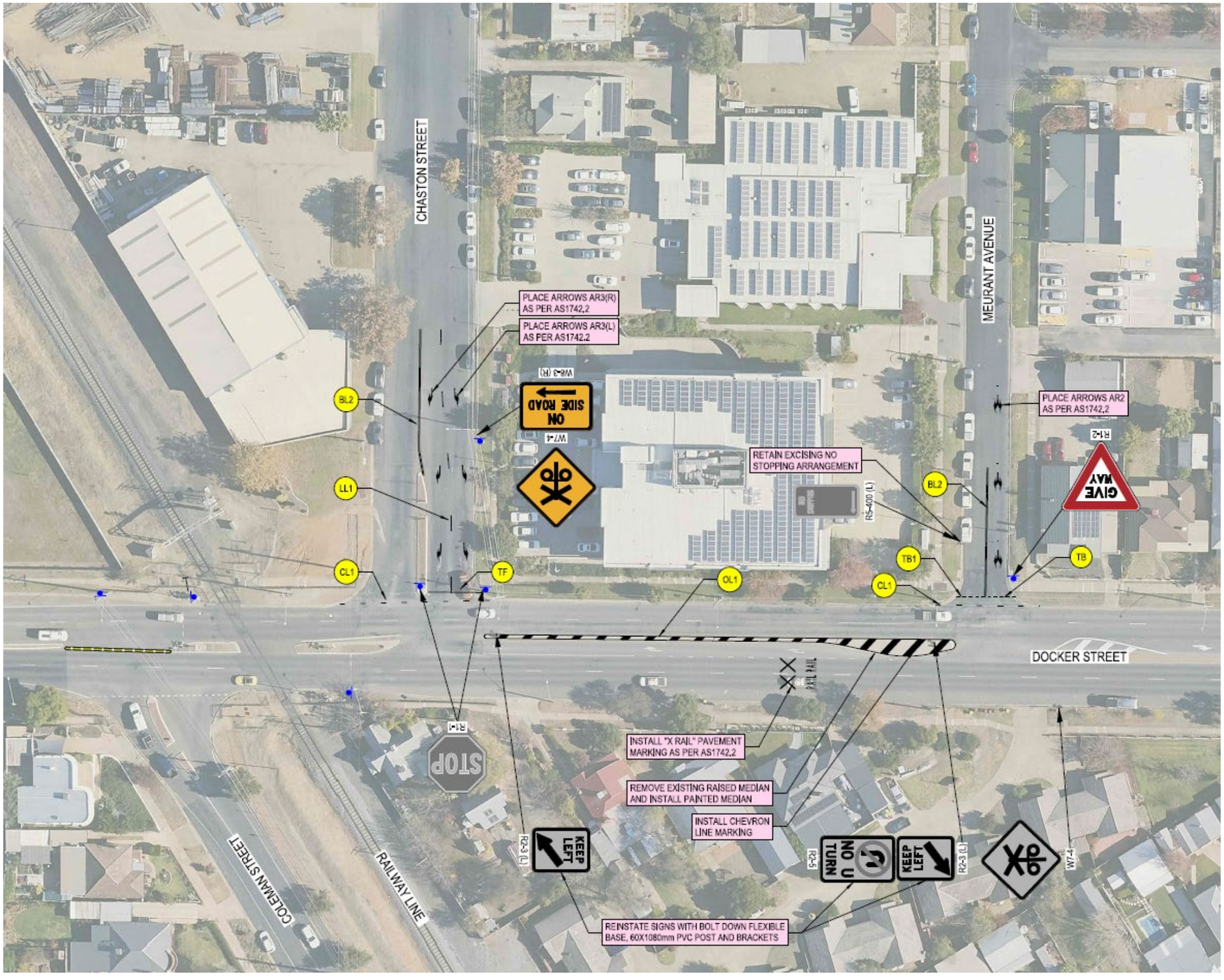


FIGURE 37: DOCKER STREET (SOUTH)

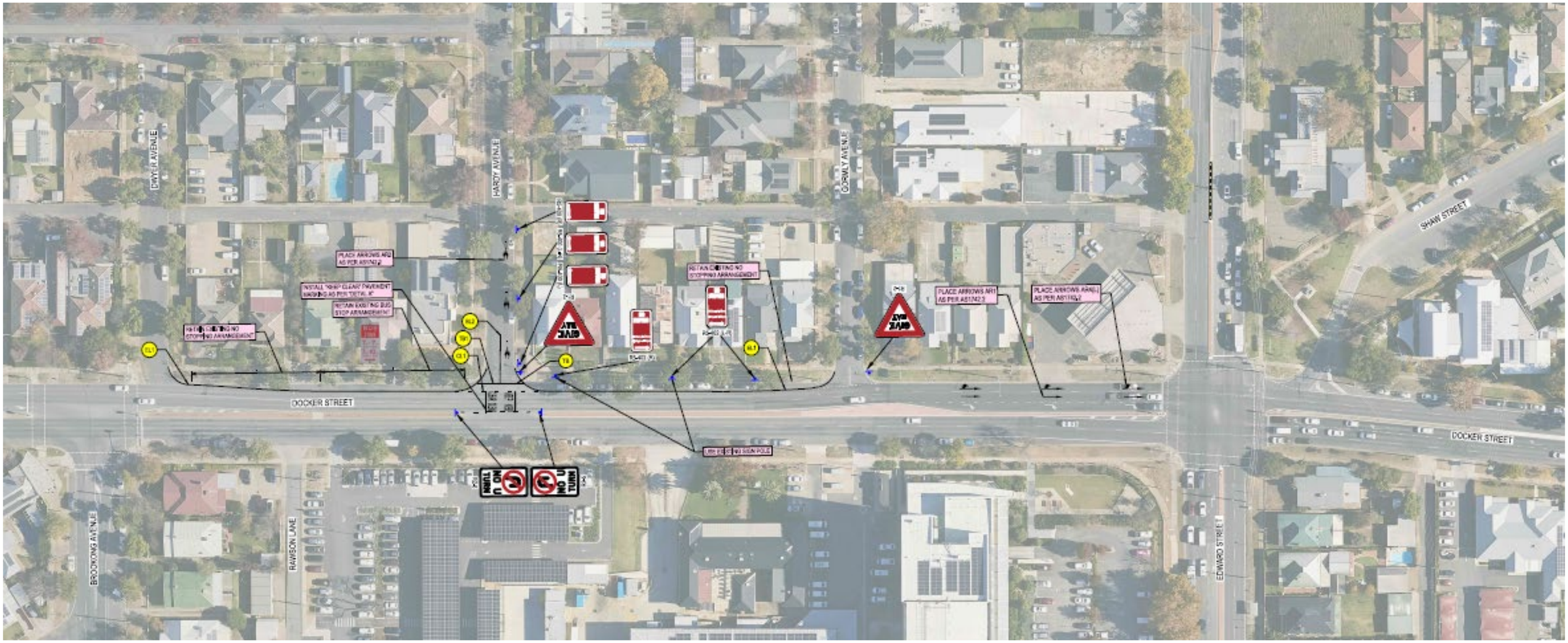


FIGURE 38: DOCKER STREET (CENTRAL)

FIGURE 39: DOCKER STREET AND STURT HIGHWAY (NORTH)

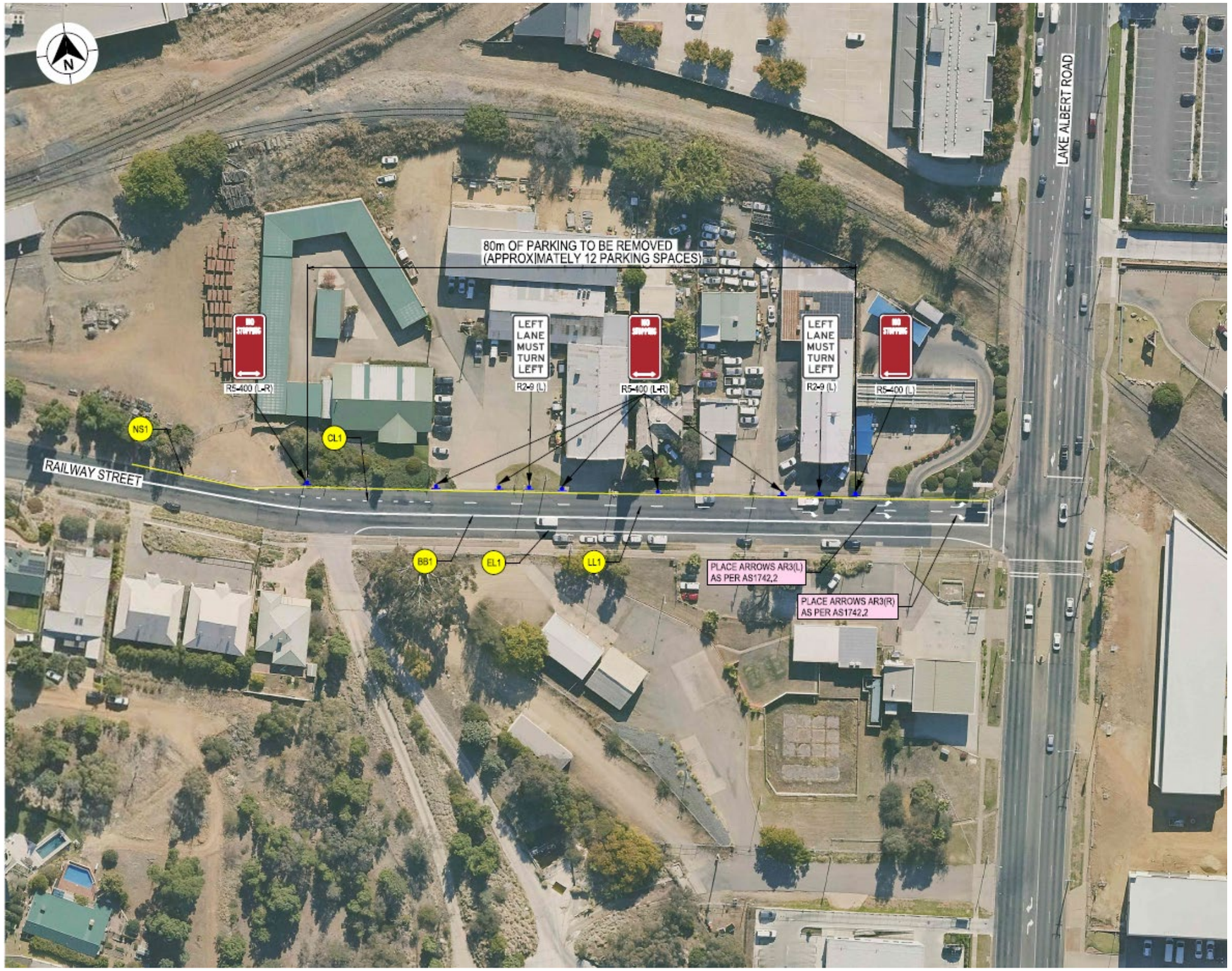


FIGURE 40: LAKE ALBERT ROAD AND RAILWAY STREET

FIGURE 41: FERNLEIGH ROAD RAILWAY LEVEL CROSSING

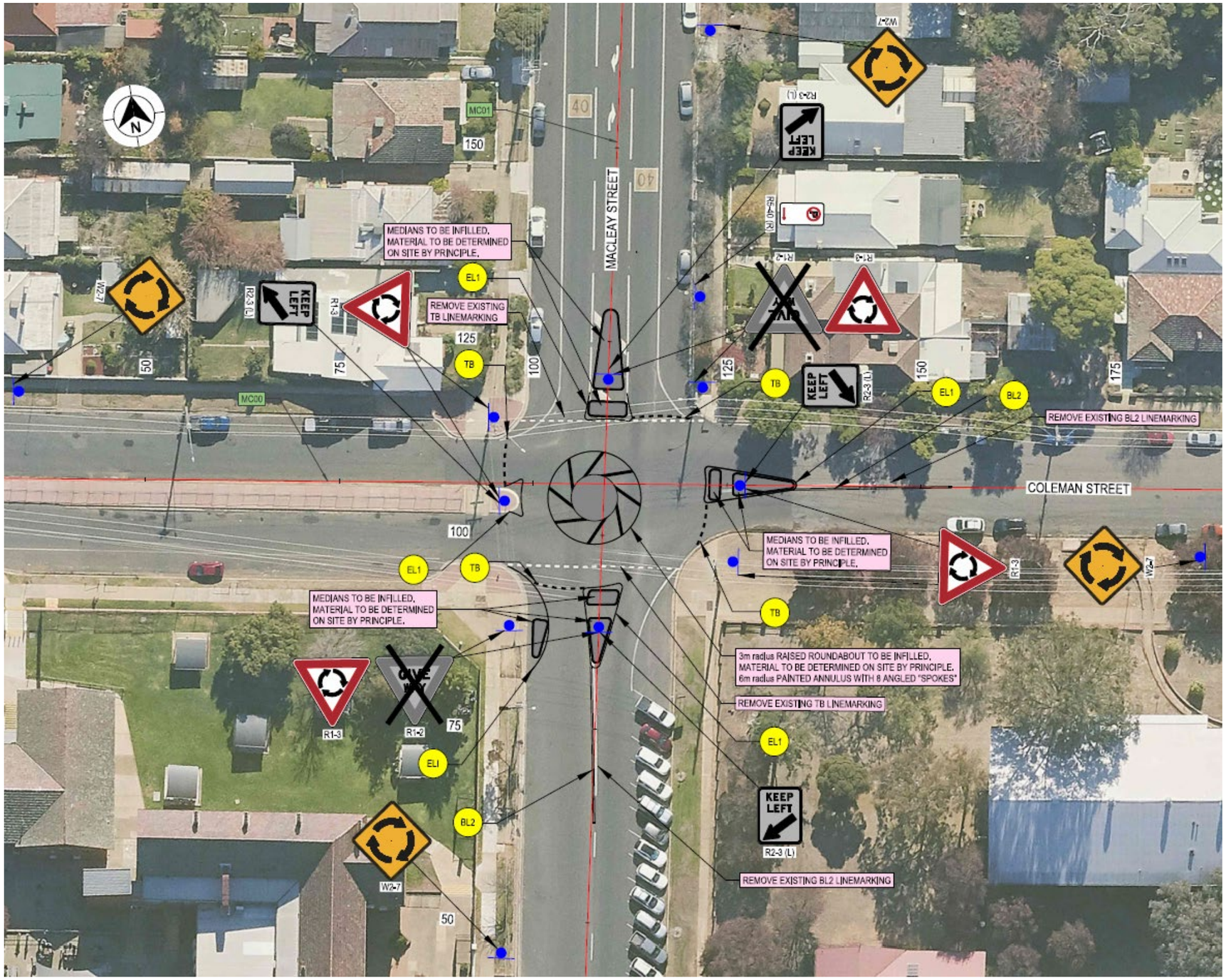


FIGURE 42: COLEMAN STREET AND MACLEAY STREET

FIGURE 43: URANA STREET / PEARSON STREET / GLENFIELD ROAD

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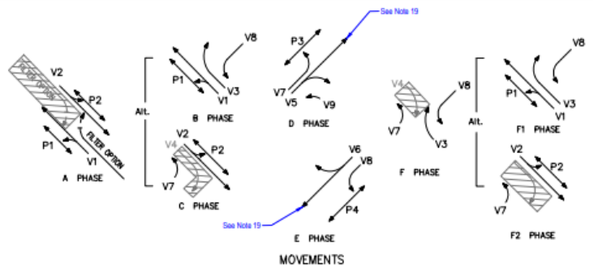
DATE IN SERVICE : 21/10/2002

Transport for NSW

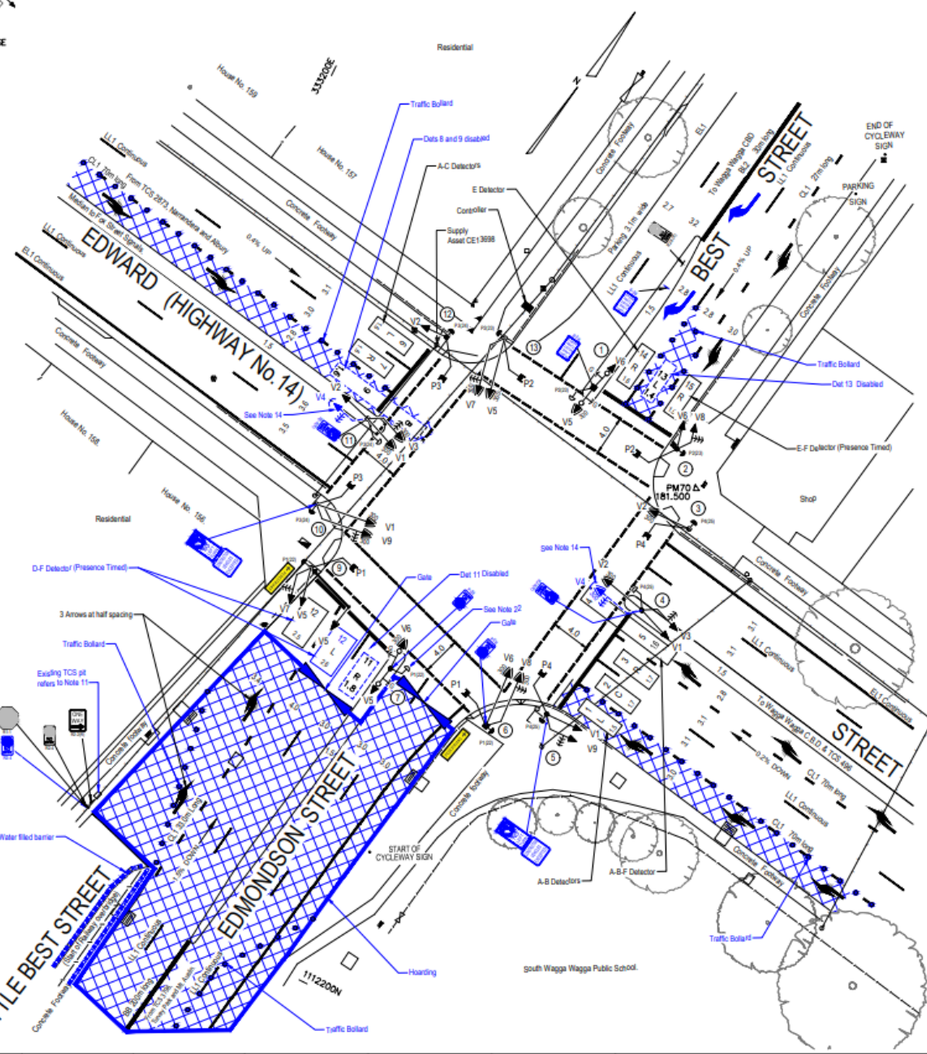


SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE GREEN A	B	C	D	E	F	F1	F2	STANDARD TABLE	REMARKS
V1	X	X					X		TS-TN-026	
V2	X		X					X	TS-TN-026	
V3		X				X	X		TS-TN-026	
									TS-TN-026	Timed Red Arrow protection for 'P1' WALK and CLEARANCE
V5				X					1	
V6					X				1	
V7			X	C		X		X	Similar 146	Timed Red Arrow protection for 'P3' WALK and CLEARANCE
V8		X			C	X	X		Similar 146	Timed Red Arrow protection for 'P4' WALK and CLEARANCE
V9	C	C		X				C	Similar 154	Timed Red Arrow protection for 'P1' WALK and CLEARANCE
										Advance Flasher Warning Sign - See Note 10
P1	X	X					X		110	
P2	X		X					X	109	
P3				X					2	
P4					X				2	

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	8	4.0	1.4	Existing
2	2	4.1	1.0	Existing
3	2	4.1	1.0	Existing
4	2	4.1	1.8	Existing
5	2	4.1	1.0	Existing
6	6	-	1.8	Existing
7	2	4.1	2.0	Existing
				Existing - See Note 10
9	5XL	-	1.0	Existing - 5.0 m Outreach
10	2	4.1	1.0	Existing
11	2	4.1	2.0	Existing
12	2	4.1	1.7	Existing
13	6	-	1.0	Existing



NOTES

1. This site is SCATS linked.
2. Special stop signs are placed on posts 1,2,7 & 9.
3. Audio tactile push buttons are installed on posts 2,3,5,6,9,10,12 & 13.
4. Red runner software added for detectors 2 & 3, 6 & 7, 10 & 11, 13 & 14, 5 & 9. Detectors 16-21 used as counts.
5. SDO Phasing in accordance with TS-TN-026.
6. Pedestrians P1, P3, and P4 have delayed introduction.

INLAND RAIL 15 MAY 2025 CONSTRUCTION ACTIVITIES

7. This is a temporary signal modification for the duration of the construction works Inland Rail A2P project, and will be reinstated at the completion of these construction works.
8. The intersection modification forms part of the Inland Rail A2P project. The civil plans are in accordance with the Martinus TGS Plan.
9. Detector 10 is to be disabled and connected to detector 12. Detectors 8, 9, 11 and 13 to be disabled.
10. Disconnect and remove Advance Warning Flashing sign and associated post 8 (Type 2), cables, pits and conduits in construction area. Post 8 and associated equipment to be removed and stored during the temporary works. Advance Warning Flashing sign and associated cables, pits and conduits to be reinstalled, reconnected and operational at the completion of the temporary works.
11. Conduit and cabling to flashing warning sign mounted on post 8 to be removed and cables to be safely coiled in pit for the temporary works.
12. The flashing warning sign 5-core cable to be disconnected from the terminals in the mast arm post 9 terminal box. The cable is to be protected, insulated and properly stored in the mast arm terminal box for the temporary works.
13. All electrical and associated civil works shall be undertaken in accordance with AS/NZS 3000 Wiring Rules, Transport for NSW Standard Drawings and Specifications, and the applicable local council authority requirements.
14. V4 Lantern to be covered for duration of temporary works in accordance with Standard Drawing No. VM418-3. V4 Lantern cover to be removed after completion of the temporary works.
15. 'NO LEFT TURN, CONSTRUCTION VEHICLES EXCEPTED' signs to be installed on posts 5 and 10. Signs to be removed after completion of temporary works.
16. 'RIGHT TURN LANE MUST TURN RIGHT' sign to be installed on:
    - Post 1
    - A standalone signpost installed on the Best Street median. The contractor must confirm that the sign installed on the standalone post provides appropriate lateral and vertical clearance to traffic.
    - Signs to be removed after completion of temporary works.
17. 'NO RIGHT TURN' signs to be installed on posts 4 and 11. Signs to be removed after completion of temporary works.
18. 'NO ENTRY' signs to be installed on posts 6 and 7. Signs to be removed after completion of temporary works.
19. 'NO ENTRY' sign to be installed on 'STOP' sign post in Little Best Street. Sign to be removed after completion of temporary works.
20. Traffic management for Edmondson Street Inland Rail bridge works:
    - Edmondson Street southern approach closed. Construction vehicle entry and exit only. Construction vehicles will require detection in the left through lane to perform the left turn movement from Edmondson Street into Edward Street.
    - Edward Street eastern approach left turn lane closed. Construction vehicle access only.
    - Edward Street western approach right turn lane closed to all traffic.
    - Best Street northern approach centre lane closed to all traffic. Through and right turn pavement arrows to be modified to right turn pavement arrows.
    - Pavement arrows to be reinstated as through and right turn arrows after completion of temporary works.
21. The V5 through and right turn movement and V6 through movement are not permitted under the temporary closure.
22. The P1 median pushbutton on post 7 must remain accessible to pedestrians at all times, during all stages of construction and post completion.
23. All lanterns located within and outside the construction area must be visible at all times.

LEGEND

- CONSTRUCTION AREA
- CONSTRUCTION ACCESS GATE
- TRAFFIC BOLLARD
- DISABLED LANTERN TO BE SWITCHED OFF/ DISCONNECTED
- MOVEMENTS SHOWN IN GREY AND HATCHED OUT ARE NOT PERMITTED AND HAVE BEEN SWITCHED OFF DURING THE TEMPORARY CLOSURE.
- Water Filled Barrier

A. ORIGINAL ISSUE

PUBLIC UTILITY LEGEND		REFERENCE PLANS	
HYDRANT		SYMBOLS/ABRVS	VG003-8
STOP VALVE		STD POSN CMPT	VG021-5
GAS VALVE		INST'L STOP DET	VC005-17
SEWER MANHOLE		VEH GROUP OP	TS-TN-019
COMMS PIT		DET LOGIC OP	TS-TN-020
ELECT LIGHT POLE		PED MVT OP	TS-TN-021
POWER POLE		SIGS	TS-TN-026
STAY POLE			
TELEPHONE BOX		SURVEYOR : HD SURVEYS	
COMMS PILLAR		DATE : 12/05/2024	

U.B.D. Ref: Map 138 F4
I.S.G. E: 333238
CO-ORDS N: 1 112 200

DESIGNED : N. ROY
CHECKED : R. MARCUS
N. ROY
SITE CHECKED
M. HENAWAY
RECOMMENDED

DESIGN APPROVAL
APPROVED
Andre Wepener
NAME ANDRE WEPENER
POSITION DESIGN MANAGER
DATE 30/05/2025
DESIGN PREPARED BY
AURECON AND BG&E DESIGN JOINT VENTURE

TFNSW RECOMMENDATION
ROAD DESIGN ENGINEERING
NAME
POSITION
DATE
NETWORK OPERATIONS
NAME
POSITION
DATE

TFNSW ACCEPTANCE
ACCEPTED
NAME
POSITION
DATE
ACCEPTED BY
SECTION

TRANSPORT FOR NEW SOUTH WALES
CITY OF WAGGA WAGGA
TRAFFIC SIGNALS AT
EDWARD (HW14), BEST, LITTLE BEST STREET
AND EDMONDSON STREET
SOUTH WAGGA WAGGA
DESIGN LAYOUT

EXISTING ☐ PROPOSED ☒
CADD FILE: VV0387_18A_DES.DGN
SCALE 5 0 (1:250) 5 10
ISSUE A
FILE SF2014/007632
SUPERSEDES SHEET/ISSUE 11/J
REG No. DS2014/000759
TCS No. 0387
SHEET 18

Revision 7 - August 2021
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FIGURE 44: TEMPORARY TCS LAYOUT FOR BEST STREET / EDMONDSON STREET / STURT HIGHWAY

6.12 Construction Scenario (with primary network mitigations)

6.12.1 Model Results

Level of Service

The intersection delay and LoS results for the construction scenario (with primary network mitigations) during the peak periods are presented in Table 67 (AM) and Table 68 (PM).

TABLE 67: LEVEL OF SERVICE (LOS) RESULTS - AM

	Base Case			Construction (with mitigation)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Sturt Hwy / Murray St	1422	14	A	1559	11	A	-3	-22%
Mitchelmore St / Urana St	1408	3	A	1129	3	A	0	0%
Lake Albert Rd / Sturt Hwy	2844	62	E	3234	102	F	+40	64%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1888	7	A	2069	9	A	+2	29%
Olympic Hwy / Red Hill Rd	872	5	A	914	6	A	+1	21%
Olympic Hwy / Sturt Hwy	1064	5	A	1073	5	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	3210	8	A	3349	9	A	+1	13%
Docker St / Sturt Hwy	2686	62	E	3035	86	F	+24	39%
Station Pl / Sturt Hwy / Baylis St	1448	28	B	1440	31	C	+3	11%
Best St / Sturt Hwy	2446	41	C	1475	14	A	-27	-66%
Bourke St / Coleman St	1691	26	B	987	3	A	-23	-87%
Mitchelmore St / Coleman St / Edmondson St	1429	21	B	462	20	B	-1	-5%
Bourke St / Urana St	2036	11	A	2401	39	C	+28	257%
Pearson St / Dobney Ave / Access (North)	2184	9	A	2292	9	A	0	0%
Pearson St / Dobney Ave / Access (South)	2014	8	A	2097	9	A	+1	12%
Tobruk St / Ashmont Ave	460	4	A	476	4	A	0	0%
Glenfield Rd / Fernleigh Rd	1987	20	B	1980	33	C	+13	66%
Leavenworth Dr / Northcott Pde	1013	14	A	950	13	A	-1	-7%
Bourke St / Leavenworth Dr	1506	34	C	1363	33	C	-1	-3%
Bourke St / Fernleigh Rd	1655	37	C	1622	40	C	+3	8%
Glenfield Rd / Dalman Pkwy	1644	10	A	1749	30	C	+20	195%
Red Hill Rd / Dalman Pkwy	602	5	A	638	4	A	-1	-22%
Red Hill Rd / Yentoo Dr	611	4	A	640	4	A	0	0%
Lake Albert Rd / Lord Baden Powell Dr	1813	8	A	1989	10	A	+2	25%
Tobruk St / Fernleigh Rd	339	4	A	331	3	A	-1	-24%

	Base Case			Construction (with mitigation)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Fernleigh Rd / Lae Ave	630	4	A	613	4	A	0	0%
Fernleigh Rd / Bulolo St	951	14	A	944	18	B	+4	29%
Fernleigh Rd / Barrima Dr	1018	15	B	998	15	B	0	0%
Fernleigh Rd / Pinaroo Dr	1198	4	A	1167	4	A	0	0%
Glenfield Rd / Urana St / Pearson St	1859	16	B	1752	69	E	+53	**341%**
Dalman Pkwy / Pinaroo Dr	509	3	A	505	3	A	0	0%
Lake Albert Rd / Stanley St	1514	20	B	1544	18	B	-2	-10%
Dobney Ave / Sturt Hwy	1809	7	A	1852	8	A	+1	14%
Docker St / Gormly Ave	1252	5	A	1581	471	F	+466	**10325 %**
Docker St / Hardy Ave	1246	13	A	1628	19	B	+6	46%
Docker St / Brookong Ave	1400	11	A	1814	28	B	+17	157%
Docker St / Meurant Ave	1546	18	B	1978	86	F	+68	**388%**
Docker St / Chaston St	1732	28	B	2259	77	F	+49	**174%**
Mitchelmore St / Fernleigh Rd	891	11	A	655	5	A	-6	-57%
Lake Albert Rd / Railway St	1575	15	B	2097	38	C	+23	153%
Bulolo St / Ashmont Ave	663	6	A	669	5	A	-1	-17%
Bourke St / Athol St	1565	11	A	1622	2	A	-9	-81%
Bourke St / Wooden St	1567	16	B	825	4	A	-12	-77%
Bourke St / Lindsay St	1523	2	A	0	0	A	-2	-100%
Brookong Ave / Sturt Hwy	1425	7	A	1508	9	A	2	28%
MacLeay St / Coleman St	428	32	C	452	31	C	-1	-3%
MacLeay St / Urana St	956	24	B	1040	25	B	+1	4%
Edward St / Fox St	1458	25	B	1453	29	C	+4	16%
Edmondson Street/Erin Street	13	30	C	64	21	B	-9	-30%
MacLeay St / Erin St	180	22	B	239	22	B	0	0%

1. Level of Service (LoS) as per Table 20 above.

TABLE 68: LEVEL OF SERVICE (LOS) RESULTS - PM

	Base Case			Construction (with mitigation)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Sturt Hwy / Murray St	1778	22	B	1828	18	B	-4	-18%
Mitchelmore St / Urana St	1176	3	A	917	3	A	0	0%
Lake Albert Rd / Sturt Hwy	3529	86	F	3710	152	F	+66	77%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1861	7	A	2062	7	A	0	0%
Olympic Hwy / Red Hill Rd	834	6	A	845	5	A	-1	-16%
Olympic Hwy / Sturt Hwy	983	4	A	966	4	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	2964	8	A	2984	6	A	-2	-26%
Docker St / Sturt Hwy	3052	61	E	3268	69	E	+8	13%
Station Pl / Sturt Hwy / Baylis St	1803	27	B	1826	23	B	-4	-15%
Best St / Sturt Hwy	2807	68	E	1873	30	C	-38	-56%
Bourke St / Coleman St	1655	16	B	1339	5	A	-11	-71%
Mitchelmore St / Coleman St / Edmondson St	1102	25	B	318	26	B	+1	4%
Bourke St / Urana St	1870	4	A	2318	6	A	+2	55%
Pearson St / Dobney Ave / Access (North)	2393	11	A	2579	10	A	-1	-9%
Pearson St / Dobney Ave / Access (South)	2091	6	A	2218	7	A	+1	16%
Tobruk St / Ashmont Ave	308	3	A	298	3	A	0	0%
Glenfield Rd / Fernleigh Rd	2320	20	B	2131	40	C	+20	100%
Leavenworth Dr / Northcott Pde	746	7	A	718	8	A	+1	14%
Bourke St / Leavenworth Dr	1211	18	B	1049	17	B	-1	-5%
Bourke St / Fernleigh Rd	1396	35	C	1281	39	C	+4	12%
Glenfield Rd / Dalman Pkwy	1568	7	A	1735	8	A	+1	14%
Red Hill Rd / Dalman Pkwy	654	6	A	676	5	A	-1	-18%
Red Hill Rd / Yentoo Dr	567	4	A	593	5	A	+1	23%
Lake Albert Rd / Lord Baden Powell Dr	1783	7	A	1887	9	A	+2	29%
Tobruk St / Fernleigh Rd	413	5	A	414	5	A	0	0%
Fernleigh Rd / Lae Ave	766	4	A	771	4	A	0	0%
Fernleigh Rd / Bulolo St	1016	13	A	1018	13	A	0	0%
Fernleigh Rd / Barrima Dr	1042	14	A	1046	14	A	0	0%
Fernleigh Rd / Pinaroo Dr	1506	4	A	1494	4	A	0	0%

	Base Case			Construction (with mitigation)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Glenfield Rd / Urana St / Pearson St	1881	28	B	1969	45	D	+17	61%
Dalman Pkwy / Pinaroo Dr	611	3	A	624	3	A	0	0%
Lake Albert Rd / Stanley St	1522	15	B	1484	15	B	0	0%
Dobney Ave / Sturt Hwy	1875	8	A	1832	7	A	-1	-12%
Docker St / Gormly Ave	1312	5	A	1659	5	A	0	0%
Docker St / Hardy Ave	1318	11	A	1684	14	A	+3	26%
Docker St / Brookong Ave	1579	9	A	2078	10	A	+1	11%
Docker St / Meurant Ave	1589	16	B	2107	25	B	+9	57%
Docker St / Chaston St	1858	17	B	2369	57	E	+40	229%
Mitchelmore St / Fernleigh Rd	771	13	A	513	8	A	-5	-39%
Lake Albert Rd / Railway St	1760	27	B	2102	65	E	+38	139%
Bulolo St / Ashmont Ave	599	4	A	565	4	A	0	0%
Bourke St / Athol St	1512	45	D	2382	2	A	-43	-95%
Bourke St / Wooden St	1488	59	E	1166	7	A	-52	-88%
Bourke St / Lindsay St	739	9	A	0	0	A	-9	-101%
Brookong Ave / Sturt Hwy	1755	9	A	1831	11	A	+2	23%
MacLeay St / Coleman St	458	27	B	378	28	B	+1	4%
MacLeay St / Urana St	968	23	B	1044	23	B	0	0%
Edward St / Fox St	1783	59	E	1804	38	C	-21	-36%
Edmondson Street/Erin Street	14	44	D	86	18	B	-26	-59%
MacLeay St / Erin St	246	19	B	197	17	B	-2	-10%

1. Level of Service (LoS) as per Table 20 above.

Travel Time

The network travel time results for the construction scenario (with primary network mitigations) during the peak periods are presented in Table 69 (AM) and Table 70 (PM).

TABLE 69: TRAVEL TIME ROUTE RESULTS – AM

Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Scenario Travel Time (mm:ss)	Difference (%)
Route 1 Bourke Street/Docker Street	NB	05:13	06:36	+27%
	SB	04:19	04:29	+4%
Route 2 Fernleigh Road	EB	05:50	06:07	+5%
	WB	05:45	05:44	0%
Route 3 Sturt Highway	EB	09:29	09:56	+5%
	WB	08:41	11:19	+30%
Route 4 Glenfield Road/Pearson Street	NB	06:20	08:43	+38%
	SB	05:21	05:35	+4%
Route 5 Urana Street	EB	05:26	05:54	+9%
	WB	05:12	06:17	+21%
Route 6 Lake Albert Road	NB	06:13	06:33	+5%
	SB	05:41	07:23	+30%
Route 7 Mitchelmore Street	NB	04:09	03:56	-5%
	SB	04:10	04:00	-4%
Route 8 Coleman Street	EB	03:20	02:49	-16%
	WB	02:21	02:46	+17%
Route 9 Railway Street	EB	01:42	02:21	+38%
	WB	01:24	01:27	+3%
Route 5a Urana Street (Detour B)	EB	01:00	01:01	+1%
	WB	01:01	01:02	+2%
Route 9a Urana St/MacLeay St/Railway St (Detour A)	EB	03:19	03:58	+20%
	WB	03:07	03:09	+1%

TABLE 70: TRAVEL TIME ROUTE RESULTS - PM

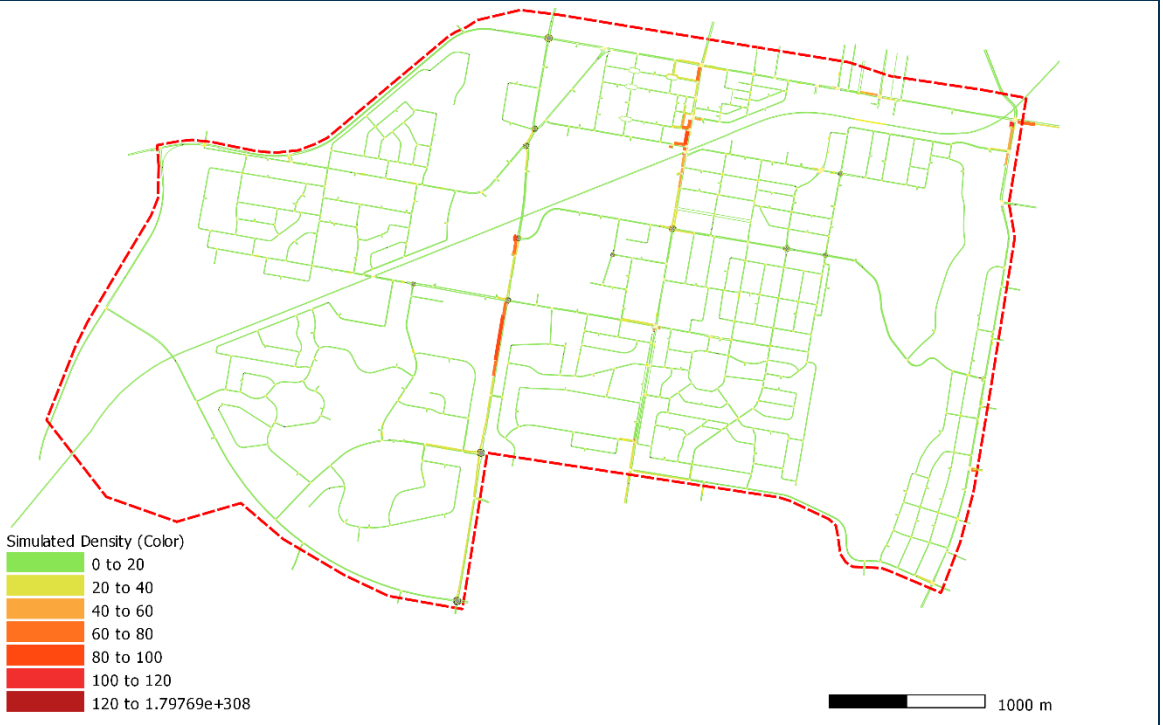
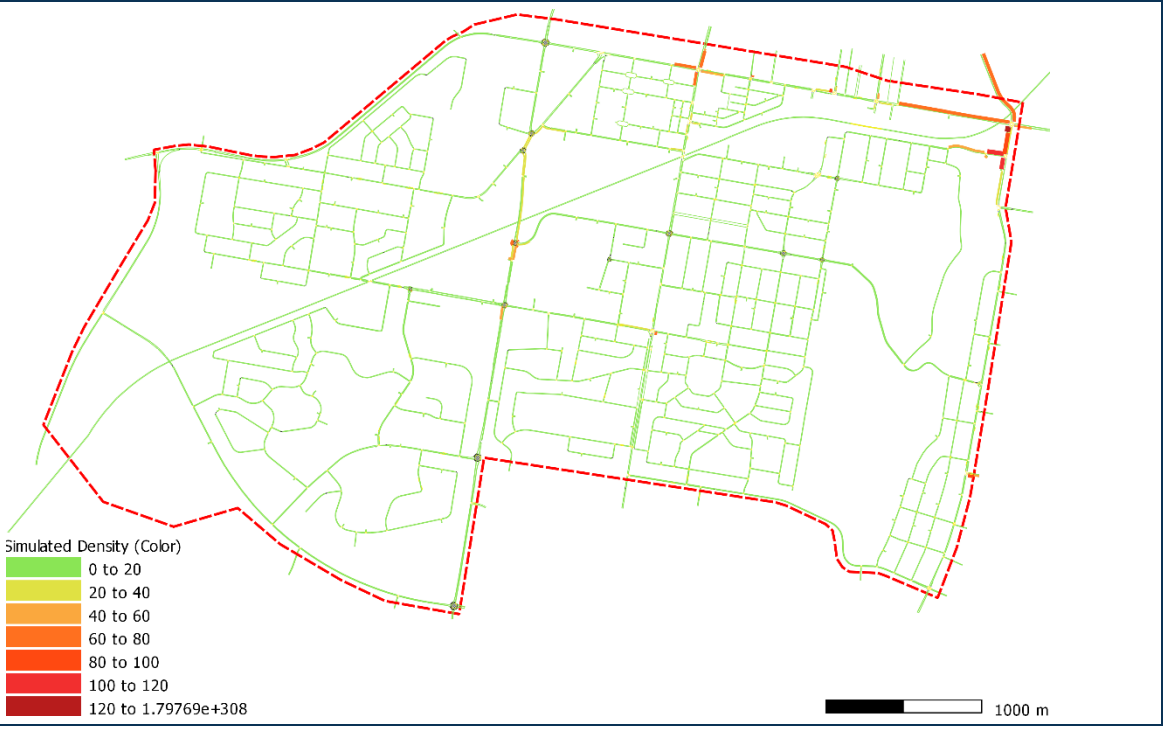
Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Scenario Travel Time (mm:ss)	Difference (%)
Route 1 Bourke Street/Docker Street	NB	04:55	04:50	-2%
	SB	04:11	04:15	+2%
Route 2 Fernleigh Road	EB	05:37	05:45	+3%
	WB	05:49	05:40	-3%
Route 3 Sturt Highway	EB	11:21	14:46	+30%
	WB	09:10	09:27	+3%
Route 4 Glenfield Road/Pearson Street	NB	05:52	07:00	+19%
	SB	05:37	05:40	+1%
Route 5 Urana Street	EB	05:15	05:21	+2%
	WB	05:33	05:53	+6%
Route 6 Lake Albert Road	NB	07:15	07:45	+7%
	SB	06:22	08:27	+33%
Route 7 Mitchelmore Street	NB	04:01	03:48	-5%
	SB	04:07	03:42	-10%
Route 8 Coleman Street	EB	03:11	02:47	-13%
	WB	02:20	02:47	+19%
Route 9 Railway Street	EB	02:13	03:33	+61%
	WB	01:25	01:26	+2%
Route 5a Urana Street (Detour B)	EB	00:59	00:59	0%
	WB	01:01	01:04	+4%
Route 9a Urana St/MacLeay St/Railway St (Detour A)	EB	03:50	05:09	+34%
	WB	03:02	03:05	+2%

NOTE: travel times may not reflect the full picture, as certain mitigation scenarios demonstrated benefits on adjacent side roads that are not captured in the travel time results. Therefore, these results should be interpreted in conjunction with other performance metrics.

Simulated Density

The simulated density results (average number of vehicles per kilometre of lane) for the construction scenario (with primary network mitigations) during the peak periods are presented in Table 32.

TABLE 71: SIMULATED DENSITY RESULTS

Time	Simulated Density
AM Peak 09:00 to 09:15	
PM Peak 4:00 to 13:15	

Summary

AM peak (08:15 to 09:15)

The results show that the proposed primary mitigation measures have a further positive impact on the AM peak, building on the PIR mitigation outcomes:

- The congestion on all approaches to the Sturt Highway and Docker Street signalised intersection is reduced significantly.
- The queue on the southern approach to the Pearson Street/Glenfield Road/Urana Street roundabout has been mitigated as a result of the portable signals holding Urana Street right turning vehicles. This also separates the queuing from the Fernleigh Road/Glenfield Road roundabout, improving the flow along this north-south corridor.
- At the Sturt Highway and Lake Albert Road signalised intersection, the maximum queue on Lake Albert Road on the southern approach has reduced and the western approach queuing has dissipated significantly.

The primary mitigation measures have a positive impact on the key corridors and critical intersections during the AM peak period.

PM peak (15:15 to 16:15)

The results show that the proposed primary mitigation measures have a further positive impact on the PM peak, building on the PIR mitigation outcomes:

- The congestion on all approaches to the Sturt Highway and Docker Street signalised intersection is reduced significantly.

However, some increased traffic pressure can be observed to slightly increase queueing on the northern and southern approaches at Sturt Highway and Lake Albert Road signalised intersection as a result of the increased throughput from Railway Street and the western leg of the Stuart Highway.

NOTE: The model extent (study area) does not allow for trip redistribution between northern corridors. As a result of the benefits achieve at the Docker Street/Sturt Highway signalised intersection, a shift of trips from the Lake Albert Road/Sturt Highway signalised intersection is likely to occur as commuters may seek to avoid congestion in the PM peak period.

6.13 Enhancement Scenarios

Through various forums, both TfNSW and WWCC requested the project team to consider additional traffic mitigation measures. It was agreed that several of these proposed mitigations would be tested for effectiveness by modelling them as separate scenarios, above the project's originally proposed measures. A total of seven scenarios were modelled to support the review and evaluation of the potential need to adopt these additional mitigations than that of the Construction Scenario (with primary network mitigations) as outlined in Sections 6.10 and 6.11.

6.13.1 Enhancement Scenarios

TABLE 72: ENHANCEMENT SCENARIOS

Scenario	Description	Reference
1	Lake Albert Road Mitigations (WWCC): ▪ Builds on and/or modifies where necessary the Construction Scenario (with primary network mitigations) model. ▪ Tarcutta Street northbound widening to three lanes from north of Edward Street ▪ Lake Albert Road northbound widening to three lanes from Railway Street to Edward Street. ▪ Implements banned right-turn movements on both the northern and southern approaches of the Sturt Highway (Edward Street) / Lake Albert Road intersection. ▪ Slip lane modification from Railway Street to Lake Albert Road northbound.	Appendix F
2	Lake Albert Road Mitigations (WWCC truncated): ▪ Similar to Scenario 1 but with truncated upgrades of the Lake Albert Road improvements. ▪ Tarcutta Street northbound widening to three lanes from north of Edward Street ▪ Implements banned right-turn movements on both the northern and southern approaches of the Sturt Highway (Edward Street) / Lake Albert Road intersection.	Appendix F
3	Docker / Edward Mitigations (WWCC): ▪ Builds on and/or modifies where necessary the Construction Scenario (with primary network mitigations) model. ▪ Docker Street upgrades with northbound widening to three lanes from Chaston Street to the most northern extent of the model near Morgan Street. ▪ Includes intersection changes at Docker Street / Brookong Avenue and Sturt Highway (Edward Street) / Docker Street.	Appendix F
4	Docker / Edward Mitigations (WWCC truncated): ▪ A scaled-down version of Scenario 3. ▪ Introduces partial lane capacity upgrades and intersection changes on Docker Street, with northbound widening to three lanes from Meurant Avenue to the most northern extent of the model near Morgan Street.	Appendix F
5	Docker / Edward Mitigations (TfNSW) ▪ Similar to Scenario 4 but reflects the suggestions from Transport for NSW (TfNSW). ▪ Includes lane capacity upgrades and intersection changes on Docker Street with northbound widening to three lanes from Meurant Avenue the most northern extent of the model. Also, southbound widening on Docker Street to three lanes from the most northern extent of the network to Rawson Lane.	Appendix F

6.13.2 Model Results

Level of Service

TABLE 73: LEVEL OF SERVICE (LOS) RESULTS - AM

	Base Case			Scenario 1					Scenario 2					Scenario 3					Scenario 4					Scenario 5				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)	Vol	Delay	LoS[1]	+/- (s)	+/- (%)	Vol	Delay	LoS[1]	+/- (s)	+/- (%)	Vol	Delay	LoS[1]	+/- (s)	+/- (%)	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Sturt Hwy / Murray St	1422	14	A	1462	13	A	-1	-7%	1560	11	A	-3	-22%	1529	12	A	-2	-15%	1534	12	A	-2	-15%	1492	12	A	-2	-15%
Mitchelmore St / Urana St	1408	3	A	1114	3	A	0	0%	1085	3	A	0	0%	1211	4	A	+1	+29%	1176	3	A	0	0%	1105	3	A	0	0%
Lake Albert Rd / Sturt Hwy	2844	62	E	3049	50	D	-12	-19%	3120	56	D	-6	-10%	3188	97	F	+35	+56%	3197	100	F	+38	+61%	3156	99	F	+37	+59%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1888	7	A	2065	9	A	+2	+29%	2070	9	A	+2	+29%	2082	9	A	+2	+29%	2079	9	A	+2	+29%	2079	9	A	+2	+29%
Olympic Hwy / Red Hill Rd	872	5	A	887	5	A	0	0%	914	5	A	0	0%	916	6	A	+1	+21%	919	6	A	+1	+21%	913	6	A	+1	+21%
Olympic Hwy / Sturt Hwy	1064	5	A	1091	5	A	0	0%	1116	6	A	+1	+19%	1096	6	A	+1	+19%	1098	6	A	+1	+19%	1093	6	A	+1	+19%
Pearson St / Sturt Hwy / Olympic Hwy	3210	8	A	3348	11	A	+3	+40%	3418	12	A	+4	+53%	3388	11	A	+3	+40%	3416	11	A	+3	+40%	3368	10	A	+2	+27%
Docker St / Sturt Hwy	2686	62	E	2929	56	D	-6	-10%	3018	70	E	+8	+13%	3107	81	F	+19	+31%	3096	84	F	+22	+36%	3019	95	F	+33	+54%
Station Pl / Sturt Hwy / Baylis St	1448	28	B	1399	25	B	-3	-11%	1473	24	B	-4	-14%	1416	26	B	-2	-7%	1430	26	B	-2	-7%	1395	27	B	-1	-4%
Best St / Sturt Hwy	2446	41	C	1442	13	A	-28	-69%	1529	14	A	-27	-66%	1456	14	A	-27	-66%	1463	14	A	-27	-66%	1425	14	A	-27	-66%
Bourke St / Coleman St	1691	26	B	1009	3	A	-23	-87%	1019	3	A	-23	-87%	1003	3	A	-23	-87%	1011	3	A	-23	-87%	763	3	A	-23	-87%
Mitchelmore St / Coleman St / Edmondson St	1429	21	B	420	20	B	-1	-5%	417	18	B	-3	-14%	482	21	B	0	0%	450	19	B	-2	-10%	411	17	B	-4	-19%
Bourke St / Urana St	2036	11	A	2412	63	E	+52	+478 %	2410	61	E	+50	+460 %	2524	70	E	+59	+542 %	2494	66	E	+55	+506 %	2154	23	B	+12	+110 %
Pearson St / Dobney Ave / Access (North)	2184	9	A	2382	9	A	0	0%	2366	9	A	0	0%	2320	9	A	0	0%	2340	9	A	0	0%	2258	9	A	0	0%
Pearson St / Dobney Ave / Access (South)	2014	8	A	2163	10	A	+2	+25%	2149	10	A	+2	+25%	2135	9	A	+1	+12%	2136	9	A	+1	+12%	2130	9	A	+1	+12%
Tobruk St / Ashmont Ave	460	4	A	467	4	A	0	0%	474	4	A	0	0%	469	4	A	0	0%	464	4	A	0	0%	462	4	A	0	0%
Glenfield Rd / Fernleigh Rd	1987	20	B	2016	33	C	+13	+66%	2012	31	C	+11	+56%	2007	33	C	+13	+66%	2007	33	C	+13	+66%	2035	30	C	+10	+51%
Leavenworth Dr / Northcott Pde	1013	14	A	1083	16	B	+2	+14%	969	13	A	-1	-7%	1017	15	B	+1	+7%	970	13	A	-1	-7%	999	16	B	+2	+14%
Bourke St / Leavenworth Dr	1506	34	C	1438	37	C	+3	+9%	1421	35	C	+1	+3%	1442	39	C	+5	+15%	1393	38	C	+4	+12%	1403	34	C	0	0%
Bourke St / Fernleigh Rd	1655	37	C	1625	46	D	+9	+25%	1644	43	D	+6	+16%	1690	56	D	+19	+52%	1666	50	D	+13	+36%	1633	50	D	+13	+36%
Glenfield Rd / Dalman Pkwy	1644	10	A	1808	40	C	+30	+292 %	1806	36	C	+26	+253 %	1753	32	C	+22	+214 %	1756	36	C	+26	+253 %	1763	34	C	+24	+234 %
Red Hill Rd / Dalman Pkwy	602	5	A	628	5	A	0	0%	644	5	A	0	0%	640	5	A	0	0%	648	5	A	0	0%	643	5	A	0	0%
Red Hill Rd / Yentoo Dr	611	4	A	611	4	A	0	0%	637	4	A	0	0%	642	4	A	0	0%	652	4	A	0	0%	643	4	A	0	0%

	Base Case			Scenario 1					Scenario 2					Scenario 3					Scenario 4					Scenario 5				
Intersection	**Vol**	**Delay**	**LoS[1]**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**
Lake Albert Rd / Lord Baden Powell Dr	1813	8	A	1844	10	A	+2	+25%	1923	12	A	+4	+49%	1976	10	A	+2	+25%	1995	11	A	+3	+37%	1980	10	A	+2	+25%
Tobruk St / Fernleigh Rd	339	4	A	332	4	A	0	0%	312	4	A	0	0%	309	4	A	0	0%	303	3	A	-1	-24%	303	4	A	0	0%
Fernleigh Rd / Lae Ave	630	4	A	624	4	A	0	0%	599	3	A	-1	-28%	609	3	A	-1	-28%	594	3	A	-1	-28%	600	3	A	-1	-28%
Fernleigh Rd / Bulolo St	951	14	A	994	18	B	+4	+29%	946	17	B	+3	+22%	942	14	A	0	0%	935	14	A	0	0%	940	14	A	0	0%
Fernleigh Rd / Barrima Dr	1018	15	B	1041	16	B	+1	+7%	995	15	B	0	0%	994	16	B	+1	+7%	993	15	B	0	0%	994	15	B	0	0%
Fernleigh Rd / Pinaroo Dr	1198	4	A	1209	4	A	0	0%	1161	3	A	-1	-27%	1192	4	A	0	0%	1187	3	A	-1	-27%	1188	4	A	0	0%
Glenfield Rd / Urana St / Pearson St	1859	16	B	1761	63	E	+47	+302 %	1781	63	E	+47	+302 %	1787	70	E	+54	+347 %	1783	67	E	+51	+328 %	1826	67	E	+51	+328 %
Dalman Pkwy / Pinaroo Dr	509	3	A	527	4	A	+1	+29%	515	4	A	+1	+29%	509	3	A	0	0%	513	3	A	0	0%	510	3	A	0	0%
Lake Albert Rd / Stanley St	1514	20	B	1513	18	B	-2	-10%	1518	17	B	-3	-15%	1551	26	B	+6	+30%	1546	22	B	+2	+10%	1551	25	B	+5	+25%
Dobney Ave / Sturt Hwy	1809	7	A	1812	8	A	+1	+14%	1909	9	A	+2	+27%	1870	9	A	+2	+27%	1863	8	A	+1	+14%	1876	9	A	+2	+27%
Docker St / Gormly Ave	1252	5	A	1533	9	A	+4	+89%	1556	48	D	+43	+953 %	1699	24	B	+19	+421 %	690	0	A	-5	-111%	696	0	A	-5	-111%
Docker St / Hardy Ave	1246	13	A	1602	16	B	+3	+23%	1600	15	B	+2	+15%	1758	16	B	+3	+23%	1734	16	B	+3	+23%	1705	19	B	+6	+46%
Docker St / Brookong Ave	1400	11	A	1894	38	C	+27	+250 %	1885	32	C	+21	+194 %	1955	28	B	+17	+157 %	1903	22	B	+11	+102 %	1891	29	C	+18	+167 %
Docker St / Meurant Ave	1546	18	B	2075	59	E	+41	+234 %	2062	85	F	+67	+382 %	2121	29	C	+11	+63%	2082	28	B	+10	+57%	0	0	A	-18	-103%
Docker St / Chaston St	1732	28	B	2329	99	F	+71	+253 %	2313	82	F	+54	+192 %	2374	67	E	+39	+139 %	2358	60	E	+32	+114 %	2232	70	E	+42	+149 %
Mitchelmore St / Fernleigh Rd	891	11	A	703	5	A	-6	-57%	687	5	A	-6	-57%	701	5	A	-6	-57%	674	6	A	-5	-47%	673	7	A	-4	-38%
Lake Albert Rd / Railway St	1575	15	B	1629	26	B	+11	+73%	2016	27	B	+12	+80%	2048	22	B	+7	+47%	2055	30	C	+15	+100 %	2036	27	B	+12	+80%
Bulolo St / Ashmont Ave	663	6	A	707	6	A	0	0%	686	6	A	0	0%	684	6	A	0	0%	676	6	A	0	0%	677	6	A	0	0%
Bourke St / Athol St	1565	11	A	1640	2	A	-9	-81%	1671	2	A	-9	-81%	2498	2	A	-9	-81%	1681	2	A	-9	-81%	1163	2	A	-9	-81%
Bourke St / Wooden St	1567	16	B	823	6	A	-10	-64%	838	6	A	-10	-64%	823	5	A	-11	-70%	835	5	A	-11	-70%	0	0	A	-16	-102%
Bourke St / Lindsay St	1523	2	A	0	0	A	-2	-100%	0	0	A	-2	-100%	7	2	A	0	0%	0	0	A	-2	-100%	0	0	A	-2	-100%
Brookong Ave / Sturt Hwy	1425	7	A	1467	7	A	0	0%	1570	8	A	+1	+14%	1482	8	A	+1	+14%	1497	9	A	+2	+28%	1445	8	A	+1	+14%
MacLeay St / Coleman St	428	32	C	441	31	C	-1	-3%	410	31	C	-1	-3%	455	31	C	-1	-3%	447	31	C	-1	-3%	443	33	C	+1	+3%
MacLeay St / Urana St	956	24	B	1099	26	B	+2	+8%	1056	25	B	+1	+4%	1069	24	B	0	0%	1094	24	B	0	0%	1071	24	B	0	0%
Edward St / Fox St	1458	25	B	1432	24	B	-1	-4%	1520	26	B	+1	4%	1437	27	B	+2	+8%	1447	27	B	+2	+8%	1405	27	B	+2	+8%
Edmondson Street/Erin Street	13	30	C	65	21	B	-9	-30%	63	21	B	-9	-30%	67	21	B	-9	-30%	66	22	B	-8	-26%	60	21	B	-9	-30%
MacLeay St / Erin St	180	22	B	208	22	B	0	0%	176	22	B	0	0%	242	22	B	0	0%	254	22	B	0	0%	197	21	B	-1	-5%

TABLE 74: LEVEL OF SERVICE (LOS) RESULTS - PM

	Base Case			Scenario 1					Scenario 2					Scenario 3					Scenario 4					Scenario 5				
Intersection	**Vol**	**Delay**	**LoS[1]**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**
Sturt Hwy / Murray St	1778	22	B	1850	19	B	-3	-14%	1915	22	B	0	0%	1827	18	B	-4	-18%	1807	23	B	+1	+5%	1755	20	B	-2	-9%
Mitchelmore St / Urana St	1176	3	A	982	3	A	0	0%	972	3	A	0	0%	998	3	A	0	0%	1006	3	A	0	0%	945	2	A	-1	-30%
Lake Albert Rd / Sturt Hwy	3529	86	F	4001	52	D	-34	-40%	4091	61	E	-25	-29%	3745	263	F	+177	+206 %	3748	255	F	+169	+197 %	3754	262	F	+176	+205 %
Holbrook Rd / Red Hill Rd / Glenfield Rd	1861	7	A	2107	7	A	0	0%	2112	7	A	0	0%	2130	7	A	0	0%	2137	7	A	0	0%	2136	7	A	0	0%
Olympic Hwy / Red Hill Rd	834	6	A	877	6	A	0	0%	896	6	A	0	0%	880	6	A	0	0%	879	6	A	0	0%	875	6	A	0	0%
Olympic Hwy / Sturt Hwy	983	4	A	1011	4	A	0	0%	1028	4	A	0	0%	1022	4	A	0	0%	1015	4	A	0	0%	1018	4	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	2964	8	A	3023	6	A	-2	-26%	3071	6	A	-2	-26%	3084	6	A	-2	-26%	3062	6	A	-2	-26%	3072	6	A	-2	-26%
Docker St / Sturt Hwy	3052	61	E	3290	92	F	+31	+51%	3433	122	F	+61	+100 %	3462	99	F	+38	+63%	3389	144	F	+83	+137 %	3413	146	F	+85	+140 %
Station Pl / Sturt Hwy / Baylis St	1803	27	B	1941	23	B	-4	-15%	2034	26	B	-1	-4%	1849	23	B	-4	-15%	1840	23	B	-4	-15%	1822	22	B	-5	-19%
Best St / Sturt Hwy	2807	68	E	1983	30	C	-38	-56%	2073	27	B	-41	-60%	1918	31	C	-37	-54%	1907	31	C	-37	-54%	1897	31	C	-37	-54%
Bourke St / Coleman St	1655	16	B	1346	5	A	-11	-71%	1357	5	A	-11	-71%	1403	5	A	-11	-71%	1360	5	A	-11	-71%	1266	5	A	-11	-71%
Mitchelmore St / Coleman St / Edmondson St	1102	25	B	350	27	B	+2	+8%	311	27	B	+2	+8%	331	27	B	+2	+8%	338	25	B	0	0%	332	23	B	-2	-8%
Bourke St / Urana St	1870	4	A	2467	7	A	+3	+82%	2464	7	A	+3	+82%	2498	8	A	+4	+109 %	2470	6	A	+2	+55%	2359	7	A	+3	+82%
Pearson St / Dobney Ave / Access (North)	2393	11	A	2680	11	A	0	0%	2647	11	A	0	0%	2601	12	A	+1	+9%	2601	11	A	0	0%	2598	12	A	+1	9%
Pearson St / Dobney Ave / Access (South)	2091	6	A	2293	7	A	+1	+16%	2270	7	A	+1	+16%	2308	8	A	+2	+31%	2298	8	A	+2	+31%	2268	7	A	+1	+16%
Tobruk St / Ashmont Ave	308	3	A	321	4	A	+1	+33%	327	4	A	+1	+33%	314	4	A	+1	+33%	310	4	A	+1	+33%	308	4	A	+1	+33%
Glenfield Rd / Fernleigh Rd	2320	20	B	2144	39	C	+19	+95%	2148	34	C	+14	+70%	2173	41	C	+21	+104 %	2169	38	C	+18	+90%	2172	38	C	+18	+90%
Leavenworth Dr / Northcott Pde	746	7	A	770	8	A	+1	+14%	751	8	A	+1	+14%	754	8	A	+1	+14%	740	9	A	+2	+28%	738	8	A	+1	14%
Bourke St / Leavenworth Dr	1211	18	B	1124	16	B	-2	-11%	1121	16	B	-2	-11%	1119	18	B	0	0%	1096	17	B	-1	-5%	1098	17	B	-1	-5%
Bourke St / Fernleigh Rd	1396	35	C	1341	76	F	+41	+118 %	1391	74	F	+39	+113 %	1359	55	D	+20	+58%	1361	55	D	+20	+58%	1370	70	E	+35	+101 %
Glenfield Rd / Dalman Pkwy	1568	7	A	1766	8	A	+1	+14%	1757	8	A	+1	+14%	1769	8	A	+1	+14%	1772	8	A	+1	+14%	1782	8	A	+1	+14%
Red Hill Rd / Dalman Pkwy	654	6	A	691	5	A	-1	-18%	708	5	A	-1	-18%	711	5	A	-1	-18%	706	5	A	-1	-18%	703	5	A	-1	-18%
Red Hill Rd / Yentoo Dr	567	4	A	611	5	A	+1	+23%	641	5	A	+1	+23%	624	5	A	+1	+23%	626	5	A	+1	+23%	618	5	A	+1	+23%
Lake Albert Rd / Lord Baden Powell Dr	1783	7	A	2012	12	A	+5	+73%	2066	13	A	+6	+87%	1957	10	A	+3	+44%	1939	11	A	+4	+58%	1911	10	A	+3	+44%

	Base Case			Scenario 1					Scenario 2					Scenario 3					Scenario 4					Scenario 5				
Intersection	**Vol**	**Delay**	**LoS[1]**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**
Tobruk St / Fernleigh Rd	413	5	A	409	5	A	0	0%	398	4	A	-1	-21%	407	4	A	-1	-21%	397	4	A	-1	-21%	402	5	A	0	0%
Fernleigh Rd / Lae Ave	766	4	A	804	4	A	0	0%	788	4	A	0	0%	810	4	A	0	0%	800	4	A	0	0%	803	4	A	0	0%
Fernleigh Rd / Bulolo St	1016	13	A	1084	15	B	+2	+15%	1057	13	A	0	0%	1078	14	A	+1	+7%	1060	15	B	+2	+15%	1066	12	A	-1	-7%
Fernleigh Rd / Barrima Dr	1042	14	A	1106	16	B	+2	+15%	1076	16	B	+2	+15%	1089	15	B	+1	+7%	1074	13	A	-1	-7%	1086	13	A	-1	-7%
Fernleigh Rd / Pinaroo Dr	1506	4	A	1575	5	A	+1	+22%	1555	5	A	+1	+22%	1579	5	A	+1	+22%	1560	5	A	+1	+22%	1572	5	A	1	+22%
Glenfield Rd / Urana St / Pearson St	1881	28	B	2043	50	D	+22	+79%	2042	48	D	+20	+72%	2043	50	D	+22	+79%	2057	47	D	+19	+68%	2058	48	D	+20	+72%
Dalman Pkwy / Pinaroo Dr	611	3	A	630	3	A	0	0%	620	3	A	0	0%	624	3	A	0	0%	616	3	A	0	0%	626	3	A	0	0%
Lake Albert Rd / Stanley St	1522	15	B	1596	15	B	0	0%	1603	15	B	0	0%	1507	15	B	0	0%	1499	15	B	0	0%	1499	15	B	0	0%
Dobney Ave / Sturt Hwy	1875	8	A	1767	6	A	-2	-24%	1839	6	A	-2	-24%	1872	8	A	0	0%	1824	6	A	-2	-24%	1794	7	A	-1	-12%
Docker St / Gormly Ave	1312	5	A	1680	5	A	0	0%	1768	6	A	+1	+20%	1855	5	A	0	0%	789	0	A	-5	-101%	806	0	A	-5	-101%
Docker St / Hardy Ave	1318	11	A	1704	15	B	+4	+35%	1794	17	B	+6	+52%	1885	16	B	+5	+44%	1837	16	B	+5	+44%	1941	14	A	+3	+26%
Docker St / Brookong Ave	1579	9	A	2165	12	A	+3	+32%	2214	11	A	+2	+21%	2298	11	A	+2	+21%	2235	10	A	+1	+11%	2345	12	A	+3	+32%
Docker St / Meurant Ave	1589	16	B	2227	30	C	+14	+88%	2255	31	C	+15	+94%	2304	30	C	+14	+88%	2248	28	B	+12	+75%	0	0	A	-16	-101%
Docker St / Chaston St	1858	17	B	2494	47	D	+30	+172 %	2490	41	C	+24	+138 %	2515	65	E	+48	+275 %	2463	59	E	+42	+241 %	2556	74	F	+57	+327 %
Mitchelmore St / Fernleigh Rd	771	13	A	541	7	A	-6	-47%	556	7	A	-6	-47%	559	7	A	-6	-47%	572	8	A	-5	-39%	537	7	A	-6	-47%
Lake Albert Rd / Railway St	1760	27	B	1869	25	B	-2	-7%	2262	24	B	-3	-11%	2085	96	F	+69	+252 %	2110	73	F	+46	+168 %	2113	26	B	-1	-4%
Bulolo St / Ashmont Ave	599	4	A	631	4	A	0	0%	608	4	A	0	0%	613	4	A	0	0%	598	4	A	0	0%	598	4	A	0	0%
Bourke St / Athol St	1512	45	D	2404	2	A	-43	-95%	2439	2	A	-43	-95%	2494	2	A	-43	-95%	2428	2	A	-43	-95%	2202	2	A	-43	-95%
Bourke St / Wooden St	1488	59	E	1161	6	A	-53	-89%	1176	6	A	-53	-89%	1203	6	A	-53	-89%	1176	7	A	-52	-88%	0	0	A	-59	-99%
Bourke St / Lindsay St	739	9	A	0	0	A	-9	-101%	0	0	A	-9	-101%	0	0	A	-9	-101%	0	0	A	-9	-101%	0	0	A	-9	-101%
Brookong Ave / Sturt Hwy	1755	9	A	1909	11	A	+2	+23%	2011	14	A	+5	+58%	1858	10	A	+1	+12%	1842	12	A	+3	+35%	1836	11	A	+2	+23%
MacLeay St / Coleman St	458	27	B	402	28	B	+1	+4%	374	29	C	+2	+7%	409	28	B	+1	+4%	385	28	B	+1	+4%	420	28	B	+1	+4%
MacLeay St / Urana St	968	23	B	1222	25	B	+2	+9%	1190	23	B	0	0%	1165	23	B	0	0%	1152	25	B	+2	+9%	1156	23	B	0	0%
Edward St / Fox St	1783	59	E	1932	44	D	-15	-26%	2002	26	B	-33	-56%	1845	37	C	-22	-38%	1834	37	C	-22	-38%	1825	43	D	-16	-27%
Edmondson Street/Erin Street	14	44	D	88	17	B	-27	-61%	78	17	B	-27	-61%	86	17	B	-27	-61%	110	17	B	-27	-61%	92	17	B	-27	-61%
MacLeay St / Erin St	246	19	B	220	17	B	-2	-10%	186	17	B	-2	-10%	248	18	B	-1	-5%	193	18	B	-1	-5%	208	18	B	-1	-5%

1. Level of Service (LoS) as per Table 20 above.

6.13.3 Combined Enhancement Scenarios

Following the identification of the preferred mitigation measures in Chapter 3, two additional scenarios were shortlisted by Inland Rail for further evaluation following a meeting held on 27 June 2025. These scenarios combine the proposed upgrades along Lake Albert Road and Docker Street to assess the cumulative impact.

The two combined scenarios assessed are outlined in the table below:

TABLE 75: COMBINED ENHANCEMENT SCENARIOS

Scenario	Description	Reference
C1	Combined Scenario 1 – Scenario 2 + Scenario 4	Appendix F
C2	Combined Scenario 1 – Scenario 2 + Scenario 5	Appendix F

TABLE 76: LEVEL OF SERVICE (LOS) RESULTS - AM

	Base Case			Scenario 5 (Combined 2+4)					Scenario 6 (Combined 2+5)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Sturt Hwy / Murray St	1422	14	A	1578	12	A	-2	-15%	1567	11	A	-3	-22%
Mitchelmore St / Urana St	1408	3	A	1061	3	A	0	0%	1108	3	A	0	0%
Lake Albert Rd / Sturt Hwy	2844	62	E	3137	54	D	-8	-13%	3119	55	D	-7	-11%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1888	7	A	2076	9	A	+2	+29%	2077	9	A	+2	+29%
Olympic Hwy / Red Hill Rd	872	5	A	913	5	A	0	0%	901	5	A	0	0%
Olympic Hwy / Sturt Hwy	1064	5	A	1120	5	A	0	0%	1107	6	A	+1	+19%
Pearson St / Sturt Hwy / Olympic Hwy	3210	8	A	3432	13	A	+5	+66%	3402	11	A	+3	+40%
Docker St / Sturt Hwy	2686	62	E	3130	73	F	+11	+18%	3066	98	F	+36	+59%
Station Pl / Sturt Hwy / Baylis St	1448	28	B	1488	26	B	-2	-7%	1472	27	B	-1	-4%
Best St / Sturt Hwy	2446	41	C	1535	13	A	-28	-69%	1516	14	A	-27	-66%
Bourke St / Coleman St	1691	26	B	1029	3	A	-23	-87%	783	2	A	-24	-91%
Mitchelmore St / Coleman St / Edmondson St	1429	21	B	405	18	B	-3	-14%	426	19	B	-2	-10%
Bourke St / Urana St	2036	11	A	2428	65	E	+54	+496 %	2247	22	B	+11	+101 %
Pearson St / Dobney Ave / Access (North)	2184	9	A	2339	9	A	0	0%	2293	9	A	0	0%
Pearson St / Dobney Ave / Access (South)	2014	8	A	2137	9	A	+1	+12%	2119	8	A	0	0%
Tobruk St / Ashmont Ave	460	4	A	476	4	A	0	0%	479	4	A	0	0%
Glenfield Rd / Fernleigh Rd	1987	20	B	2368	30	C	+10	+51%	2368	30	C	+10	+51%
Leavenworth Dr / Northcott Pde	1013	14	A	1001	13	A	-1	-7%	1014	13	A	-1	-7%
Bourke St / Leavenworth Dr	1506	34	C	1425	33	C	-1	-3%	1414	35	C	+1	+3%
Bourke St / Fernleigh Rd	1655	37	C	1648	47	D	+10	+27%	1631	41	C	+4	+11%
Glenfield Rd / Dalman Pkwy	1644	10	A	1801	40	C	+30	+292 %	1808	38	C	+28	+273 %
Red Hill Rd / Dalman Pkwy	602	5	A	643	5	A	0	0%	644	5	A	0	0%
Red Hill Rd / Yentoo Dr	611	4	A	636	4	A	0	0%	628	4	A	0	0%
Lake Albert Rd / Lord Baden Powell Dr	1813	8	A	1925	10	A	+2	+25%	1901	10	A	+2	+25%
Tobruk St / Fernleigh Rd	339	4	A	304	4	A	0	0%	318	4	A	0	0%

	Base Case			Scenario 5 (Combined 2+4)					Scenario 6 (Combined 2+5)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Fernleigh Rd / Lae Ave	630	4	A	592	3	A	-1	-28%	601	3	A	-1	-28%
Fernleigh Rd / Bulolo St	951	14	A	951	13	A	-1	-7%	952	14	A	0	0%
Fernleigh Rd / Barrima Dr	1018	15	B	1001	14	A	-1	-7%	1004	15	B	0	0%
Fernleigh Rd / Pinaroo Dr	1198	4	A	1165	4	A	0	0%	1168	4	A	0	0%
Glenfield Rd / Urana St / Pearson St	1859	16	B	1768	71	E	+55	+354 %	1791	64	E	+48	+309 %
Dalman Pkwy / Pinaroo Dr	509	3	A	511	3	A	0	0%	519	3	A	0	0%
Lake Albert Rd / Stanley St	1514	20	B	1523	20	B	0	0%	1539	22	B	+2	+10%
Dobney Ave / Sturt Hwy	1809	7	A	1939	9	A	+2	+27%	1907	9	A	+2	+27%
Docker St / Gormly Ave	1252	5	A	648	0	A	-5	-111%	661	0	A	-5	-111%
Docker St / Hardy Ave	1246	13	A	1713	15	B	+2	+15%	1765	20	B	+7	+53%
Docker St / Brookong Ave	1400	11	A	1935	15	B	+4	+37%	2002	23	B	+12	+111 %
Docker St / Meurant Ave	1546	18	B	2104	30	C	+12	+68%	0	0	A	-18	-103%
Docker St / Chaston St	1732	28	B	2361	70	E	+42	+149 %	2362	87	F	+59	+210 %
Mitchelmore St / Fernleigh Rd	891	11	A	682	6	A	-5	-47%	704	6	A	-5	-47%
Lake Albert Rd / Railway St	1575	15	B	2023	27	B	+12	+80%	1999	26	B	+11	+73%
Bulolo St / Ashmont Ave	663	6	A	676	6	A	0	0%	682	5	A	-1	-17%
Bourke St / Athol St	1565	11	A	2160	30	C	+19	+171 %	1963	20	B	+9	+81%
Bourke St / Wooden St	1567	16	B	2236	24	B	+8	+51%	2134	511	F	+495	+3157 %
Bourke St / Lindsay St	1523	2	A	856	16	B	+14	+698 %	584	17	B	+15	+748 %
Brookong Ave / Sturt Hwy	1425	7	A	1567	8	A	+1	+14%	1560	8	A	+1	+14%
MacLeay St / Coleman St	428	32	C	412	31	C	-1	-3%	416	31	C	-1	-3%
MacLeay St / Urana St	956	24	B	1060	25	B	+1	+4%	1060	25	B	+1	+4%
Edward St / Fox St	1458	25	B	1526	24	B	-1	-4%	1508	27	B	+2	+8%
Edmondson Street/Erin Street	13	30	C	68	21	B	-9	-30%	65	21	B	-9	-30%
MacLeay St / Erin St	180	22	B	174	21	B	-1	-5%	200	22	B	0	0%

1. Level of Service (LoS) as per Table 20 above.

TABLE 77: LEVEL OF SERVICE (LOS) RESULTS - PM

	Base Case			Scenario 5 (Combined 2+4)					Scenario 6 (Combined 2+5)				
Intersection	**Vol**	**Delay**	**LoS[1]**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**	**Vol**	**Delay**	**LoS[1]**	**+/- (s)**	**+/- (%)**
Sturt Hwy / Murray St	1778	22	B	1923	20	B	-2	-9%	1926	19	B	-3	-14%
Mitchelmore St / Urana St	1176	3	A	951	3	A	0	0%	936	3	A	0	0%
Lake Albert Rd / Sturt Hwy	3529	86	F	4101	62	E	-24	-28%	4076	59	E	-27	-31%
Holbrook Rd / Red Hill Rd / Glenfield Rd	1861	7	A	2110	7	A	0	0%	2111	7	A	0	0%
Olympic Hwy / Red Hill Rd	834	6	A	889	6	A	0	0%	889	6	A	0	0%
Olympic Hwy / Sturt Hwy	983	4	A	1025	4	A	0	0%	1022	4	A	0	0%
Pearson St / Sturt Hwy / Olympic Hwy	2964	8	A	3044	6	A	-2	-26%	3032	6	A	-2	-26%
Docker St / Sturt Hwy	3052	61	E	3401	167	F	+106	+174 %	3424	174	F	+113	+186 %
Station Pl / Sturt Hwy / Baylis St	1803	27	B	2048	22	B	-5	-19%	2027	22	B	-5	-19%
Best St / Sturt Hwy	2807	68	E	2087	30	C	-38	-56%	2071	31	C	-37	-54%
Bourke St / Coleman St	1655	16	B	1335	5	A	-11	-71%	1202	4	A	-12	-77%
Mitchelmore St / Coleman St / Edmondson St	1102	25	B	307	25	B	0	0%	322	25	B	0	0%
Bourke St / Urana St	1870	4	A	2438	7	A	+3	+82%	2279	5	A	+1	+27%
Pearson St / Dobney Ave / Access (North)	2393	11	A	2568	11	A	0	0%	2552	10	A	-1	-9%
Pearson St / Dobney Ave / Access (South)	2091	6	A	2248	7	A	+1	+16%	2228	7	A	+1	+16%
Tobruk St / Ashmont Ave	308	3	A	327	4	A	+1	+33%	325	4	A	+1	+33%
Glenfield Rd / Fernleigh Rd	2320	20	B	2469	39	C	+19	+95%	2472	35	C	+15	+75%
Leavenworth Dr / Northcott Pde	746	7	A	762	8	A	+1	+14%	752	8	A	+1	+14%
Bourke St / Leavenworth Dr	1211	18	B	1110	17	B	-1	-5%	1117	17	B	-1	-5%
Bourke St / Fernleigh Rd	1396	35	C	1378	81	F	+46	+133 %	1402	82	F	+47	+136 %
Glenfield Rd / Dalman Pkwy	1568	7	A	1754	8	A	+1	+14%	1764	8	A	+1	+14%
Red Hill Rd / Dalman Pkwy	654	6	A	704	5	A	-1	-18%	703	5	A	-1	-18%
Red Hill Rd / Yentoo Dr	567	4	A	637	5	A	+1	+23%	635	5	A	+1	+23%
Lake Albert Rd / Lord Baden Powell Dr	1783	7	A	2055	14	A	+7	+102 %	2051	14	A	+7	+102 %
Tobruk St / Fernleigh Rd	413	5	A	398	4	A	-1	-21%	403	4	A	-1	-21%

	Base Case			Scenario 5 (Combined 2+4)					Scenario 6 (Combined 2+5)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Fernleigh Rd / Lae Ave	766	4	A	779	4	A	0	0%	776	4	A	0	0%
Fernleigh Rd / Bulolo St	1016	13	A	1052	13	A	0	0%	1047	14	A	+1	+7%
Fernleigh Rd / Barrima Dr	1042	14	A	1072	14	A	0	0%	1074	14	A	0	0%
Fernleigh Rd / Pinaroo Dr	1506	4	A	1549	5	A	+1	+22%	1549	5	A	+1	+22%
Glenfield Rd / Urana St / Pearson St	1881	28	B	2036	49	D	+21	+75%	2040	63	E	+35	+126 %
Dalman Pkwy / Pinaroo Dr	611	3	A	625	3	A	0	0%	624	3	A	0	0%
Lake Albert Rd / Stanley St	1522	15	B	1599	15	B	0	0%	1597	15	B	0	0%
Dobney Ave / Sturt Hwy	1875	8	A	1841	7	A	-1	-12%	1797	8	A	0	0%
Docker St / Gormly Ave	1312	5	A	748	0	A	-5	-101%	782	0	A	-5	-101%
Docker St / Hardy Ave	1318	11	A	1880	17	B	+6	+52%	1952	17	B	+6	+52%
Docker St / Brookong Ave	1579	9	A	2301	11	A	+2	+21%	2336	11	A	++2	+21%
Docker St / Meurant Ave	1589	16	B	2292	32	C	+16	+101 %	0	0	A	-16	-101%
Docker St / Chaston St	1858	17	B	2465	44	D	+27	+155 %	2500	59	E	42	+241 %
Mitchelmore St / Fernleigh Rd	771	13	A	572	7	A	-6	-47%	572	6	A	-7	-55%
Lake Albert Rd / Railway St	1760	27	B	2275	25	B	-2	-7%	2252	26	B	-1	-4%
Bulolo St / Ashmont Ave	599	4	A	590	4	A	0	0%	595	4	A	0	0%
Bourke St / Athol St	1512	45	D	887	25	B	+14	+126 %	2107	20	B	+9	+81%
Bourke St / Wooden St	1488	59	E	663	24	B	+8	+51%	2144	187	F	+171	+1091 %
Bourke St / Lindsay St	739	9	A	564	24	B	+22	+1097 %	1015	10	A	+8	+399 %
Brookong Ave / Sturt Hwy	1755	9	A	2026	13	A	+6	+83%	2000	14	A	+7	+97%
MacLeay St / Coleman St	458	27	B	395	28	B	+1	+4%	392	29	C	+2	+7%
MacLeay St / Urana St	968	23	B	1167	25	B	+2	+9%	1164	25	B	+2	+9%
Edward St / Fox St	1783	59	E	2019	37	C	-22	-38%	1999	35	C	-24	-41%
Edmondson Street/Erin Street	14	44	D	76	17	B	-27	-61%	80	17	B	-27	-61%
MacLeay St / Erin St	246	19	B	181	23	B	+4	+21%	181	23	B	+4	+21%

1. Level of Service (LoS) as per Table 20 above.

Travel Time

The network travel time results for the enhancement scenarios during the peak periods are presented in Table 78 (AM) and Table 79 (PM).

TABLE 78: TRAVEL TIME ROUTE RESULTS - AM

Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Primary Mitigation Scenario	+/- (%)	Scenario 1 Travel Time (mm:ss)	+/- (%)	Scenario 2 Travel Time (mm:ss)	+/- (%)	Scenario 3 Travel Time (mm:ss)	+/- (%)	Scenario 4 Travel Time (mm:ss)	+/- (%)	Scenario 5 Travel Time (mm:ss)	+/- (%)	Scenario C1 (2+4) Travel Time (mm:ss)	+/- (%)	Scenario C2 (2+5) Travel Time (mm:ss)	+/- (%)
Route 1 Bourke Street/Docker Street	NB	05:13	06:36	+27%	06:15	+20%	06:07	+17%	06:23	+23%	06:20	+22%	06:28	+24%	06:35	+26%	06:54	+32%
	SB	04:19	04:29	+4%	04:30	+4%	04:31	+4%	04:30	+4%	04:31	+5%	04:28	+3%	04:32	+5%	04:30	+4%
Route 2 Fernleigh Road	EB	05:50	06:07	+5%	06:45	+16%	06:23	+9%	07:38	+31%	06:54	+18%	07:01	+20%	06:47	+16%	06:13	+6%
	WB	05:45	05:44	0%	05:42	-1%	05:38	-2%	05:41	-1%	05:43	-1%	05:32	-4%	05:42	-1%	05:44	0%
Route 3 Sturt Highway	EB	09:29	09:56	+5%	08:30	-10%	09:03	-5%	09:51	+4%	09:43	+2%	10:42	+13%	08:47	-7%	09:12	-3%
	WB	08:41	11:19	+30%	09:17	+7%	09:59	+15%	11:07	+28%	10:54	+26%	11:12	+29%	09:23	+8%	10:20	+19%
Route 4 Glenfield Road/Pearson Street	NB	06:20	08:43	+38%	08:49	+39%	08:16	+30%	08:34	+35%	08:41	+37%	08:26	+33%	08:20	+31%	08:17	+31%
	SB	05:21	05:35	+4%	05:23	+1%	05:44	+7%	05:28	+2%	05:26	+2%	05:33	+4%	05:26	+1%	05:32	+3%
Route 5 Urana Street	EB	05:26	05:54	+9%	06:23	+17%	06:11	+14%	06:39	+22%	06:05	+12%	05:39	+4%	06:22	+17%	05:39	+4%
	WB	05:12	06:17	+21%	06:12	+19%	06:15	+20%	06:09	+18%	06:09	+18%	06:11	+19%	06:12	+19%	06:09	+18%
Route 6 Lake Albert Road	NB	06:13	06:33	+5%	05:44	-8%	06:00	-3%	06:04	-2%	06:04	-2%	06:06	-2%	06:02	-3%	05:58	-4%
	SB	05:41	07:23	+30%	05:33	-2%	05:34	-2%	07:16	+28%	07:21	+29%	07:16	+28%	05:33	-2%	05:32	-2%
Route 7 Mitchelmore Street	NB	04:09	03:56	-5%	03:51	-7%	03:52	-7%	03:56	-5%	03:55	-6%	03:55	-6%	03:49	-8%	03:51	-7%
	SB	04:10	04:00	-4%	04:02	-3%	04:09	0%	03:55	-6%	04:03	-3%	04:03	-3%	03:56	-5%	04:02	-3%
Route 8 Coleman Street	EB	03:20	02:49	-16%	02:50	-15%	02:49	-15%	02:49	-16%	02:52	-14%	02:46	-17%	02:50	-15%	02:48	-16%
	WB	02:21	02:46	+17%	02:57	+25%	02:55	+24%	02:51	+21%	02:46	+17%	02:48	+19%	03:00	+27%	02:54	+23%
Route 9 Railway Street	EB	01:42	02:21	+38%	01:26	-16%	01:45	+2%	02:02	+19%	02:05	+22%	02:05	+22%	01:48	+5%	01:45	+2%
	WB	01:24	01:27	+3%	01:25	+1%	01:26	+2%	01:26	+3%	01:26	+3%	01:26	+2%	01:26	+2%	01:26	+3%
Route 5a Urana Street (Detour B)	EB	01:00	01:01	+1%	01:02	+2%	01:01	+1%	01:02	+2%	01:01	+1%	01:01	+1%	01:01	+0%	01:01	+0%
	WB	01:01	01:02	+2%	01:02	+2%	01:02	+1%	01:03	+3%	01:03	+3%	01:01	+0%	01:02	+2%	01:01	+0%
Route 9a Urana/MacLeay/Railway (Detour A)	EB	03:19	03:58	+20%	03:04	-8%	03:22	+1%	03:39	+10%	03:43	+12%	03:43	+12%	03:25	+3%	03:22	+1%
	WB	03:07	03:09	+1%	03:08	+0%	03:08	+0%	03:08	+0%	03:09	+1%	03:08	+0%	03:08	+0%	03:09	+1%
Average % Difference				11%		4%		5%		10%		9%		9%		6%		5%
Na. +20%				7		3		3		7		5		6		3		3
Na. -20%				0		0		0		0		0		0		0		0

TABLE 79: TRAVEL TIME ROUTE RESULTS - PM

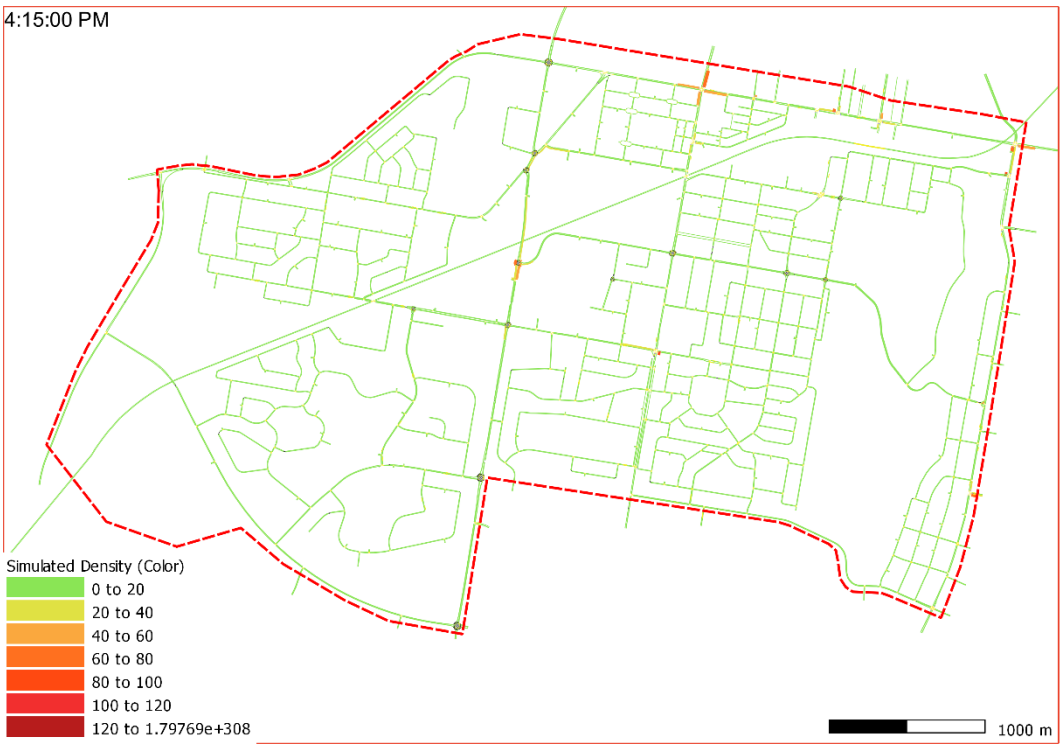
Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Primary Mitigation Scenario	+/- (%)	Scenario 1 Travel Time (mm:ss)	+/- (%)	Scenario 2 Travel Time (mm:ss)	+/- (%)	Scenario 3 Travel Time (mm:ss)	+/- (%)	Scenario 4 Travel Time (mm:ss)	+/- (%)	Scenario 5 Travel Time (mm:ss)	+/- (%)	Scenario C1 (2+4) Travel Time (mm:ss)	+/- (%)	Scenario C2 (2+5) Travel Time (mm:ss)	+/- (%)
Route 1 Bourke Street/Docker Street	NB	04:55	04:50	-2%	04:54	0%	04:54	0%	04:51	-1%	04:47	-3%	04:45	-3%	04:50	-2%	04:50	-1%
	SB	04:11	04:15	+2%	04:20	+4%	04:21	+4%	04:19	+3%	04:18	+3%	04:20	+4%	04:19	+3%	04:18	+3%
Route 2 Fernleigh Road	EB	05:37	05:45	+3%	08:24	+50%	08:24	+50%	06:55	+23%	07:00	+25%	07:55	+41%	08:59	+60%	09:03	+61%
	WB	05:49	05:40	-3%	05:54	+2%	05:41	-2%	05:34	-4%	05:26	-7%	05:23	-7%	05:39	-3%	05:45	-1%
Route 3 Sturt Highway	EB	11:21	14:46	+30%	10:10	-10%	11:17	0%	21:00	+85%	20:49	+84%	22:42	+100%	11:24	+1%	12:45	+12%
	WB	09:10	09:27	+3%	10:41	+17%	12:12	+33%	10:25	+14%	10:36	+16%	10:49	+18%	13:27	+47%	12:13	+33%
Route 4 Glenfield Road/Pearson Street	NB	05:52	07:00	+19%	07:12	+23%	06:30	+11%	07:27	+27%	06:49	+16%	06:47	+16%	06:59	+19%	06:25	+10%
	SB	05:37	05:40	+1%	06:02	+7%	05:55	+5%	05:59	+6%	05:50	+4%	05:55	+5%	06:08	+9%	05:49	+4%
Route 5 Urana Street	EB	05:15	05:21	+2%	05:26	+4%	05:27	+4%	05:24	+3%	05:25	+3%	05:21	+2%	05:28	+4%	05:25	+3%
	WB	05:33	05:53	+6%	05:58	+7%	05:56	+7%	06:01	+8%	06:00	+8%	06:03	+9%	06:06	+10%	06:01	+8%
Route 6 Lake Albert Road	NB	07:15	07:45	+7%	05:34	-23%	05:39	-22%	08:42	+20%	08:21	+15%	07:02	-3%	05:38	-22%	05:38	-22%
	SB	06:22	08:27	+33%	05:50	-8%	05:53	-8%	11:52	+87%	11:56	+88%	12:27	+96%	05:55	-7%	05:55	-7%
Route 7 Mitchelmore Street	NB	04:01	03:48	-5%	03:46	-6%	03:50	-5%	03:51	-4%	03:48	-5%	03:46	-6%	03:43	-7%	03:42	-8%
	SB	04:07	03:42	-10%	03:59	-3%	04:07	0%	03:54	-5%	04:04	-1%	03:53	-6%	04:01	-2%	03:51	-7%
Route 8 Coleman Street	EB	03:11	02:47	-13%	02:47	-12%	02:46	-13%	02:46	-13%	02:45	-14%	02:41	-16%	02:46	-13%	02:44	-14%
	WB	02:20	02:47	+19%	02:51	+23%	02:45	+18%	02:48	+21%	02:46	+19%	02:43	+17%	02:47	+20%	02:44	+17%
Route 9 Railway Street	EB	02:13	03:33	+61%	01:27	-34%	01:59	-11%	04:58	+124%	03:55	+78%	02:09	-2%	02:00	-9%	01:59	-10%
	WB	01:25	01:26	+2%	01:26	+1%	01:26	+1%	01:27	+2%	01:26	+2%	01:26	+1%	01:26	+1%	01:26	+1%
Route 5a Urana Street (Detour B)	EB	00:59	00:59	0%	00:59	+0%	00:59	+0%	00:59	+0%	01:00	+1%	00:59	0%	00:59	+0%	00:59	0%
	WB	01:01	01:04	+4%	01:04	+5%	01:04	+5%	01:05	+6%	01:04	+5%	01:04	+5%	01:04	+4%	01:02	+2%
Route 9a Urana/MacLeay/Railway (Detour A)	EB	03:50	05:09	+34%	03:03	-20%	03:35	-6%	06:33	+71%	05:32	+45%	03:45	-2%	03:37	-6%	03:35	-6%
	WB	03:02	03:05	+2%	03:08	+3%	03:07	+3%	03:07	+3%	03:04	+1%	03:03	+0%	03:04	+1%	03:04	+1%

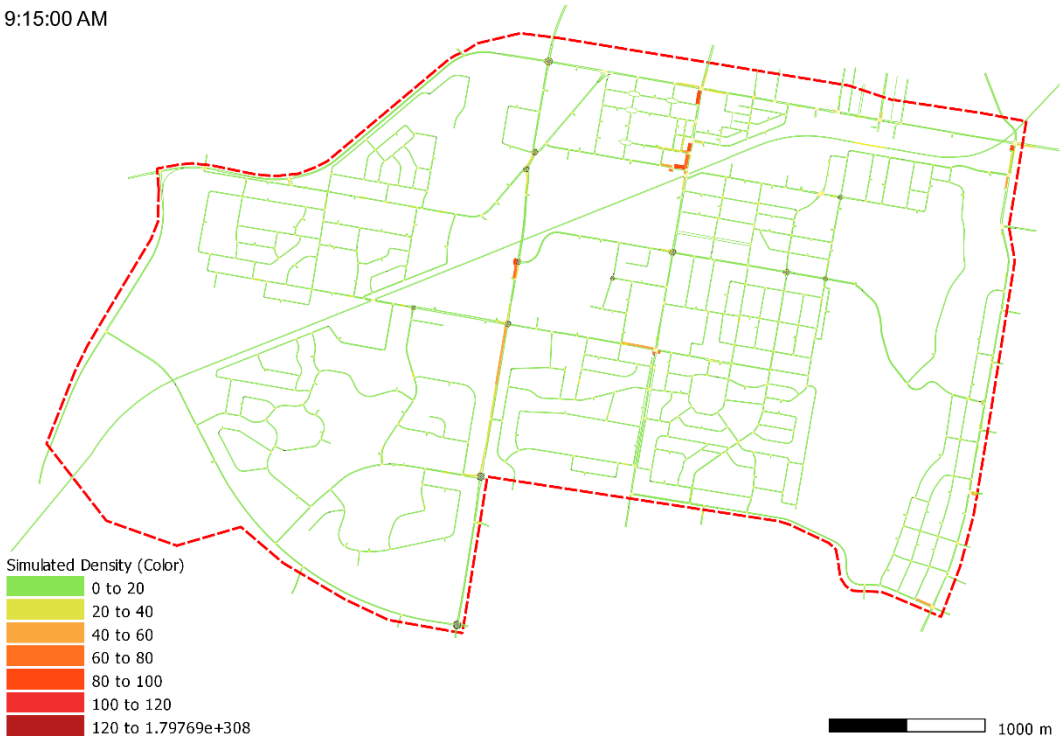
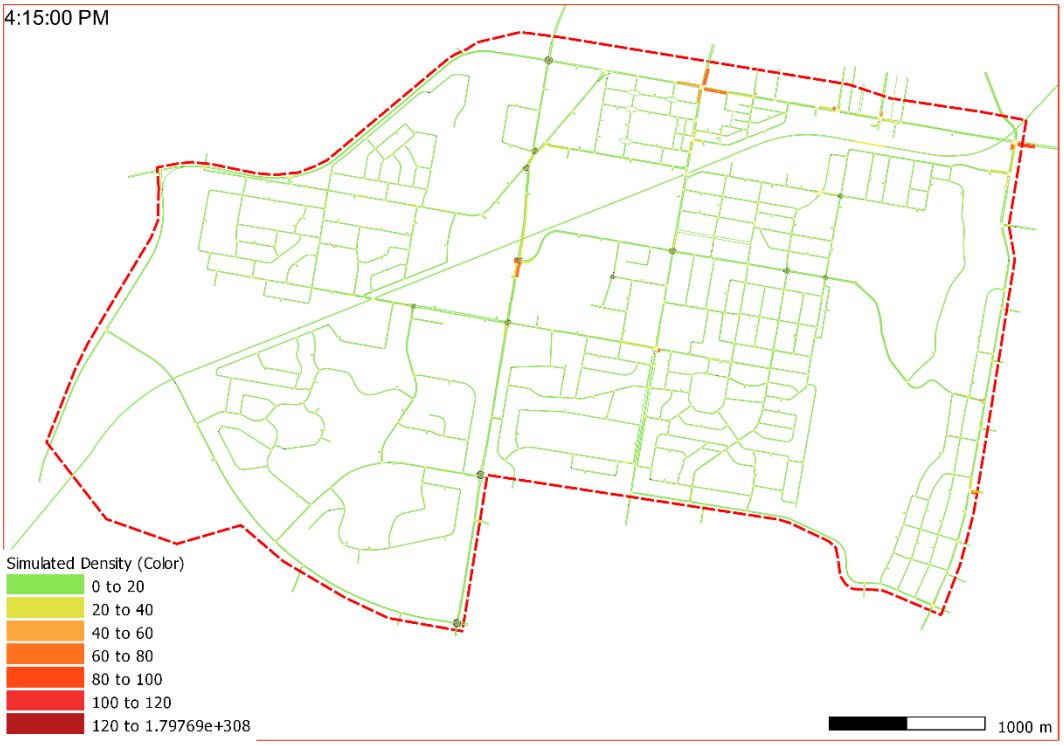
Average % Difference	9%	1%	3%	22%	17%	12%	5%	4%
Na. +20%	4	3	2	8	5	3	3	2
Na. -20%	0	2	1	0	0	0	1	1

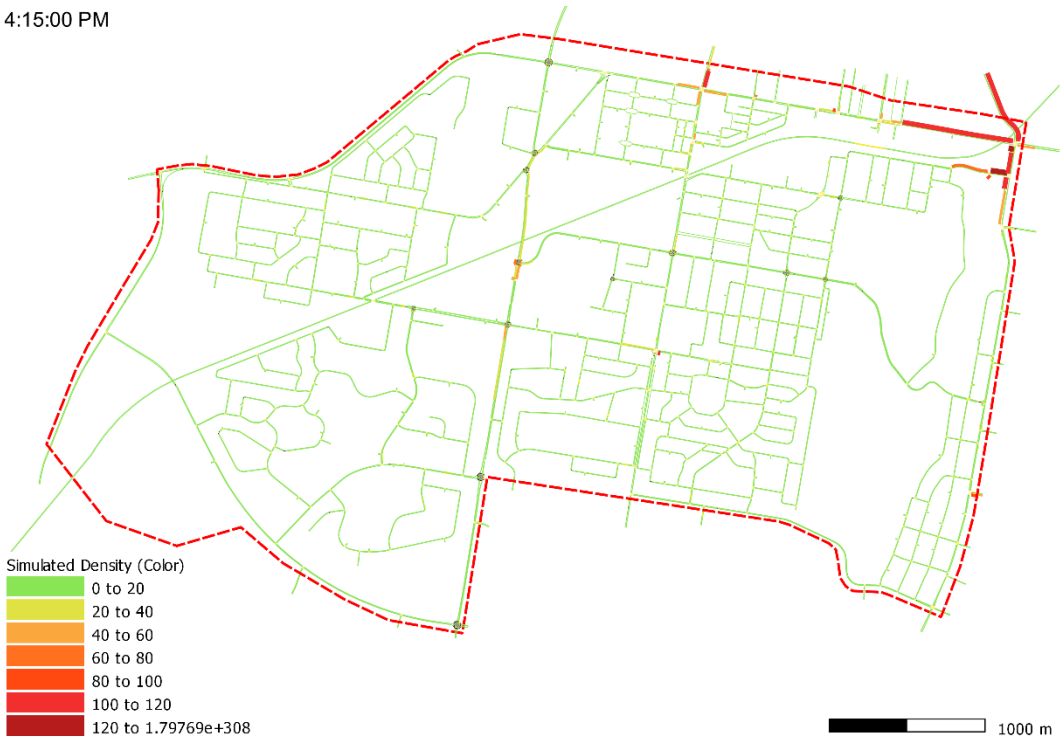
Simulated Density

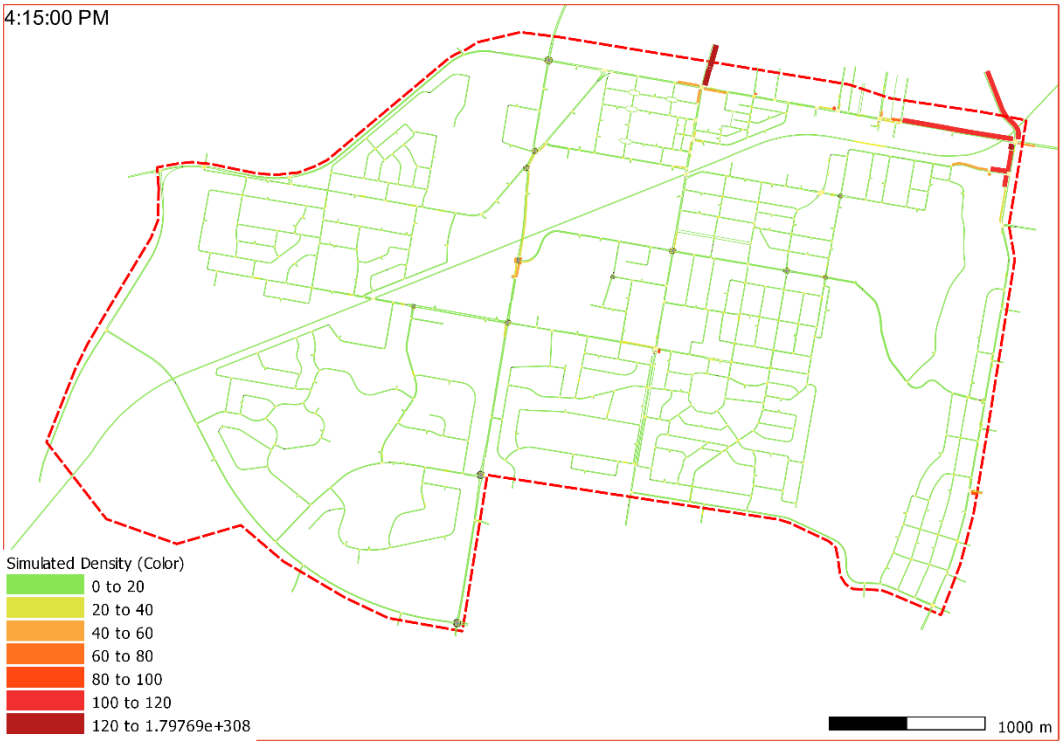
The simulated density results (average number of vehicles per kilometre of lane) for the enhancement scenario (building on the primary network mitigations) during the peak periods are presented in Table 80.

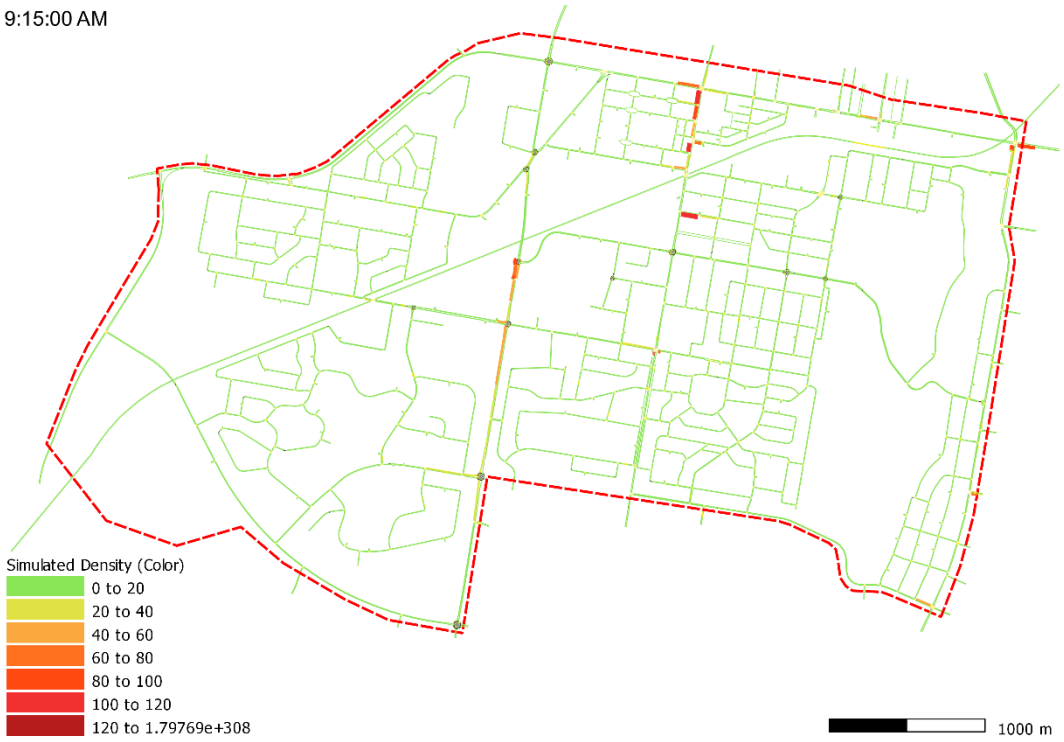
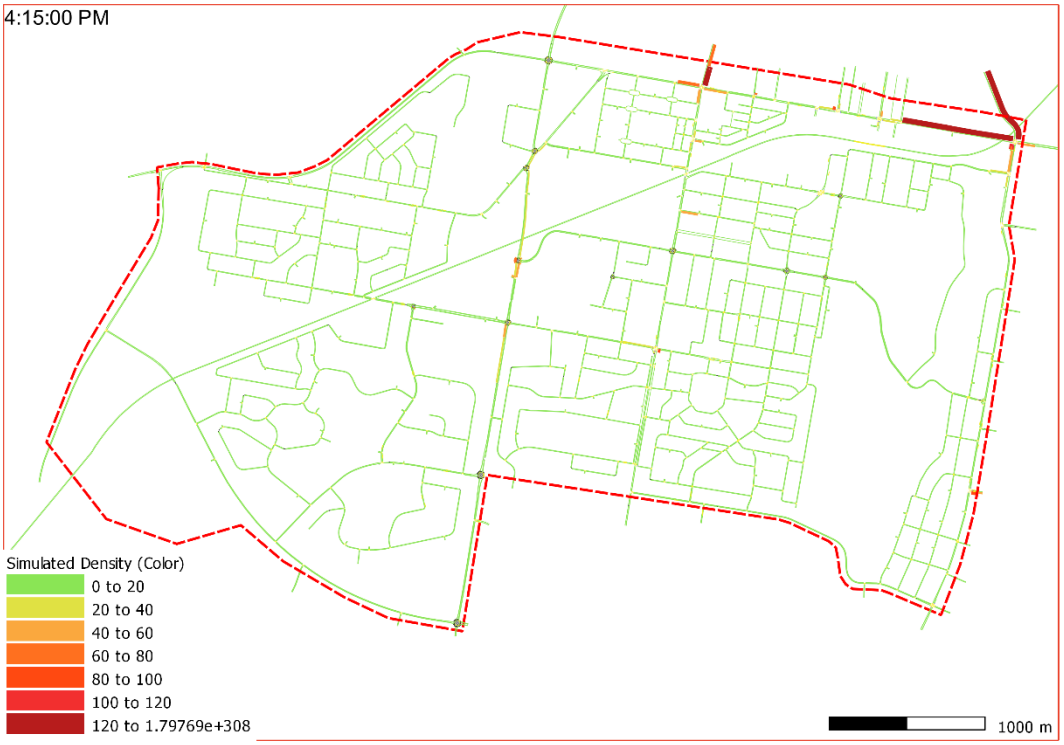
TABLE 80: SIMULATED DENSITY RESULTS

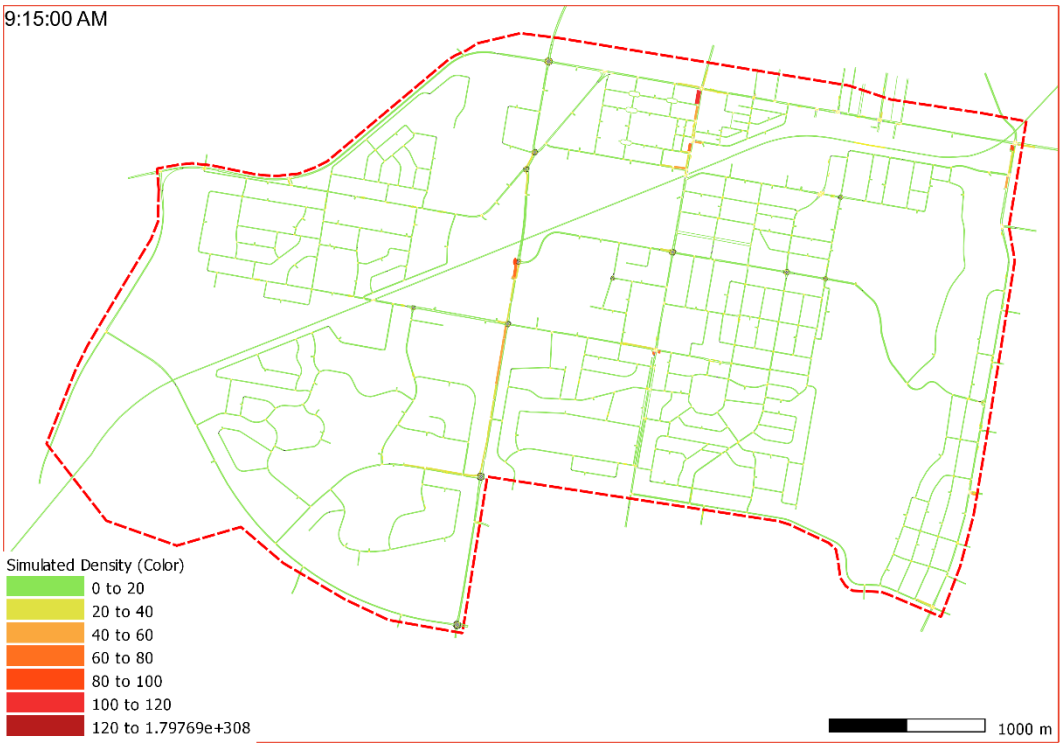
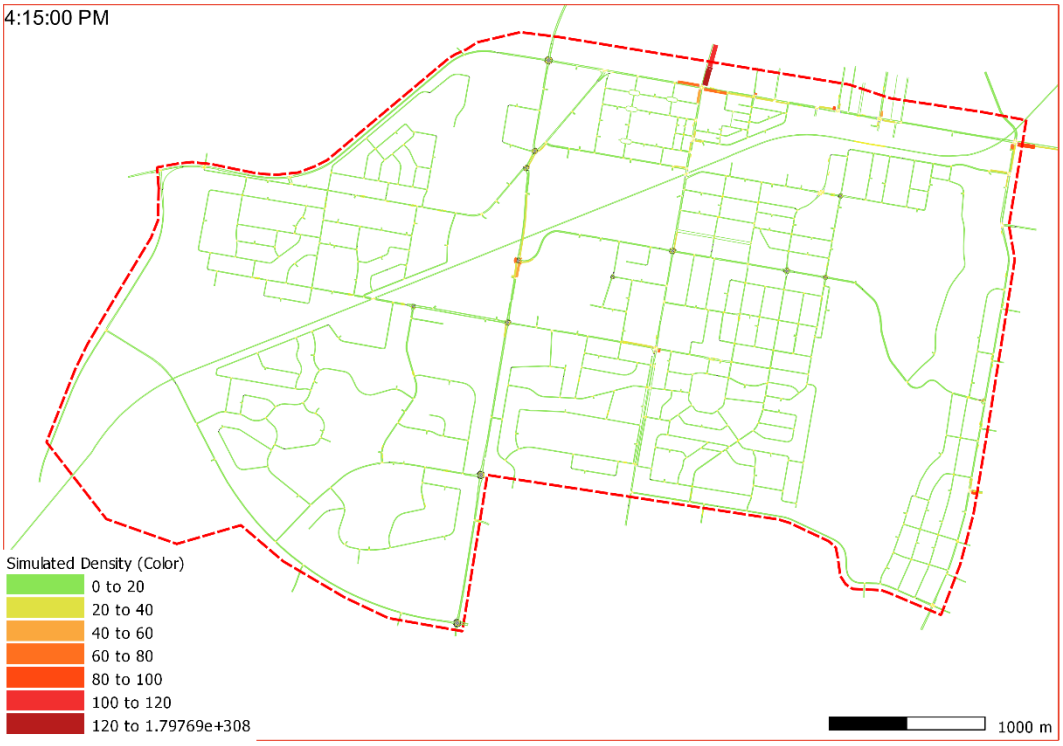
Time	Simulated Density
AM Peak 09:00 to 09:15 Enhancement Scenario 1	
PM Peak 4:00 to 4:15 Enhancement Scenario 1	

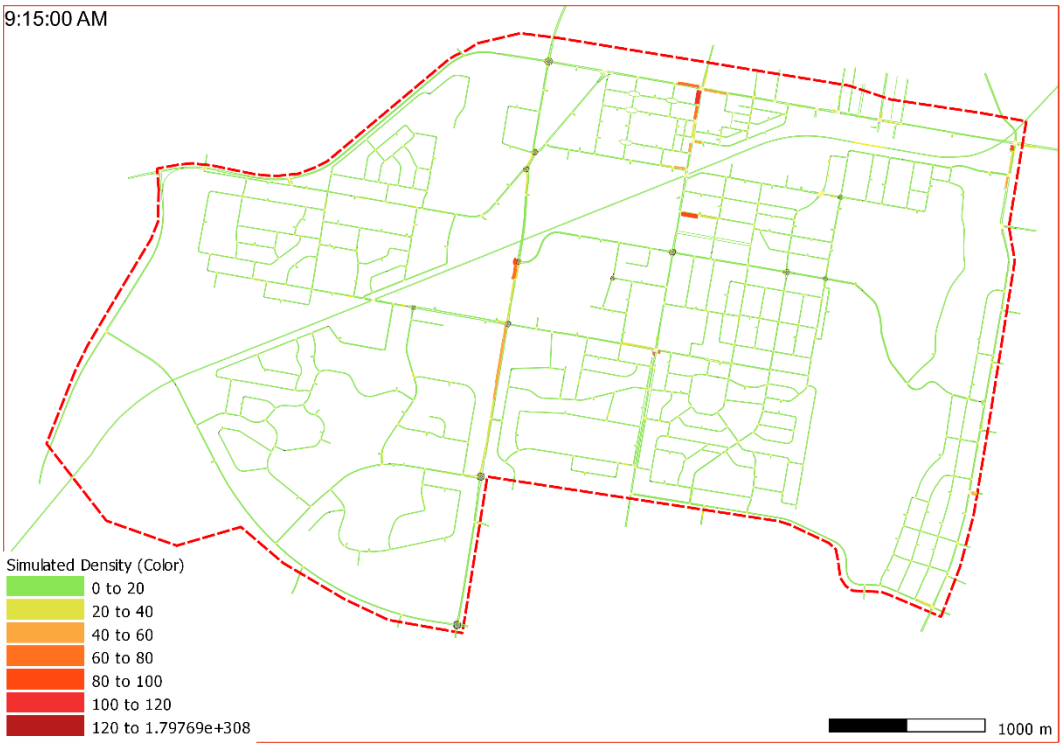
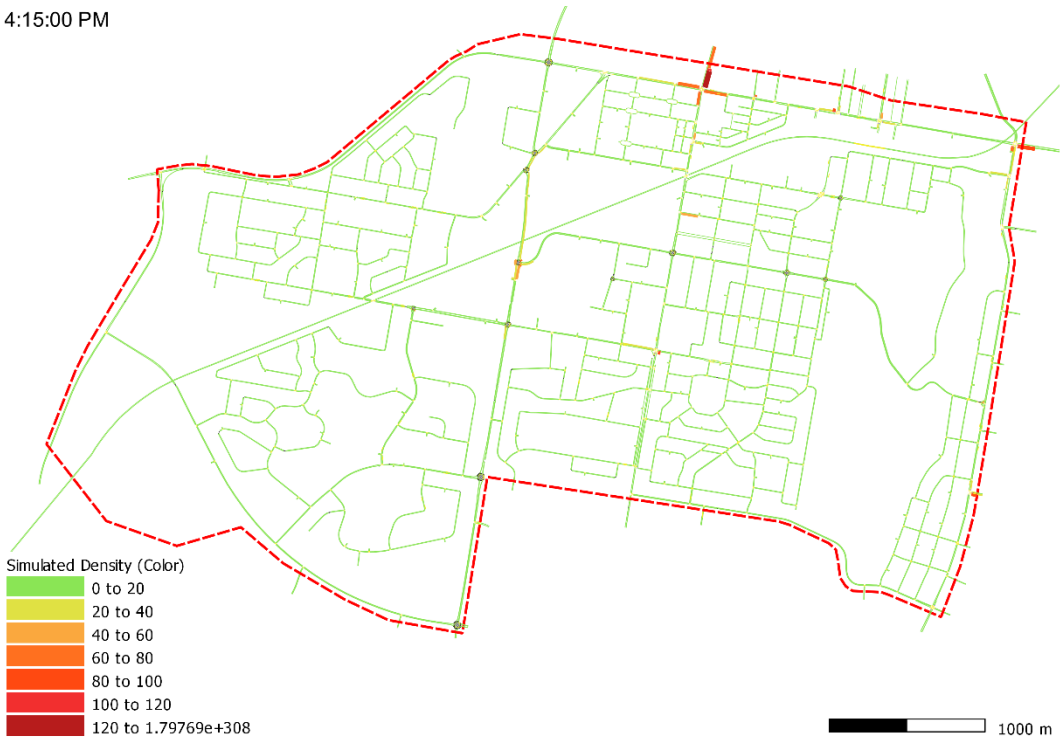
Time	Simulated Density
AM Peak 09:00 to 09:15 Enhancement Scenario 2	
PM Peak 4:00 to 4:15 Enhancement Scenario 2	

Time	Simulated Density
AM Peak 09:00 to 09:15 Enhancement Scenario 3	
PM Peak 4:00 to 4:15 Enhancement Scenario 3	

Time	Simulated Density
AM Peak 09:00 to 09:15 Enhancement Scenario 4	
PM Peak 4:00 to 4:15 Enhancement Scenario 4	

Time	Simulated Density
AM Peak 09:00 to 09:15 Enhancement Scenario 5	
PM Peak 4:00 to 4:15 Enhancement Scenario 5	

Time	Simulated Density
AM Peak 09:00 to 09:15 Enhancement Scenario C1	
PM Peak 4:00 to 4:15 Enhancement Scenario C1	

Time	Simulated Density
AM Peak 09:00 to 09:15 Enhancement Scenario C2	
PM Peak 4:00 to 4:15 Enhancement Scenario C2	

6.14 Comparative Assessment

6.14.1 Summary

The assessment of individual mitigation scenarios indicates that each offers measurable improvements over the construction scenario (no mitigations). Scenarios 1 and 2, which feature proposed upgrades to Lake Albert Road, are projected to deliver the most effective outcomes, with negligible performance differences between these two scenarios. However, Scenario's 1 & 2 requires banning of right turns from Lake Albert Road and Tarcutta Street onto the Sturt Highway to simplify the signal phasing arrangement, enabling more green time for other movements.

Restricting the south to east right turn movements from Lake Albert Road onto the Sturt Highway will have flow on impacts to the broader network, including but not limited to:

- additional travel time for Turvey Park (and southern suburb) residents seeking to access the Home Base and surrounding business on the Sturt Highway between Lake Albert Road and Kooringal Road.
- rat-runs will increase unsheltered right turn movements from the Sturt Highway into Nagle/Nesbitt Street increasing the likelihood of rear-end and right through type crashes or further exacerbate the impact Marshalls Creek Project with increase demand via Kooringal Road (should the use of the Nagle/Nesbitt rat-runs be restricted)
- increase U-turn movements at the Tarcutta Street/Morgan Street roundabout (particularly those leaving the International Hotel travelling east), presenting an increase in crash likelihood (numerous crash types) and a reduction in LoS at this intersect as well as increasing left turn movements at Sturt Highway which will also impact LoS of the Lake Albert Road and Sturt Highway intersection.
- dramatically increases right turn movements from Lake Albert Road onto Copland Street, which has limited sheltered right turn storage and may queue back to interrupt Lake Albert traffic flow and an increased rear-end crash risk.
- displace heavy vehicle movements from the Lake Albert Road/Sturt Highway intersection to the Lake Albert Road/Copland Street intersection, presenting a steep grade for left turning heavy vehicle movements. e.g. Heidelberg Materials, Ampol, JDM Removals, Riverina Fresh and well as right turn movements from Woolworths Kooringal, Caltex Kooringal.
- further impact to public transport and school bus routes (likely increasing travel distance/time).
- further exacerbate the impact Plumpton Road Project (potential increased use of Kooringal Road pending traffic management plans) impacts to emergency services accessibility.
- wayfinding adjustments would be required to guide, directional, services signage e.g. removal/relocation of directional sign on the northeast corner for Gundagai.

Restricting westbound right turn movements from Tarcutta Street onto the Sturt Highway will have flow on impacts to the broader network, including but not limited to:

- additional travel time for east CBD access to BCF, Good Guys and surrounding businesses.
- increases right turns into Pet Barn, BCF, Good Guys, Avis amongst others increasing the likelihood of rear-end and right through type crashes.
- increases the volume/demand on Morgan Street, Fitzhardinge Street and the western leg of the Sturt Highway and Lake Albert Road, all of which surround the Bolton Park Ovals, Skatepark, Oasis Aquatic Centre, PCYC, Robertson Oval, Riverina and Tennis Club all of which attract high parking movements and pedestrian (including young children) movements, increasing the likelihood of numerous crash types but of particular concern those involving pedestrians.
- increases movements at the Sturt Highway and Baylis Street which is a primary area for food outlets (takeaway and delivery driver parking movements) and high pedestrian movements, particularly in the PM, increasing the likelihood of numerous crash types but of particular concern those involving pedestrians.
- increases demand from the western leg of the Sturt Highway and Lake Albert Road, increasing the demand for the right turn movement from the Sturt Highway onto Lake Albert Road, which currently has very limited storage length due to the railway underbridge pier. This will exacerbate the queuing of right turn traffic and the backing up of the rightmost eastbound through lane.
- restriction of direct access to the Hospital for residents north of the Highway forcing journeys through the CBD.
- wayfinding adjustments would be required for guide, directional, services signage e.g. removal/relocation of Directional sign on Tarcutta Street corner for Narrandera and Hospital.

Three lanes northbound from Lake Albert Road through onto Tarcutta Street would result in the following:

- insufficient existing pavement width to provide three lanes near Railway Street for a dedicated left turn out of railway street (Scenario 1 only). Shifting central medians and altering the configuration of the Lake Albert Road/Railway Street signalised intersection would result in significant impacts to the network performance during implementation.
- would require using the west shoulder on Tarcutta Street as a travel lane (currently subject to flooding and will require lane closer more often during wet weather events).
- reduced offsets to light poles in the left most traffic lane, particularly concerning for body roll of larger vehicles in superelevation but also generally as a roadside hazard.
- introduces additional lane changes and merges on Tarcutta Street and risk of side swipe type crashes, particularly those seeking to access Higgins Street/Day Street.
- travel lane widths would be reduced and would not satisfy the lane widening requirements for heavy vehicles subject to the existing geometry of Tarcutta Street.
- vehicle swept paths and lane discipline of the dual right turn east leg of Sturt Highway when joining three lanes on Tarcutta Street (truck rollover crashes have occurred making this movement).

Alterations to the east to north right turn lanes and central median on the Sturt Highway east leg would result in the following:

- the existing medians on the Sturt Highway between Lake Albert Road and Mason/Norton Street would require removal and would no longer prevent right turns from the Sturt Highway into Home Base, Hungry Jacks and Bob Jane T-Marts. The removal of this median may result in undesirable movements and introduce rear-end and right through type crashes.

Regarding the remaining scenarios, the Construction Scenario (with primary network mitigations) detailed in Section 6.12 is projected to perform comparably to any of the scenarios involving upgrades along Docker Street and retaining the right turn movements from Lake Albert Road and Tarcutta Street onto the Sturt Highway.

6.15 Multi Criteria Assessment (MCA)

Several meetings and workshops with representatives from WWCC, Transport, and DPHI have been held to review the modelling results for each scenario. During these sessions, the group recommended adopting a Multi-Criteria Analysis (MCA) framework to support the modelling outcomes and assist in evaluating the most appropriate mitigation measures for the project.

The adopted MCA herein is based on the Transport template and aligns with the Infrastructure Australia Assessment Framework (2021) guideline for multi-criteria assessment.

Initial feedback on the criteria was gathered through the Traffic Working Group (TWG) meeting series, involving Transport, WWCC, and DPHI. The template was endorsed by the TWG on 11 July 2025. The document was then circulated for review and feedback on 14 July, ahead of a workshop held on 16 July. During this workshop, updates were made to the scoring and rationale to incorporate feedback from all parties. Following several iterations and input received across various forums, the MCA criteria, weightings, and scores are now considered final and are aligned with the updated and approved traffic modelling results. To ensure the evaluation remains commensurate with the closure of Edmondson Street Bridge, cost was removed as a criterion, consistent with feedback received during the workshop.

The rating systems adopted in shown in Table 81 below with the scoring outcomes of the MCA summarised in Table 82. Further information on scoring can also be found in Appendix B.

TABLE 81: MULTI CRITERIA ASSESSMENT RATING SYSTEM (SOURCE: INFRASTRUCTURE AUSTRALIA)

Rating	Score	Description
Strong Positive	5	Strong, positive impact for the criteria or measure.
Moderate Positive	4	Moderate, positive impact for the criteria or measure.
No Significant Impact	3	No significant positive or negative impact.
Moderate Negative	2	Moderate, negative impact for the criteria or measure.
Strong Negative	1*	Strong, negative impact for the criteria or measure.

NOTE: *any score of 1 has been considered a failure of the scenario.

TABLE 82: SUMMARY OF MULTI CRITERIA ASSESSMENT OUTCOME

Project Objective	Ref	Criteria	Measure	Weight (%)	Total Weight (%)	PIR Mitigations*			Primary Mitigations			Scenario 1			Scenario 2			Scenario 3			Scenario 4			Scenario 5			Scenario 6 (scenario 2&4)			Scenario 7 (scenario 2&5)		
						Score	Subtotal	Total	Score	Subtotal	Total	Score	Subtotal	Total	Score	Subtotal	Total	Score	Subtotal	Total	Score	Subtotal	Total	Score	Subtotal	Total	Score	Subtotal	Total	Score	Subtotal	Total
Minimise impact to Wagga Wagga Commuters	1	Travel time along key routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) – increments based on 5% improvement with context on no. of sites >20%.	30	60	3	90	36	4	120	42	5	150	42	5	150	42	3	90	34	3	90	34	3	90	32	4	120	36	4	120	36
	2	Enabling and reverting works	Duration to implement and remove the mitigation measures.	10		3	30		3	30		2	20		2	20		2	20		2	20		1	10		2	20		2	20	
	3	Bus route compatibility	Net change between existing and proposed bus routes.	20		3	60		3	60		2	40		2	40		3	60		3	60		3	60		2	40		2	40	
Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility.	10	20	3	30	12	4	40	16	5	50	13	5	50	14	5	50	16	5	50	16	5	50	16	5	50	14	5	50	14
	5	Wayfinding	Ability for commuters to become familiarised and navigate the proposed changes.	5		3	15		4	20		2	10		2	10		3	15		3	15		3	15		2	10		2	10	
	6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths.	5		3	15		4	20		1	5		2	10		3	15		3	15		3	15		2	10		2	10	
Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Ready for double staking by 2027.	10	10	3	30	6	5	50	10	1	10	2	1	10	2	1	10	2	2	20	4	2	20	4	1	10	2	1	10	2
Ensure environmental, sustainable, social outcomes	8	Consistency to planning approval	Scale of works outside planning approval Boundary.	5	10	3	15	6	3	15	6	2	10	4	2	10	5	2	10	4	2	10	4	2	10	4	2	10	4	2	10	4
	9	Noise and visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works.	5		3	15		3	15		2	10		3	15		2	10		2	10		2	10		2	10		2	10	
				Total Weighted Score:		60			74			61			63			56			58			56			56			56		
				Rank:		4			1			3			2			5			6			5			5			5		

NOTE: *Baseline score of 3 has been assigned to the PIR Mitigations as outlined in 6

7 IMPLEMENTATION AND MONITORING

The implementation and monitoring are a critical component of the adopted process for the development, refinement and implementation of mitigations and network management measures as outlined below in Figure 45.

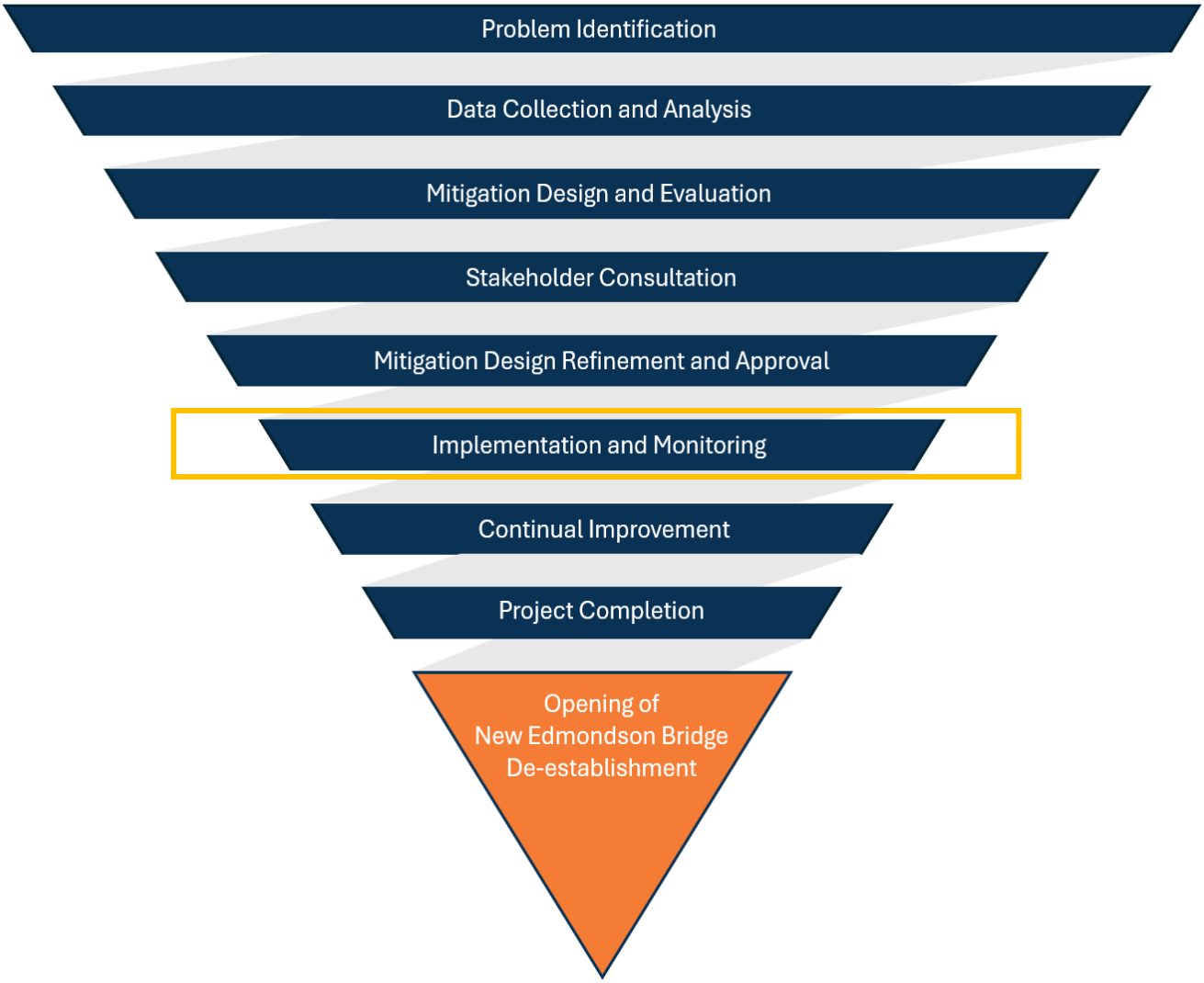


FIGURE 45: MITIGATIONS AND NETWORK MANAGEMENT MEASURES - DEVELOPMENT, REFINEMENT AND IMPLEMENTATION PROCESS

7.1 Implementation

The proposed primary mitigations and network management strategies will be incrementally implemented leading up to the Edmondson Street bridge closure.

TABLE 83: INDICATIVE IMPLEMENATION SCHEDULE

Mitigation	Indicative timing	Intent
Community and Stakeholder Engagement (on-going)	4-6 weeks before closure	Inform the community of the upcoming changes, inform and encourage alternate route choices and support them with ongoing project messaging.
Establishment of Variable Message Signs (VMS)	4-6 weeks before closure	Support the progressive implementation of the mitigations and network strategies. Support the Monitoring Centre.
Establishment of CCTV (portable and integrated)	2-4 weeks before closure	Support the progressive implementation of the mitigations and network strategies. Support the Monitoring Centre.
Advanced AI-enabled Integration (establishment of baseline network data)	2-4 weeks before closure	Capture baseline network metrics for comparison following implementation of the Edmondson Street closure and associated mitigations.
Establish the parking restrictions, signage, linemarking and median adjustments	2-4 weeks before closure	Ensure traffic detour is ready for additional volumes and provide the community and emergency services with an early exposure to changes.
Install the temporary roundabout (Coleman/MacLeay St)	1-2 weeks before closure	Ensure traffic detour is ready for additional volumes and provide the community and bus operators with early exposure to changes.
Install temporary bus stop and commence adoption of new routes	1 week before closure	Provide the community and bus operators with early exposure to changes.
Establish the Monitoring Centre (Transport Office)	1 week before closure	Ensure operational readiness and implementation of the Monitoring Plan.
Temporary TCS changes at Edmondson Street/Best Street/Little Best/Edward Street	Weekend before closure	Support the implementation of the imminent closure and changes to traffic conditions. Provide site access during construction.
Install traffic/pedestrian/cyclist detours (TGSs), turning restrictions (Klemmfix and signage)	Weekend before closure	Support the implementation of the imminent closure and changes to traffic conditions. Enforces required turning restrictions and established the required detours.
Edmondson Street Trial Closure	2-week period following closure	Provides an opportunity to observe, analyse and test the network mitigation and management measure. Utilise monitoring insight and data-driven analytics to inform community and stakeholder messaging. Inform decision making whether to proceed with the Edmondson Street bridge demolition.
Targeted Response Mitigations	Post trial closure	Provides the opportunity to implement and trial further mitigations and/or changes to the primary mitigations that may provide benefit to the network performance throughout the construction period.

7.1.1 Real-time Monitoring

To ensure the effective implementation of the proposed mitigations and network management strategies, real-time traffic signal phasing adjustments may be needed during peak periods, hence, a robust network monitoring capability will be established using portable and integrated CCTV cameras (refer to Figure 31).

Integrated CCTV Cameras

As detailed by Figure 31, a significant increase in network visibility will be established, expanding on the limited existing visibility of two (2) integrated cameras at the Edward Street (Sturt Highway)/Lake Albert Road/Tarcutta Street and Edward Street (Sturt Highway)/Docker Street intersections. A further eight (8) integrated CCTV cameras will be installed at the following signalised intersections:

- Docker Street & Brookong Avenue
- Lake Albert Road & Railway Street
- Lake Albert Road & Copland Street
- Edward Street & Murray Street
- Edward Street & Baylis Street
- Edward Street & Best Street
- Edmondson Street & Coleman Street
- Baylis Street & Morgan Street

Portable CCTV Cameras

As detailed by Figure 31, a further increase in network visibility will be established using portable CCTV cameras at key locations within the network. This strategy, in addition to increase visibility, can be expanded and/or altered rapidly should visibility at unanticipated be required.

The CCTV cameras will be fully integrated into the TfNSW Security Desk system (Genetec Inc.) accessible by SCATS operators to evaluate and make real-time adjustments to traffic signal phasing after the implementation of the proposed mitigation and network management measures. This integrated monitoring framework will enable the ability to actively manage the network, quickly respond to unanticipated congestion patterns, and fine-tune signal operations to mitigate disruption, particularly during peak traffic periods. This approach is essential during the critical three-month period following the introduction of proposed network changes when traffic conditions are expected to be most volatile and sensitive to disruption.

Advanced AI-enabled Integration

In preparation for the Edmondson Street closure, an integrated solution combining portable VMS/CCTV and advanced AI-enabled systems will be deployed to establish baseline travel times and queue formation on key routes. Unlike traditional VMS, which is typically a standard display units, Advanced AI-enabled Integration offers a data-driven platform that integrates licence plate detection and smart surveillance capabilities.

The system architecture includes mobile camera units positioned at both ends of the key routes, capturing travel time data through automated licence plate matching. This data is processed in real time to detect congestion levels and trigger dynamic responses. Alerts are automatically pushed to strategically located VMS boards, providing tailored public messaging to road users while also transmitting analytical data to the Project Team and Network Operation Centre (refer below).

By establishing pre-closure baseline metrics and enabling real-time comparative analysis during the detour period, this solution supports evidence-based decision-making regarding additional mitigation measures or adaptive network management interventions. The result is a responsive traffic management approach that seeks to maintain network performance while ensuring timely communication with both the public and project stakeholders.

Other Network Performance Monitoring

During the trial, cameras will be placed at key areas of the network, which may include areas outside of the modelling limits. These cameras will be used to observe traffic behaviours and traffic performance i.e. risk taking, queuing and/or illegal movements.

Example of performance indicators are the Bourke Street Railway Level Crossing and if dangerous queuing across the level crossing occurs and/or the network performance outside of the traffic model extent (study area) i.e. queuing of traffic north of Sturt Highway on Tarcutta Street and Docker Street.

7.2 Monitoring

7.2.1 Operational Management Inter-Agency Charter

An Operational Management Inter-Agency Charter has been prepared in parallel to the CTTAMR to provide a framework for the robust, multi-agency approach to monitoring and decision-making during the Edmondson Street bridge trial closure. It establishes clear roles, reporting cadences, and metric evaluation methods to ensure informed decisions throughout the Edmondson Street closure. It provides clear direction on the approval pathways prior to, during and after the trail closure and ensures that clear protocols are in place to achieve the best outcomes for the Wagga community. Furthermore, this charter outlines the governance and approval pathways for the implementation of Targeted Mitigation Responses documented herein (refer to 7.3) as well as any unforeseeable changes that may be required during the trial closure period and the on-going closure of Edmondson Bridge.

7.2.2 Temporary Traffic Monitoring Centre

A Temporary Traffic Monitoring Centre (TTMC) will be an inter-agency centre established to enable immediate and effective decision making to support the Wagga Wagga Road network and all road users, including emergency services.

This centre's primary purpose will be to minimise road user and network disruption and maintaining a safe, efficient, and reliable transport network by proactively monitoring the operation of the transport network within the Wagga Wagga and coordinate various stakeholders to safely implement and operate the traffic management solutions and mitigate impacts to road users when required.

Traffic Monitoring Centre Group (Scope and Representatives)

The Traffic Monitoring Centre will comprise of representatives from the following organisations:

- Inland Rail Pty Ltd (IRPL) (Lead)
- Martinus Rail (MR)
- Transport for NSW (TfNSW)
- Wagga Wagga City Council (WWCC)
- Emergency Services Liaison Officer

The TTMC will be managed by IRPL and MR collectively, TfNSW and WWCC resources will also be dedicated to the TTMC as the road managers. TfNSW will provide and "Authorised Officer" as their Monitoring Centre Representative. This representative will provide critical decision making on the road network as the State Road Manager.

WWCC will provide a traffic representative to coordinate local road manager input and arrange relevant Road Manager approvals as required. Decisions made by the Road Manager will enable IRPL and MR representatives to implement additional physical measures, as required, across the network to improve overall network performance. There may be times where the Road Manager representative needs to make decisions outside the bounds of the A2I project for the benefit of the overall road network. Where these decisions occur resulting in a negative impact on IRPL's management of the road network, it will be documented and reported to ensure effective project management and governance.

The TTMC will run 7 days per week throughout the Edmondson Street Closure, with full in person attendance for the trial period and at ad hoc times as needed, and will have the following scope and responsibilities:

- Monitor travel times across the Wagga Wagga Road network, including comparison to baseline expected travel times to ensure issues and trends are identified
- Provide responses to community complaints, including detailed information on how they have been addressed
- Monitor network performance and work with TfNSW / WWCC Authorised Officers and TfNSW Network Operations resource to implement changes as needed
- During the Edmondson Street Trial Closure, measure, report, and brief on key trial performance indicators including travel times, school bussing, and emergency services and community feedback and sentiment. These indicators have been agreed with TfNSW, WWCC and DPHI.
- Implement and seek approval for Targeted Response Mitigations (TRMs) promptly where performance issues or risks are identified. Note that the implementation of TRMs are subject to approval by the relevant road manager.

The responsibilities of each organisation are as follows:

Inland Rail / Martinus Rail

- Lead the execution of the contracted temporary traffic management arrangements and the operations centre in line with what has been detailed in the approved Precinct Traffic and Transport Access Management Plan and Construction Traffic, Transport and Access Mitigation Report (this document).

- Provide suitable environment to operate project monitoring centre.
- Monitor and adjust traffic management measures to optimise network operation based on Inland rail project works .
- Engage and deploy appropriate traffic control resources to implement temporary traffic management solutions, including maintenance of the traffic management devices.
- Deploy field resources to perform the following functions:
    - The monitoring and reporting of network operations
    - Report real-time delays and queue information to the TTMC
    - Monitor traffic flows and network conditions
    - End of queue monitoring and coordination
    - Unplanned incident response.
    - Support all field contractors during the operation and in response to unplanned incidents
- Provide expert subject matter advice to WWCC and TfNSW lead regarding traffic management operations including emerging issues and implementation of targeted response mitigations.

TfNSW

- Support the execution with a physical presence as agreed with TfNSW, during the Edmondson Street Closure trial and when required during special events and be contactable at other times during the construction period.
- Provide network wide coordination of transport networks based on information being provided from the monitoring centre.
- Support communications with customers and road users via distribution of focused updates and live traffic notifications.
- Carry out duties as the Road Manger in line with Authorised Officer delegation.
- Provide Liaison with TTMC and other TfNSW staff. Updates to Live Traffic and other TfNSW managed communication platforms. Note: IRPL/MR remains responsible for project communications.

WWCC Council Representative

- Support the execution of this plan with a physical presence at the TTMC when required during peak events and be contactable at other times during the construction period.
- Discharge responsibility of the local road authority based on recommendations from the Monitoring Centre representatives.
- Support communications with customers and road users via distribution of focused updates and live traffic notifications.
- Carry out duties as the Road Manger in line with authorised officer delegation.

Emergency Services Liaison Officer

- Representative in the TTMC on behalf of emergency services, particularly members of the Local Rescue Committee (LRC).
- Ensure effective communication, information sharing, and resource coordination among various agencies, thereby enhancing collaboration and the overall effectiveness of the emergency response.
- Establish an ESO channel to be used when TTMC has in person attendance.

A trial closure will be implemented to ensure prior to bridge demolition to ensure that the mitigations and operational management is effective. Therefore, the TTMC will run in different ways during trial and post-trial.

TABLE 84: TEMPORARY TRAFFIC MONITORING CENTRE ATTENDANCE REQUIREMENTS

Phase	Requirement
Trial Closure (Weeks 1-2)	During the trial closure of Edmondson Street (expected to be 14 days) the TTMC operation requires in-person attendance from all representatives to ensure that the network can be closely monitored. It is expected that it will take time for the community to adjust so decisions may need to be made to assist them throughout the trial. In person attendance from all representatives will be as follows: ▪ 7 days per week ▪ Operating hours: ○ 7:00am – 10:00am ○ 2:.00pm – 6:00pm ▪ Team members will remain available between operating hours for urgent matters as required. ▪ Each representative will nominate a substitute to ensure attendance can be maintained in the event a person is not available. ▪ A daily briefing will occur with key stakeholders.
Ongoing Closure (Weeks 3-8)	The TTMC will still operate 7 days per week; however, representatives will work in a hybrid format whereby daily meetings occur with the representatives and ad-hoc meetings are scheduled where issues arise. The MR monitoring centre representative will still be responsible for field resources and implementing measures necessary throughout the closure. TTMC representatives are expected to be available during operational hours of 7:00 - 10:00 AM and 2:00 - 6:00 PM on weekdays only. Each organisation is required to provide a shift roster to ensure coverage during these times. Attendance may be remote; however, in-person presence could be required depending on the specific circumstances. Any such requirement will be subject to discussion and mutual agreement with TTMC representatives.
Ongoing Closure (Beyond Week 8)	The TTMC will still be in place post week 8 of the closure, however, it is expected that there will be a level of stabilisation in the network as the community will have had time to adjust. The TTMC will move to a full hybrid with representatives expected to attend weekly (then reduce to fortnightly) meetings to discuss network performance. In-person attendance by representatives may be required in the lead-up to or during special events and key periods, such as the first two weeks of school term. The project team ensure to provide notice and will liaise with TTMC members from TfNSW, WWCC, and emergency services to ensure appropriate resourcing is available during these times.

7.2.3 Governance and Approval Pathways

Key Groups

The following key groups have been established to support the TTMC:

FIGURE 46: TEMPORARY TRAFFIC MONITORING CENTRE (TTMC) GOVERNANCE STRUCTURE

Traffic Advisory Group (TAG)

A Traffic Advisory Group (TAG) will be established to support the representatives in the TTMC and provide the following functions:

- Review and endorse the final parameters of the Edmondson Street Trial Closure two week from trial commencement date.
- Review the performance of the Edmondson Street trial closure based on the baseline parameters and provide final recommendation to the A2I Traffic Review and Assurance Group (TRAG).
- Endorse ongoing use of new mitigations proposed by the TTMC and seek relevant approvals from their respective agency where required.
- Attend briefings for the duration of the TTMC, expected to be 18 months from commencement.
- Provide advice and recommendations to each A2I TRAG where required throughout the Edmondson Street Bridge closure.

The TAG representatives will include:

- Inland Rail Pty Ltd (IRPL)
- Martinus Rail (MR)
- Transport for NSW (TfNSW)
- Wagga Wagga City Council (WWCC)
- Department of Planning, Housing and Infrastructure (DPHI)

Traffic Review and Assurance Group (TRAG)

A Traffic Review and Assurance Group (TRAG) will be established as the escalation and final decision making group for the Edmondson Street Closure. This group will provide the following functions:

- Review and approve the final measurement parameters of the Edmondson Street Trial Closure (one week prior to trial commencement date).
- Make the decision to approve the Edmondson Street Closure, at completion of the Edmondson Street trial closure – this decision will be a decision to Stop only, if justification is not made to stop the closure/continue the trial, then the Edmondson Street Closure shall proceed on Day 14 of the trial
    - There is potential for numerous scenarios that could lead to an uncertain trial outcome. The TRAG, comprising senior representatives from the key organisations, will carefully review the results of each trial metric (travel time, emergency services, bussing and community sentiment) and determine the most appropriate course of action for both the project and the public interest.
- Make decisions on matters arising throughout the Edmondson Street closure escalated to them by the TAG.

The TRAG representatives will include:

- Inland Rail Pty Ltd (IRPL)
- Martinus Rail (MR)
- Transport for NSW (TfNSW)
- Wagga Wagga City Council (WWCC)
- Department of Planning, Housing and Infrastructure (DPHI)

7.2.4 Performance Parameters

In consultation with key stakeholders including TfNSW, WWCC, local schools, bus operators, and emergency services, the project has identified the primary areas for measuring and evaluating the performance of the trial closure. These agreed-upon areas are:

- Travel Times
- School Bussing
- Emergency Services
- Community Sentiment

In collaboration with the stakeholders listed above, the project has developed key performance parameters to guide the TAG and TRAG in evaluating the trial's effectiveness. These parameters are detailed further below.

Travel Time

Travel times will be a key measure during the trial to determine the performance of the traffic mitigations and overall management of the closure. During the trial, the routes outlined within Figure 47 below will be measured and reported.

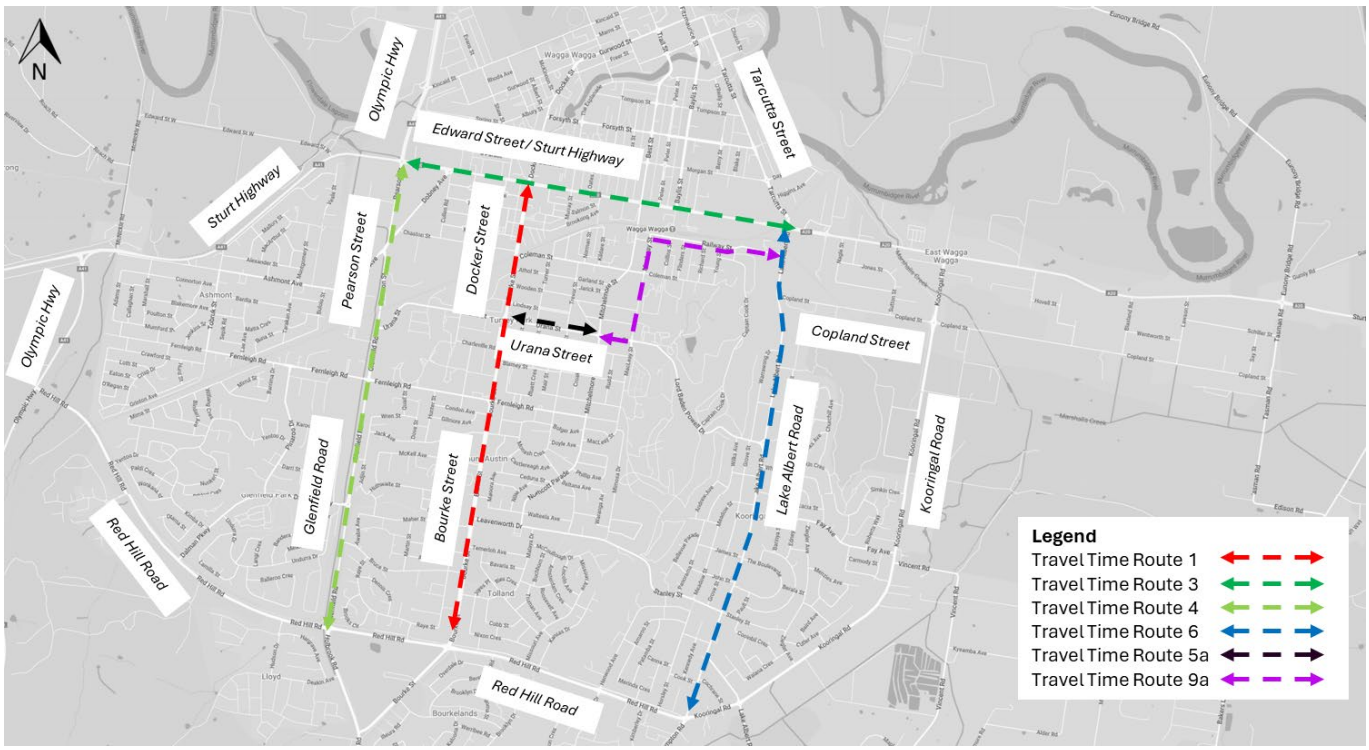


FIGURE 47: KEY TRAVEL TIME ROUTES – TRIAL METRIC

These routes represent defined paths within the traffic model, which has generated anticipated peak delay times during both AM and PM periods under existing conditions and with Edmondson Street closed, including the proposed mitigation measures. The model calculates the percentage delay difference for each route and direction.

As outlined in Section 7.1.1, portable CCTV cameras will be used to establish a baseline. The modelled percentage delay change for each route will be applied to this baseline to estimate predicted travel times during the closure. Based on the traffic modelling results, it is anticipated that travel time differences across all routes will remain within 5 minutes. Therefore, the acceptable threshold for travel time variation has been set at a maximum of 5 minutes.

This threshold is subject to revision following baseline monitoring and will be confirmed with the TAG prior to trial commencement. In preparation for the trial, and following the baseline data capture, these metrics will be updated. The Acceptable Criteria will then be presented to the TAG and TRAG for endorsement.

School Bussing and Public Transport

School Bussing will be a key focus during the trial closure. The project team will collect daily feedback from local schools and bus operators via a survey.

The survey results will be compiled and included in the progress report, which will form part of the briefing to both the TAG and TRAG. The performance of the trial will be assessed based on the ability of bus services to meet school bell times, with this data reported in the progress report.

TfNSW has advised that a daily bus on-time performance report can be provided to support the evaluation of the closure during the trial period. This report may be appended to the Charter as an addendum once it has been received and reviewed by the project team. During the trial, the TAG will be responsible for evaluating performance based on the feedback and findings presented in the report.

Emergency Services

Emergency Services feedback will be another key input for assessing the performance of the trial closure. Throughout the trial, the project team will receive feedback reports from Fire & Rescue, Police, and Ambulance services. This report will include key information on response times as well as feedback on specific issues encountered so the Monitoring Centre can work to address these. Additionally, meetings during the trial with the LRC will occur every third day during the trial to collect feedback and respond to issues. Individual items of feedback from each agency can also be provided via email to the Monitoring Centre email address.

In response to feedback from Emergency Services, key traffic intersections north of Edward Street, specifically Docker Street North / Edward Street and Tarcutta Street / Edward Street, will be actively monitored during the trial. Data collection will focus on PM traffic and include travel times, vehicle counts, and queue lengths. The primary indicator of closure effectiveness will be queue lengths. Baseline measurements will be taken prior to the closure to enable meaningful comparison throughout the trial period.

This feedback will be incorporated into the progress reports and presented to the TAG for consideration in evaluating the effectiveness of the closure.

Communication Sentiment

Public Enquiries, Complaints, and Incidents will be tracked by the project throughout the trial, as outlined in the table below. In addition to recording these metrics, the project will identify and analyse trends, particularly recurring locations or issues, and document how these have been addressed.

Inland Rail have developed a comprehensive complaint management process that is approved by DPHI. The project will track enquiries and complaints in line with this established process.

A Daily Community Complaints and Enquiries Register will document the project's compliance in responding to enquiries, complaints, and incidents. It will also track key metrics such as community sentiment, recurring topics, and concerns related to road interfaces raised through direct community feedback. The register will be reported throughout the trial period to both the TAG and TRAG.

In addition to direct feedback, the project will monitor community sentiment across social media platforms. Insights and trends identified through social media will be consolidated and shared with TAG and TRAG to provide a more comprehensive understanding of community sentiment during the trial.

7.3 Targeted Response Mitigations

During the closure, targeted response mitigation may be required should issues remain following the implementation of the primary network mitigation strategies. As highlighted during consultation with Transport, Wagga Wagga City Council and other key stakeholders, the primary network mitigation strategies may present flow-on traffic management and operational challenges, particularly when external influences such as concurrent projects (e.g. Marshall Creek Bridge and Plumpton Road Upgrade) further influence and alter road user decision making.

The targeted response mitigation strategies outlined within this section have been developed to reduce the demand at the identified critical intersections and routes by restricting access from the broader network to assist in achieving the objectives of the network. To address the potential issues that may arise, the targeted response mitigation strategies have sought to implement the following mitigations that:

- reduces demand on critical routes by forcing general traffic to take detour routes
- reduces demand on critical routes by expanding the promoted alternate route strategy
- restricts freight access during peak periods (curfew)
- restricts non-local freight access by forcing heavy vehicles to take broad network detour routes

7.3.1 Additional Alternate Route (Local Commuters)

Should commuter traffic continue to adopt Bourke Street/Docker Street or Lake Albert Road/Tarcutta Street corridors as opposed to the promoted alternate routes during peak periods, it will result in increased delays and queuing. There is further opportunity to expand upon the alternate route strategy (supported by an expansion of the VMS strategy) by promoting the CBD commuter traffic to utilise Travers Street and/or Kincaid Street as opposed to Docker Street, increasing the likelihood of uptake of the Glenfield Road/Pearson Street or Red Hill Road/Olympic Highway alternate routes. Furthermore, the alternate route via Hampden Avenue, Oura Road, Eunony Bridge Road, Tasman Road and Copland Street could also be promoted.

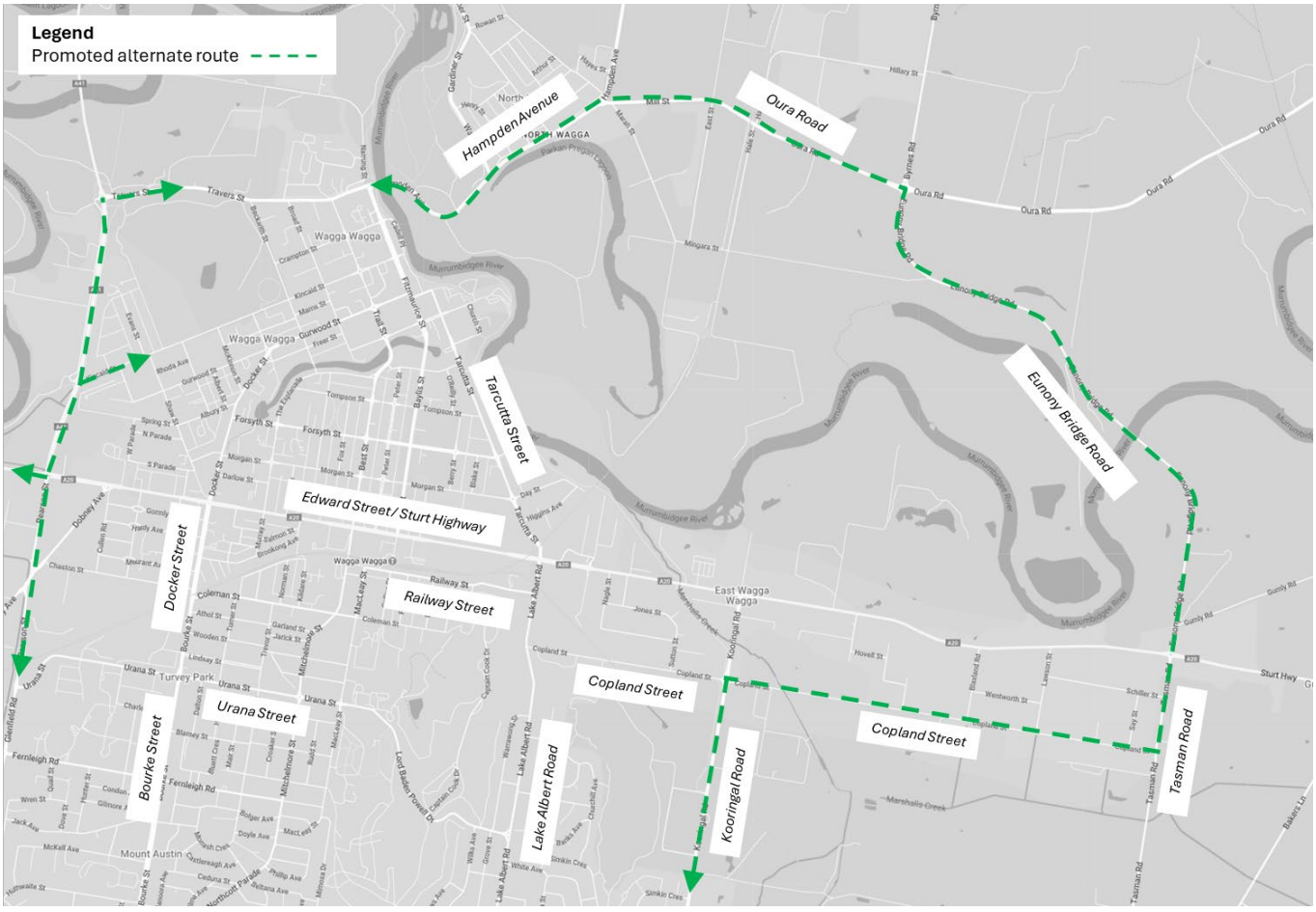


FIGURE 48: ADDITIONAL ALTERNATE ROUTES TO/FROM CBD

7.3.2 Detour Routes (Local Commuters)

Several alternate routes between the southern suburbs of Wagga Wagga and the Central Business District (CBD) will be actively promoted as outlined in the primary network mitigation strategies, refer to 6.10.1. Should the uptake of these alternate routes prove ineffective during peak periods, hard detours could be implemented to force commuter traffic to utilise the alternate routes, preserving overall network functionality by redistributing traffic volumes away from congested corridors (Bourke Street/Docker Street and Lake Albert Road/Tarcutta Street) and/or redistributing traffic volumes to alternate approaches to critical intersections.

Importantly, forced detours may further disrupt public transport and school bus operations by altering established routes (and further altering already impacted routes), increasing travel times, and reducing service reliability. The primary impacts may include schedule delays due to extended travel distances or increased congestion along alternate paths, as well as reduced accessibility for passengers. For school buses specifically, detours may disrupt tightly scheduled pickup and drop-off times, placing pressure on families and schools reliant on timely student transport. For public transport buses specifically, the frequent implementation of detours may also degrade passenger confidence in service predictability, which may result in reduced ridership.

Lake Albert Road/Tarcutta Street Corridor

Should commuter traffic continue to adopt Lake Albert Road/Tarcutta Street corridor as opposed to the promoted alternate routes (e.g. Kooringal Road), particularly during the AM peak period, it will result in increased delays and queuing on Edward Street (Sturt Highway), Lake Albert Road, Tarcutta Street and Railway Street. Railway Street local commuter traffic and bus services seeking access to Lake Albert Road will be provided largely uninterrupted access by implementing a hard detour of northbound commuter traffic from the southern suburbs via Copland Street and Kooringal Road during the peak AM period. This will improve the overall level of service achieved at the Lake Albert Road and Railway Street intersection as well as the Edward Street (Sturt Highway), Lake Albert Road and Tarcutta Street intersection (by distributing demand between approaches and increasing the uptake of broader alternate route via Eunony Bridge Road). Notably, this detour, if returning to the east leg of the Edward Street (Sturt Highway), Lake Albert Road and Tarcutta Street intersection via Kooringal Road is approximately 4 minutes of additional travel time based on existing conditions (Google Maps).

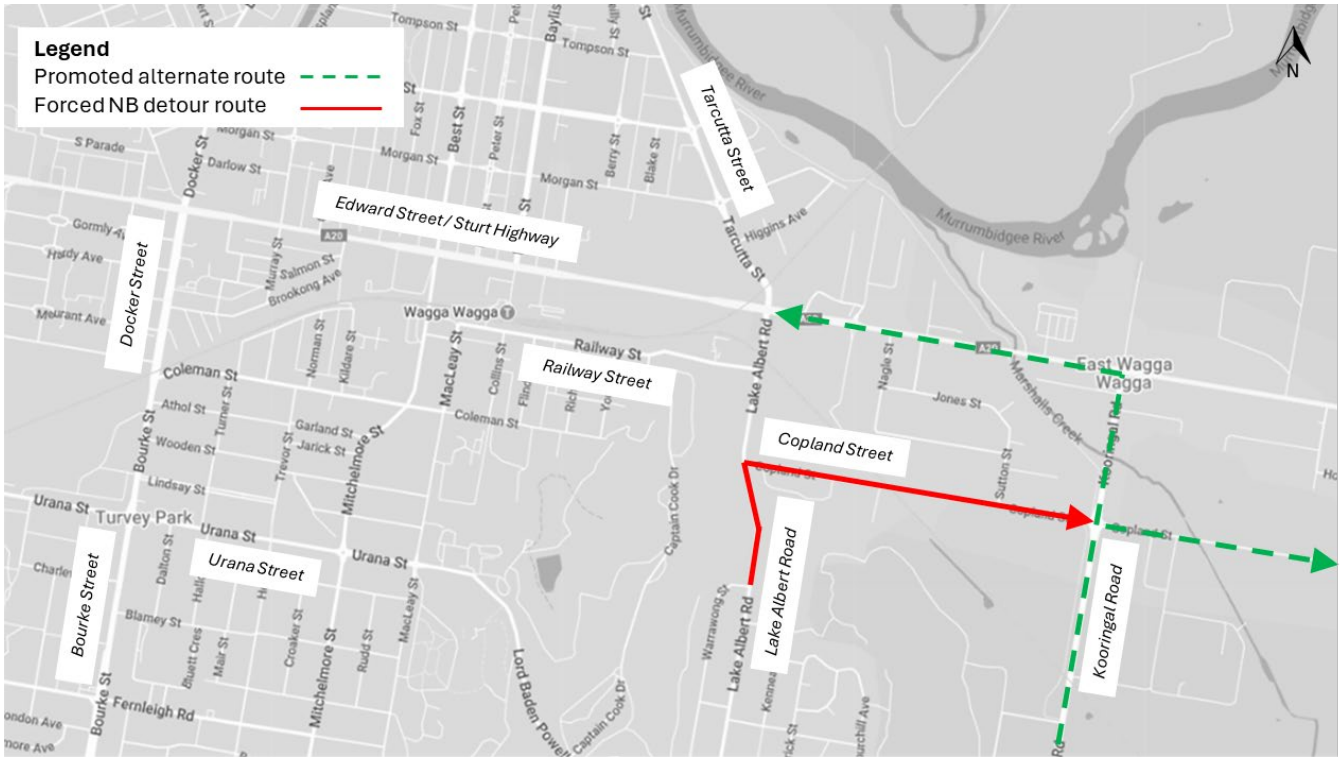


FIGURE 49: LAKE ALBERT ROAD NORTHBOUND DETOUR COPLAND STREET

Alternatively, Fay Avenue further to the south on Lake Albert Road could be detoured to lessen the impact on general commuters within the northern portion of Kooringal. This alternative would not have as significant of an impact in reducing the delays or queuing as detouring via Copland Street, however, would still provide an overall improvement in the level of service achieved at the Lake Albert Road and Railway Street intersection as well as the Edward Street (Sturt Highway), Lake Albert Road and Tarcutta Street intersection (by distributing demand between approaches and increasing the uptake of broader alternate route via Eunony Bridge Road). Notably, this detour, if returning to the east leg of the Edward Street (Sturt Highway), Lake Albert Road and Tarcutta Street intersection via Kooringal Road is approximately 4 minutes of additional travel time based on existing conditions (Google Maps).

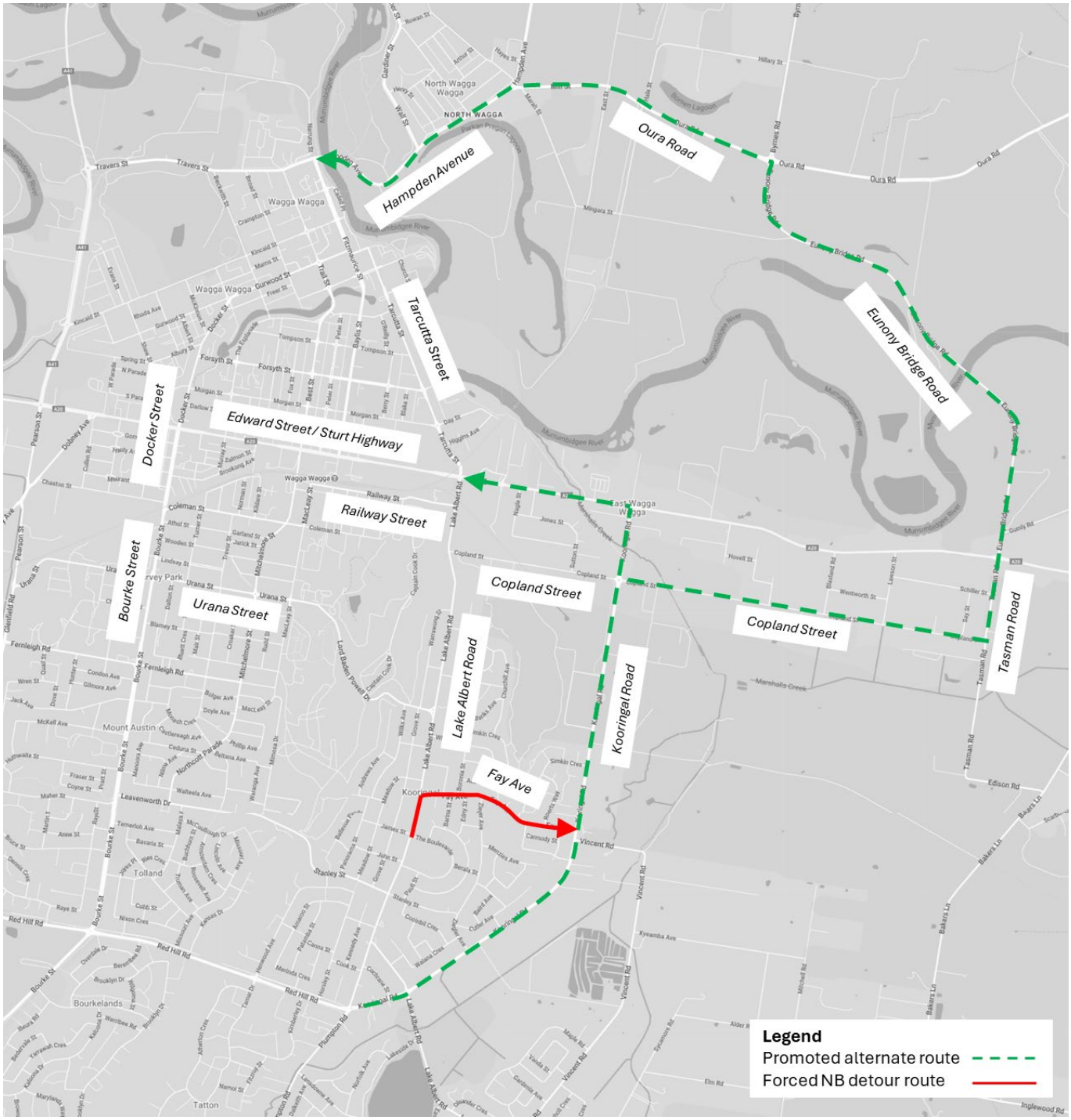


FIGURE 50: LAKE ALBERT ROAD NORTHBOUND DETOUR FAY AVENUE

Should the Lake Albert Road/Tarcutta Street and Edward Street (Sturt Highway) intersection present ongoing concern during the AM peak period, the detour via Copland Street could be expanded further east via Copland Street, Tasman Road, Eunony Bridge Road, Oura Road and Hampden Avenue. This will provide an overall improvement in the level of service achieved at the Lake Albert Road and Railway Street intersection as well as the Edward Street (Sturt Highway), Lake Albert Road and Tarcutta Street intersection ((by displacing the demand entirely to the broader detour route via Eunony Bridge Road). Notably, this detour, adopting the corner of Baylis Street and Morrow Street (central CBD) as a destination is approximately 11 minutes of additional travel time based on existing conditions (Google Maps).

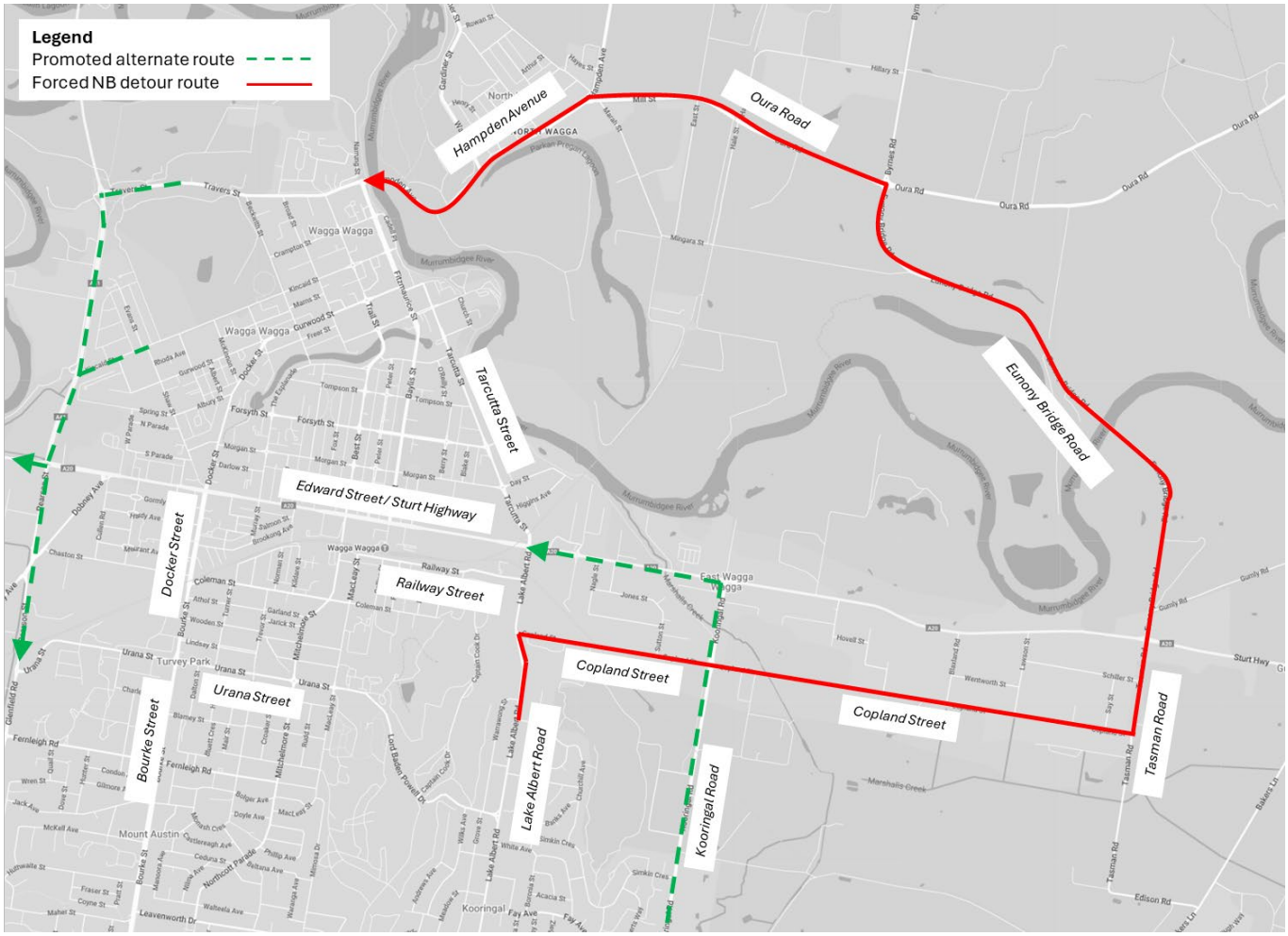


FIGURE 51: LAKE ALBERT ROAD NORTHBOUND DETOUR COPLAND STREET EXPANSION

Alternatively, Fay Avenue further to the south on Lake Albert Road could be detoured to lessen the impact on general commuters within the northern portion of Kooringal. This alternative would not have as significant of an impact in reducing the delays or queuing as detouring via Copland Street, however, would still provide an overall improvement in the level of service achieved at the Lake Albert Road and Railway Street intersection as well as the Edward Street (Sturt Highway), Lake Albert Road and Tarcutta Street intersection (by displacing the demand entirely to the broader detour route via Eunony Bridge Road). Notably, this detour, adopting the corner of Baylis Street and Morrow Street (central CBD) as a destination is approximately 11 minutes of additional travel time based on existing conditions (Google Maps).

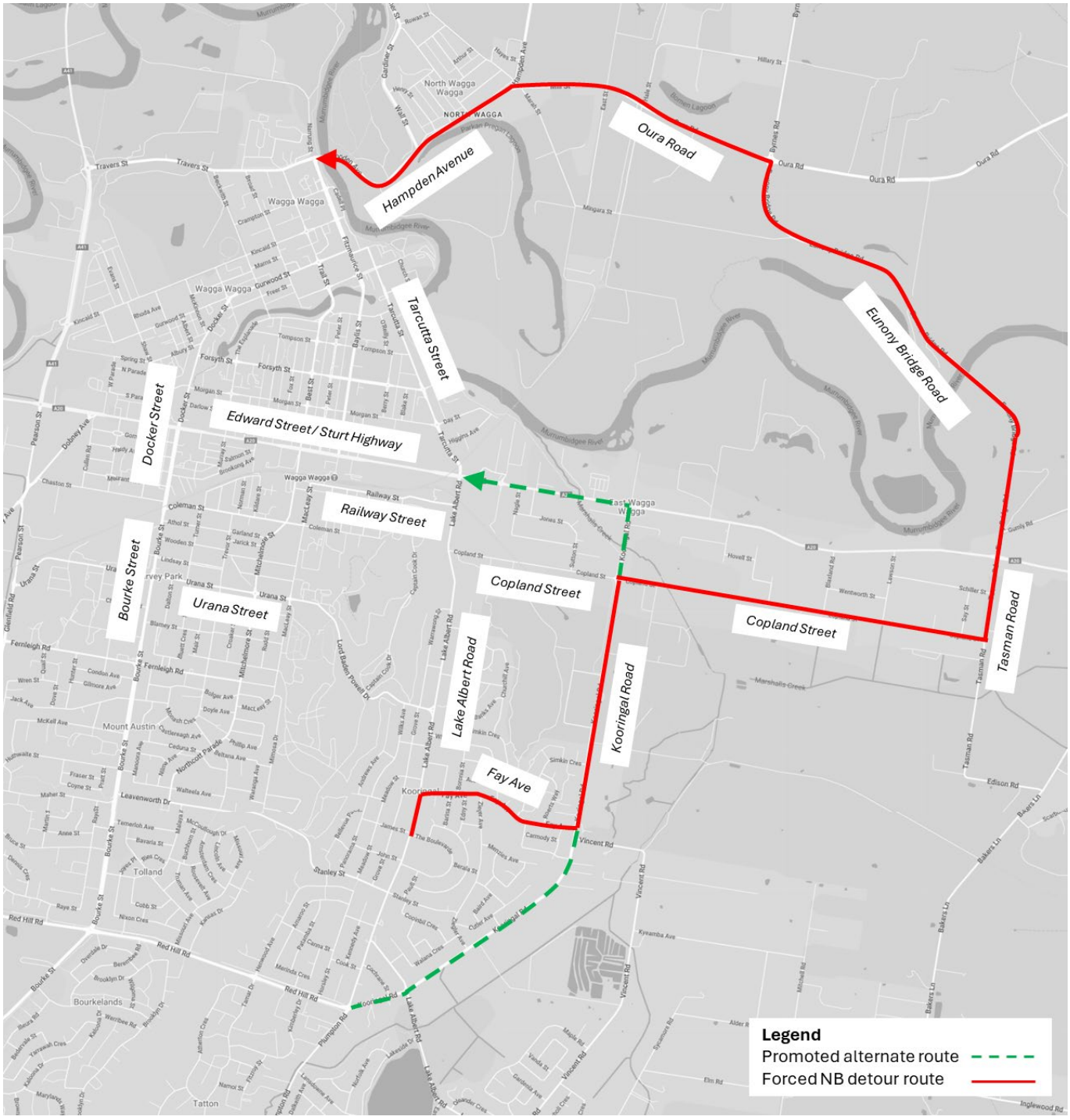


FIGURE 52: LAKE ALBERT ROAD NORTHBOUND DETOUR FAY AVENUE EXPANSION

Consideration could also be given to implementing detours at both Fay Avenue and Copland Street to spread demand to multiple intersections and/or intersection legs. This may assist in alleviating flow on impacts to intersections along the detour route, particularly the Copland Street and Kooringal Road roundabout.

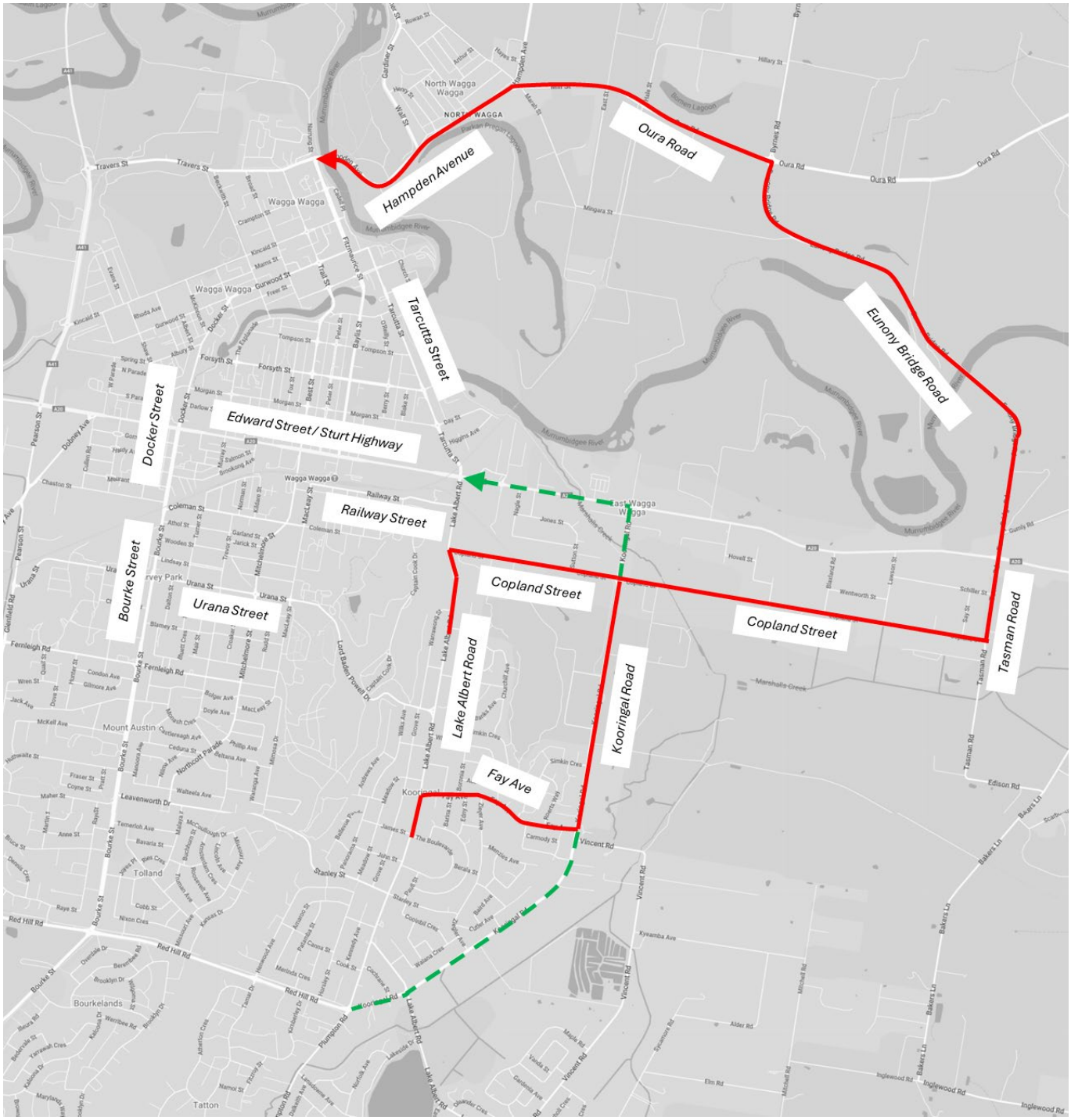


FIGURE 53: LAKE ALBERT ROAD NORTHBOUND DETOUR COMBINATION

Should commuter traffic continue to adopt Lake Albert Road/Tarcutta Street corridor as opposed to the promoted alternate routes (e.g. Kooringal Road), particularly during the PM peak period, it will result in increased delays and queuing on at Edward Street (Sturt Highway), Lake Albert Road, Tarcutta Street and Railway Street. Railway Street local commuter traffic and bus services seeking access to Lake Albert Road will be provided greater access by implementing a hard detour of southbound commuter traffic from the CBD via Morgan Street and Baylis Street (or others) during the peak periods. This may improve the overall level of service achieved at the Lake Albert Road and Railway Street intersection as well as the Lake Albert Road/Tarcutta Street and Edward Street (Sturt Highway) intersection (by distributing demand between approaches and/or increasing the uptake of broader network alternate routes to the west). Notably, this detour is approximately 4 minutes of additional travel time based on existing conditions (Google Maps). However, it must be noted that the displaced traffic seeking to access parts of Kooringal will likely returns to the west leg Lake Albert Road/Tarcutta Street and Edward Street (Sturt Highway) intersection which may exacerbate the right turn demand from Edward Street (Sturt Highway) onto Lake Albert Road which has a channelised right turn lane with limited storage length of which the spillback into the rightmost through lanes would restrict eastbound through movements.

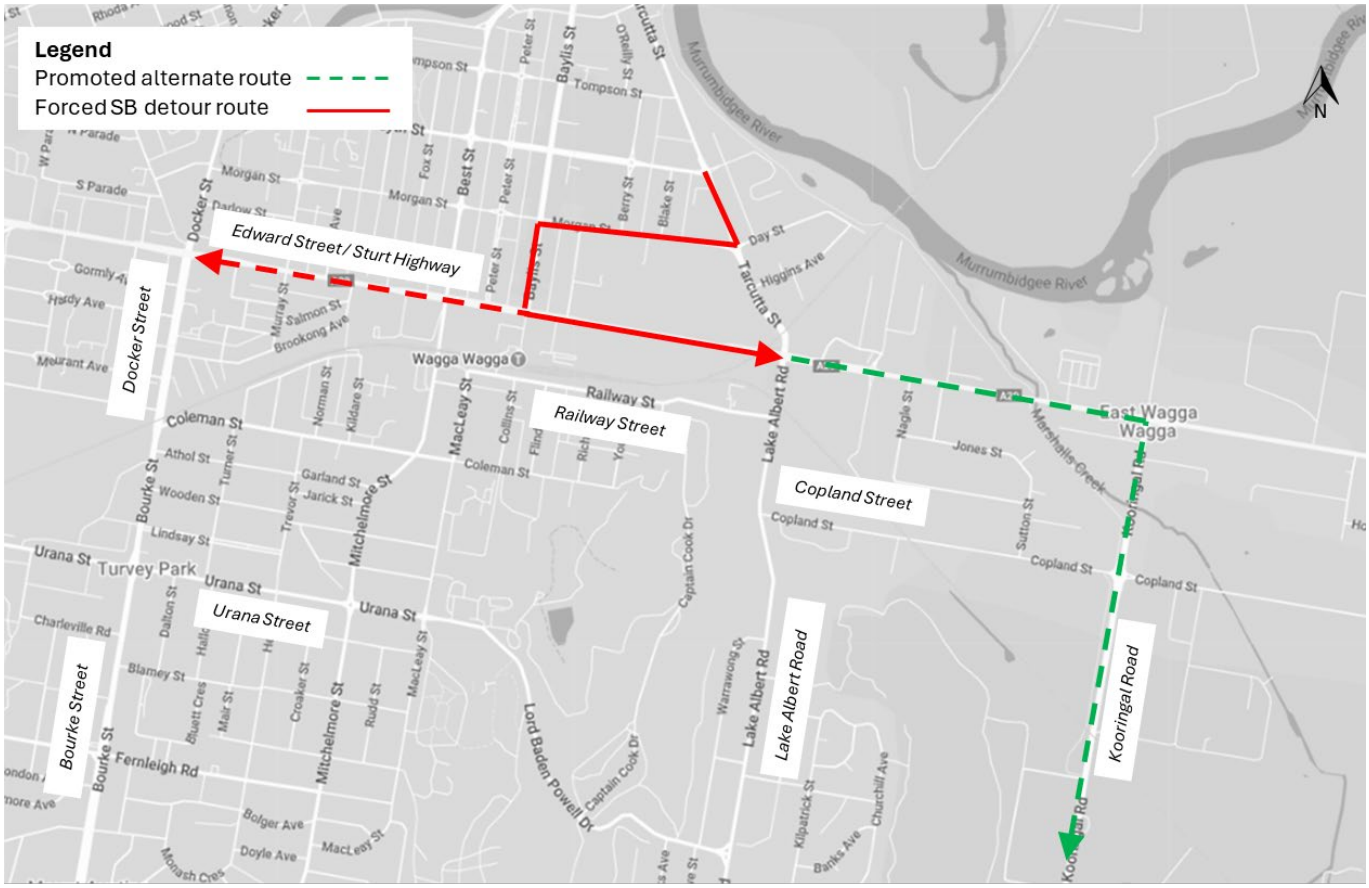


FIGURE 54: TARCUTTA STREET SOUTHBOUND DETOUR

Bourke Street/Docker Street Corridor

Should commuter traffic continue to adopt Bourke Street/Docker Street corridor as opposed to the promoted alternate routes (e.g. Glenfield Road/Pearson Street and/or Red Hill Road/Olympic Highway), particularly during the AM peak period, it will result in increased delays and queuing Edward Street (Sturt Highway) and Docker Street. Urana Street local detour traffic and bus services seeking access to Docker Street will be provided priority by implementing a hard detour of northbound commuter traffic from the southern suburbs via Urana Street and Glenfield Road/Pearson Street. This will improve the overall level of service achieved at the Edward Street (Sturt Highway) and Docker Street intersection. Notably, this detour is approximately 4 minutes of additional travel time based on existing conditions (Google Maps). However, it must be noted that the displaced traffic will exacerbate the right turn demand from Urana Street onto Pearson Street which will inherently require adjustments to the proposed portable signal operations and may reduce the overall performance of the Glenfield Road/Person Street corridor.

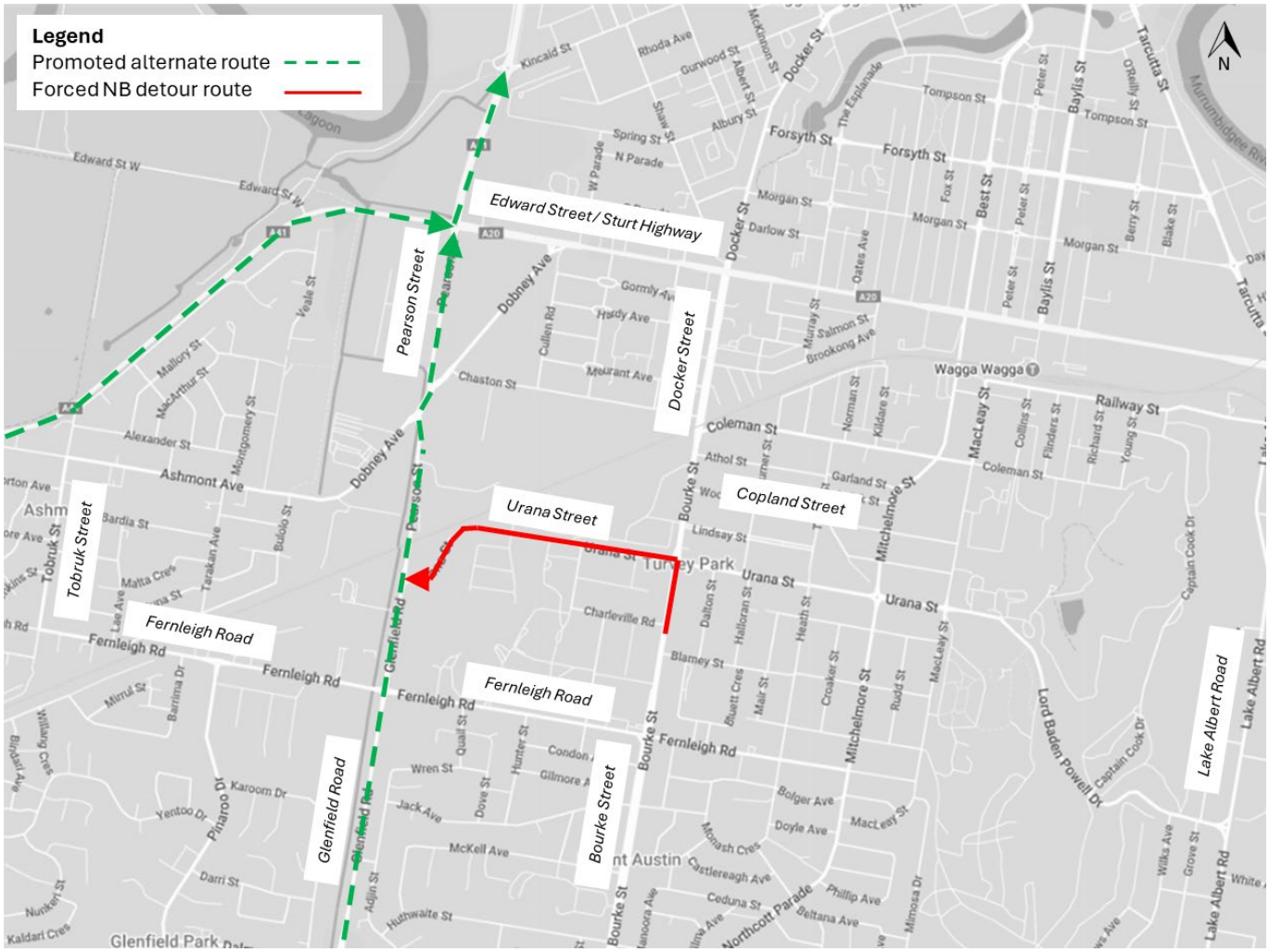


FIGURE 55: BOURKE STREET/DOCKER STREET NORTHBOUND DETOUR URANA STREET

Alternatively, Fernleigh Road further to the south on Bourke Street could be detoured to lessen the impact on general commuters within the northern portion of Turvey Park. This alternative would not have as significant of an impact in reducing the delays or queuing as detouring via Urana Street, however, would still provide an overall improvement in the level of service achieved at the Edward Street (Sturt Highway) and Docker Street intersection as well as the Urana Street and Bourke Street roundabout. Notably, this detour is approximately 4 minutes of additional travel time based on existing conditions (Google Maps). However, it must be noted that the displaced traffic will exacerbate the right turn demand from Fernleigh Road onto Glenfield Road which may reduce the overall performance of the Glenfield Road/Pearson Street corridor.

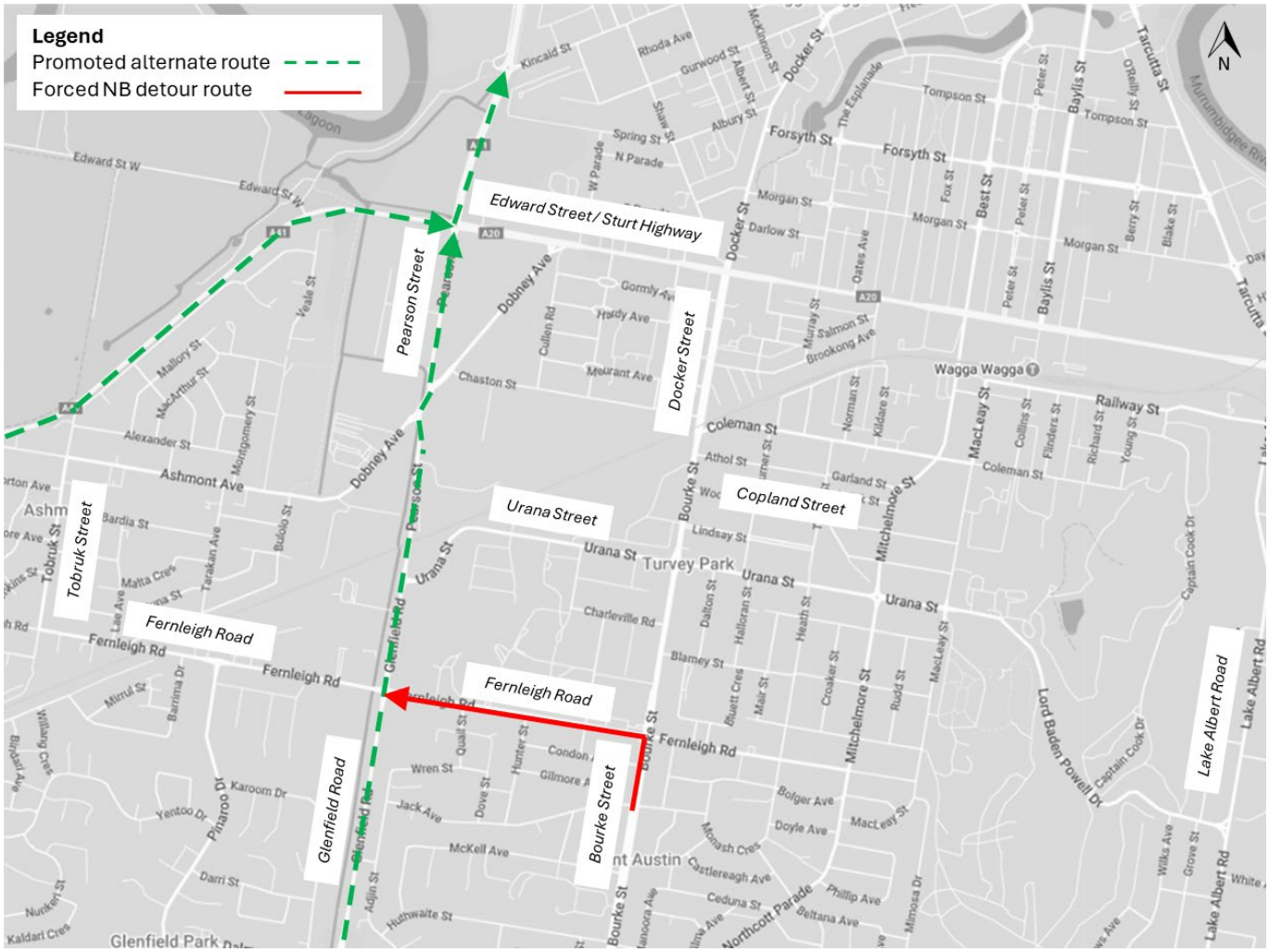


FIGURE 56: BOURKE STREET/DOCKER STREET NORTHBOUND DETOUR FERNLEIGH ROAD

The detour via Fernleigh Road could be expanded further west via Fernleigh Road, Tobruk Street and Ashmont Avenue should the Glenfield Road/Pearson Street corridor performance deteriorate. This will provide an overall improvement in the level of service achieved at the Edward Street (Sturt Highway) and Docker Street intersection as well as the Urana Street and Bourke Street roundabout. Notably, this detour is approximately 4 minutes of additional travel time based on existing conditions (Google Maps). However, it must be noted that the displaced traffic will increase the demand on the west leg of the Edward Street (Sturt Highway), Pearson Street and Morong Street roundabout which may reduce the overall performance of this intersection and increase delays and queuing west along Edward Street (Sturt Highway).

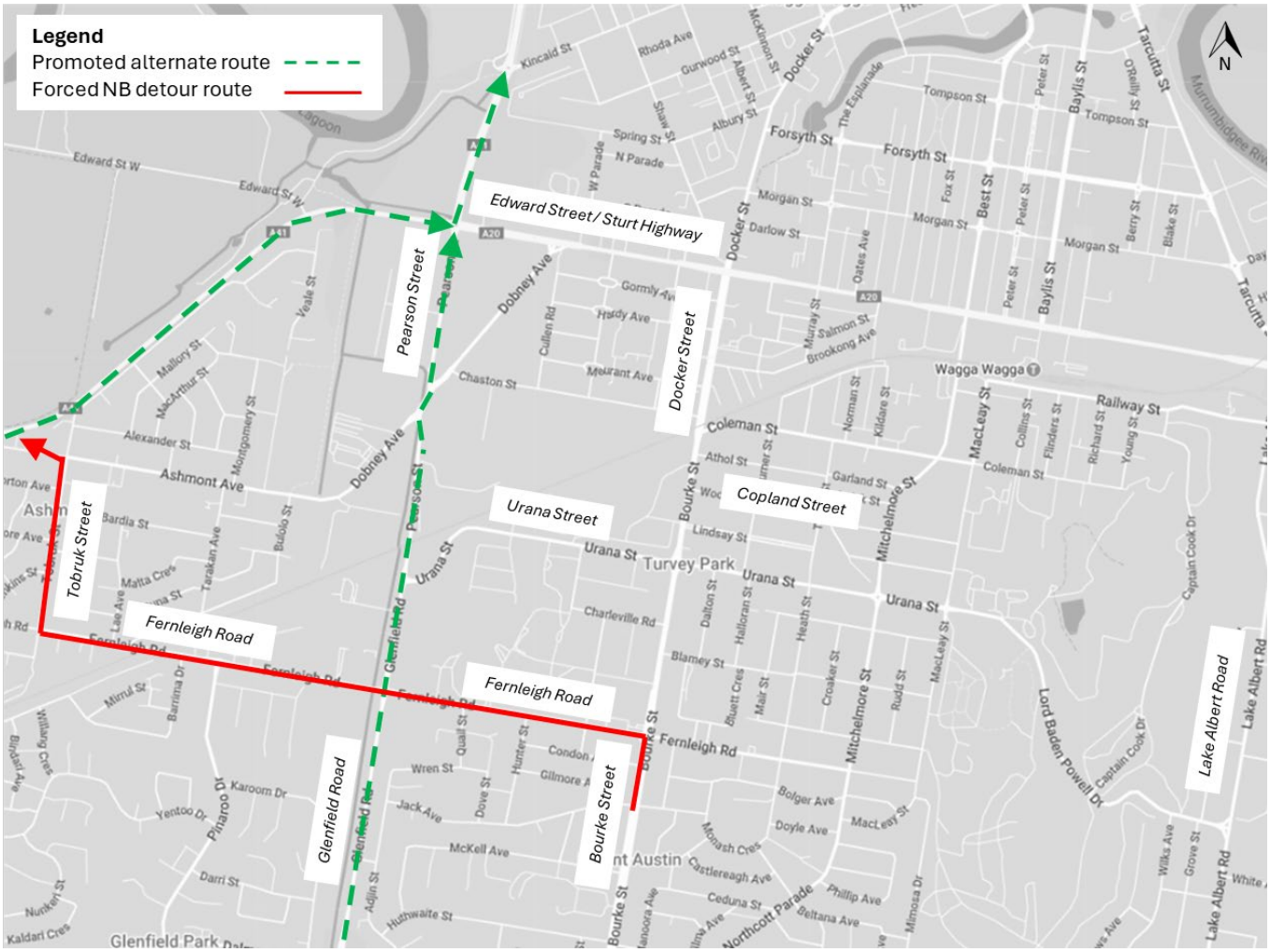


FIGURE 57: BOURKE STREET/DOCKER STREET NORTHBOUND DETOUR FERNLIEGH ROAD EXPANSIONI

Consideration could also be given to implementing detours at both Urana Street and Copland Street to spread demand to multiple intersections and/or intersection legs. This may assist in alleviating flow on impacts to intersections along the detour routes, particularly the Edward Street (Sturt Highway), Pearson Street and Morong Street roundabout.

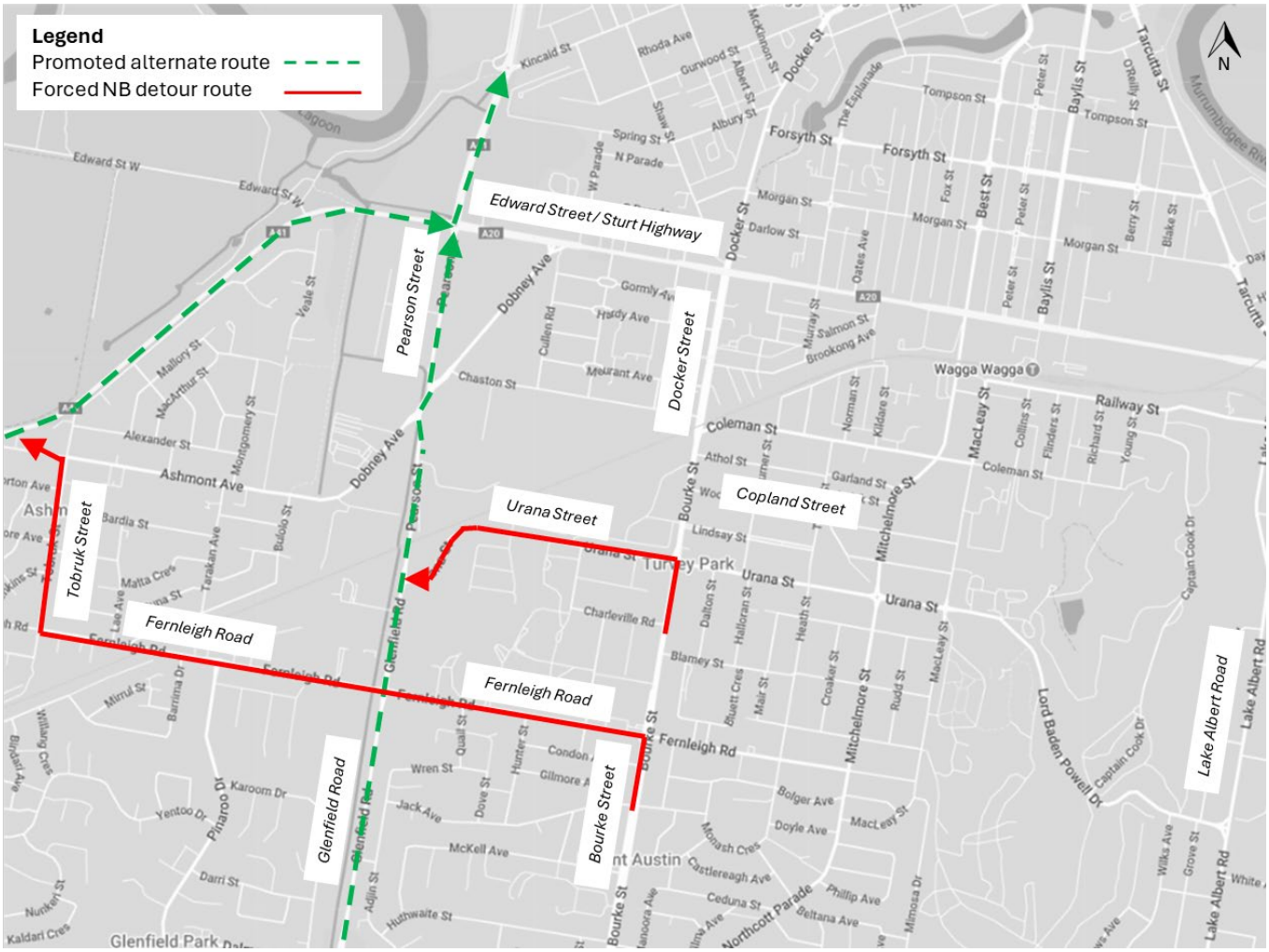


FIGURE 58: BOURKE STREET/DOCKER STREET NORTHBOUND DETOUR COMBINATION

7.3.3 Curfew (Freight)

As outlined above, the Sturt Highway, which passes east-west through Wagga Wagga is an interstate freight corridor between South Australia and eastern New South Wales with a high proportion of heavy vehicles, representing 15–20% of total daily traffic. These heavy vehicles significantly influence traffic signal operation and overall traffic efficiency along the Sturt Highway during peak periods due to their size, weight, and operating characteristics. Inherently, these vehicles have slower acceleration and deceleration rates, which contribute to increased clearance times, affecting signal phasing and timing at critical intersections in Wagga Wagga. This ultimately reduces the overall capacity and causes upstream queuing on the Sturt Highway as well as the north-south arterial routes crossing the state road during peak periods.

A secondary network mitigation is to implement a curfew restricting access for heavy vehicles during peak periods (nominally 8:30am to 9:30am and 2:30pm and 5:30pm, Monday to Friday). An example of a heavy vehicle curfew implementation in New South Wales is the Sydney metropolitan area, where curfews have been established to manage freight movement during peak traffic periods. These curfews are designed to mitigate congestion and enhance road safety by restricting heavy vehicle access during designated hours. By enforcing a curfew and removing heavy vehicles from the network during peak periods it will frees up capacity on the Sturt Highway as well as the north-south arterial road (Docker Street/Bourke Street and Lake Albert Road/Tarcutta Street), allowing commuter vehicles and public transport to flow more smoothly and improve the level of service during peak periods at the critical intersections identified in Section 6.5. The implementation of such curfews will involve collaboration between Transport for NSW, surrounding local councils, and the freight industry to balance the needs of freight efficiency with community concerns regarding traffic congestion and safety. A key consideration is the availability of truck stops on the freight routes to ensure there is an opportunity for heavy vehicles to stop if needed during these periods.

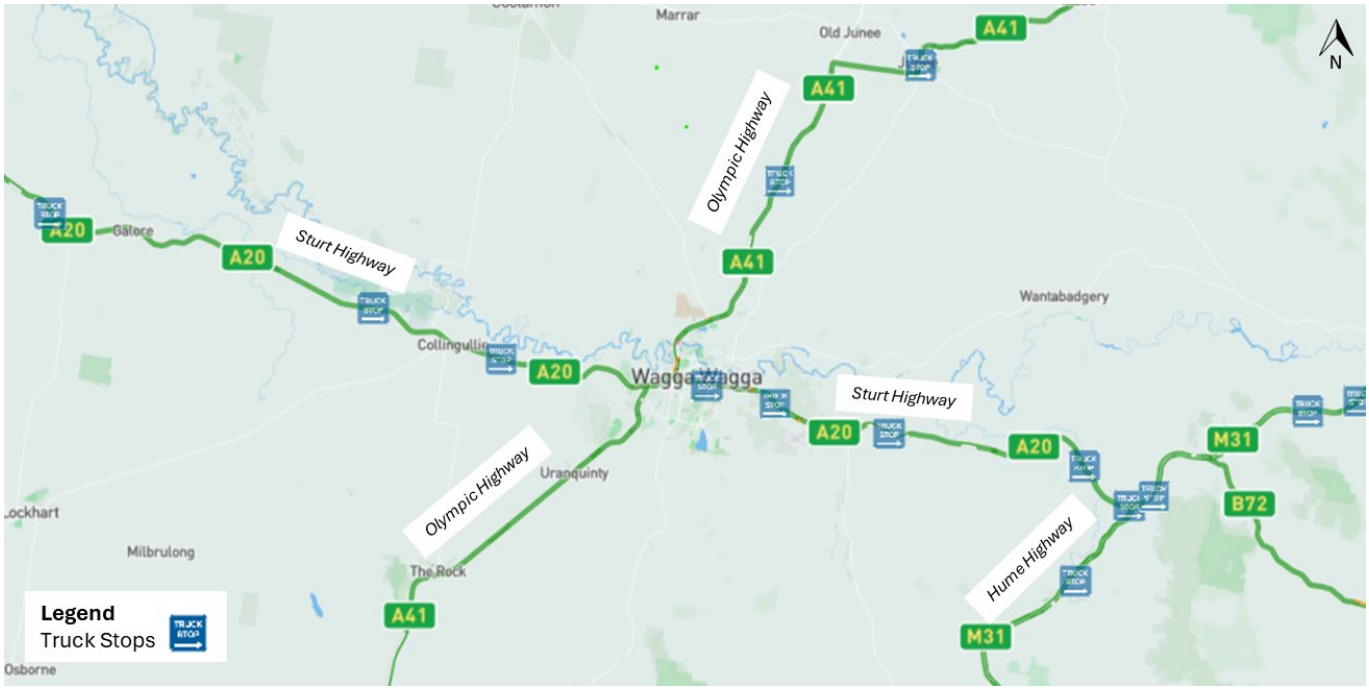


FIGURE 59: TRUCK STOPS NEAR WAGGA WAGGA (SOURCE: NHVR GO ROUTE PLANNER TOOL)

However, heavy vehicle curfews impose significant constraints on both interstate freight operators and local trucking companies, primarily by restricting access during critical delivery windows during peak periods. For interstate freight, curfews may disrupt long haul scheduling, requiring vehicles to idle or detour outside curfew zones, leading to increased travel times, fuel costs, and driver fatigue risks due to non-optimised rest break alignment under fatigue management legislation. Local operators face compounded challenges, including limited delivery timeframes to industrial or commercial precincts, reduced vehicle utilisation, and scheduling inefficiencies that impact operational profitability. Curfews may also necessitate the use of smaller vehicles or split loads to comply with access rules, increasing the number of vehicle trips, exacerbating traffic impacts and undermining the desired network efficiency.

7.3.4 Detour Routes (Freight)

There is an option available to enforce detours of freight movements, via the promoted alternate freight route outlined in Section 6.10.2 (via Bomen) for both westbound and eastbound or a single direction only, similar to the westbound detour recently adopted by Transport during the reconstruction of Hammond Avenue (Sturt Highway) between Tasman Road and Blaxland Road. Consideration could also be given to utilising the route outlined in Section 6.10.3 (the general access route via Red Hill Road) for some heavy vehicles, however, this route is currently restricted for vehicles over 15m and conditionally approved with permitted travel for only in the event of a declared emergency.

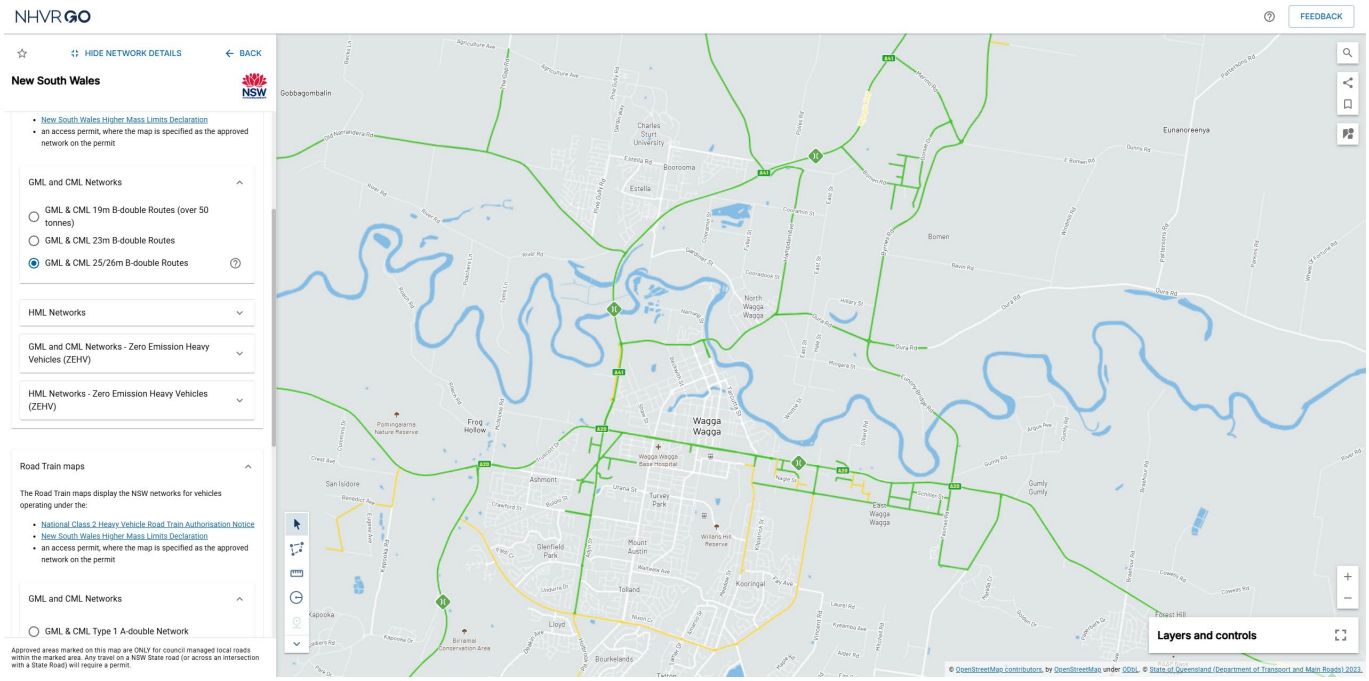


FIGURE 60: WAGGA WAGGA NETWORK GML & CML B-DOUBLE ROUTES

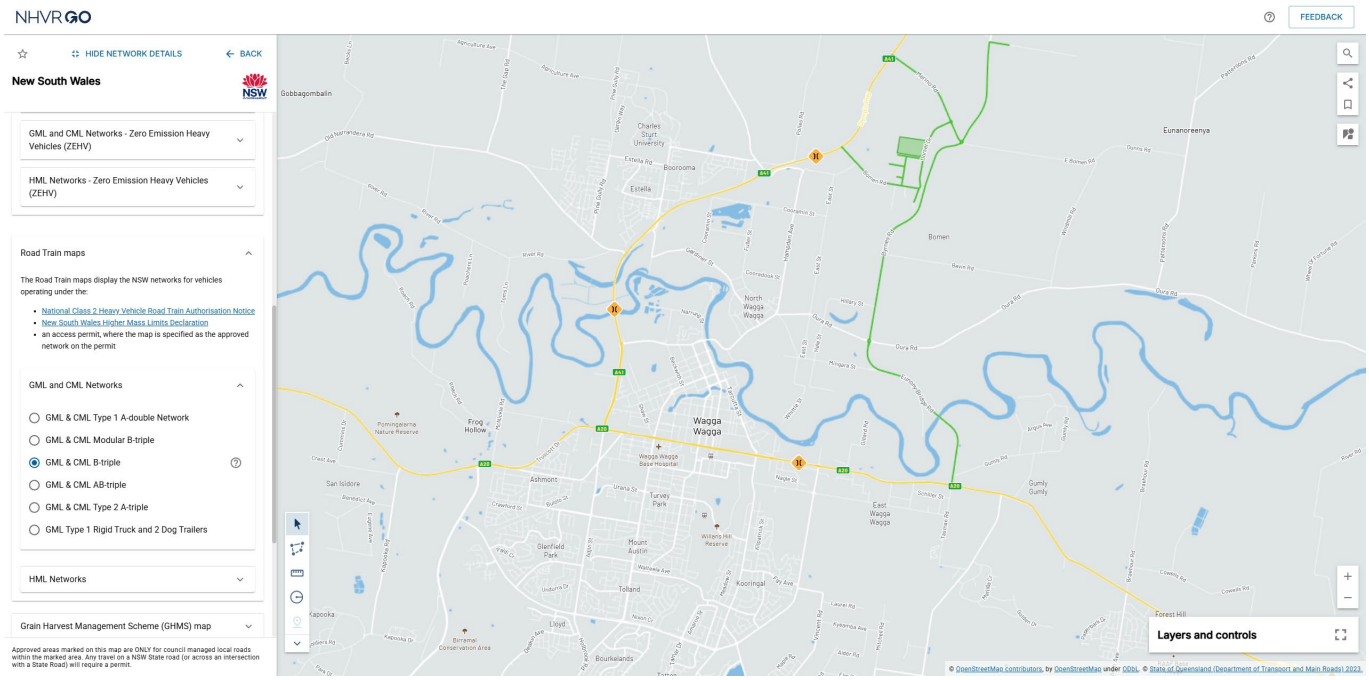


FIGURE 61: WAGGA WAGGA NETWORK GML & CML B-TRIPLE ROUTES

Also available are broader network detours outlined as detailed below, should the Edward Street (Sturt Highway) and Pearson Street/Morong Street roundabout present ongoing concern with operational conditions. These detours would effectively remove the vast majority of heavy vehicles from this roundabout. However, these detours do not have the same access approvals (B-Triple) and may necessitate temporary access permits or route reclassification under state-based freight and asset assessment guidelines (e.g., NHVR, TfNSW).

As shown by Figure 62, heavy vehicles travelling east-west through Wagga Wagga could be detoured via the Newell Highway at Gillenbah, Canola Way between Grong Grong and Coolamon, then Coolamon Road connecting with the Olympic Highway north of Wagga before joining the Sturt Highway at Tasman Road via the route outlined in 6.6.2 (the heavy vehicle route via Bomen). Notably, this detour is approximately 10 minutes of additional travel time (Google Maps) and was adopted by Transport for approximately 3 months during a widespread flooding event in 2022.

FIGURE 62: BROAD NETWORK LEVEL DETOUR ROUTE (FREIGHT) – SOUTH

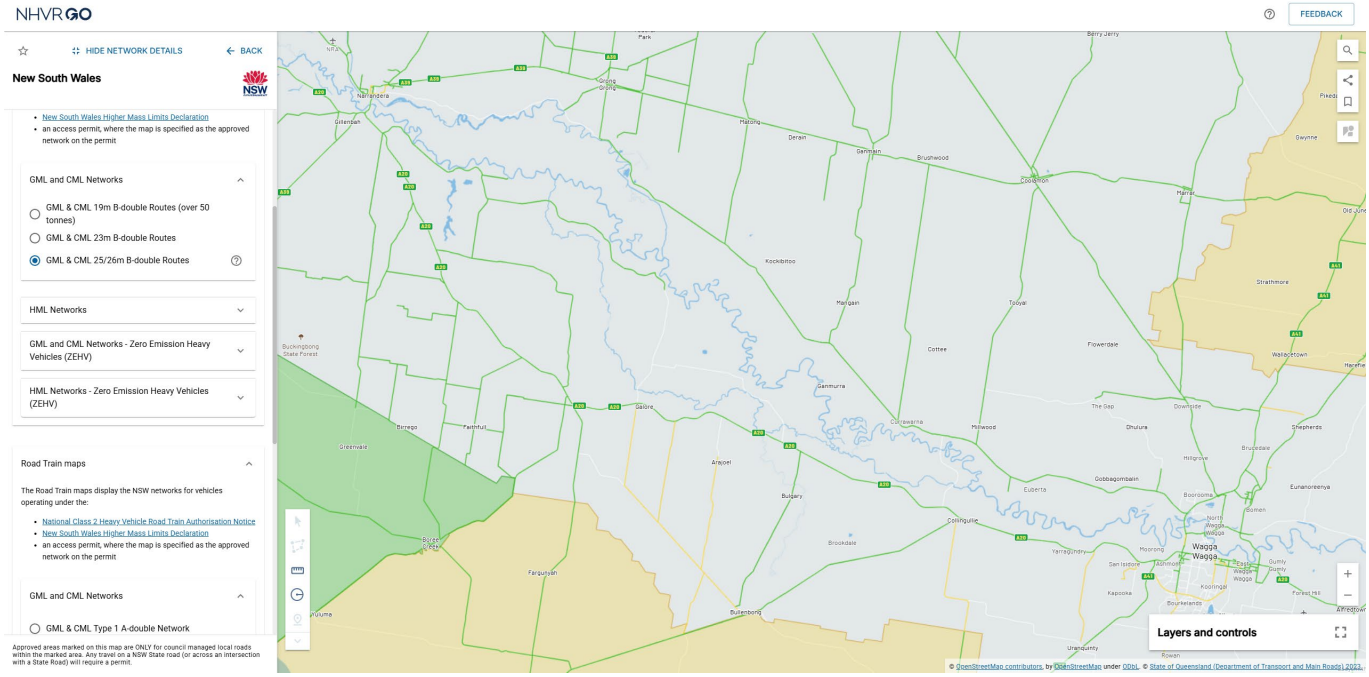


FIGURE 63: BROAD NETWORK LEVEL GML & CML B-DOUBLE ROUTES – NORTH

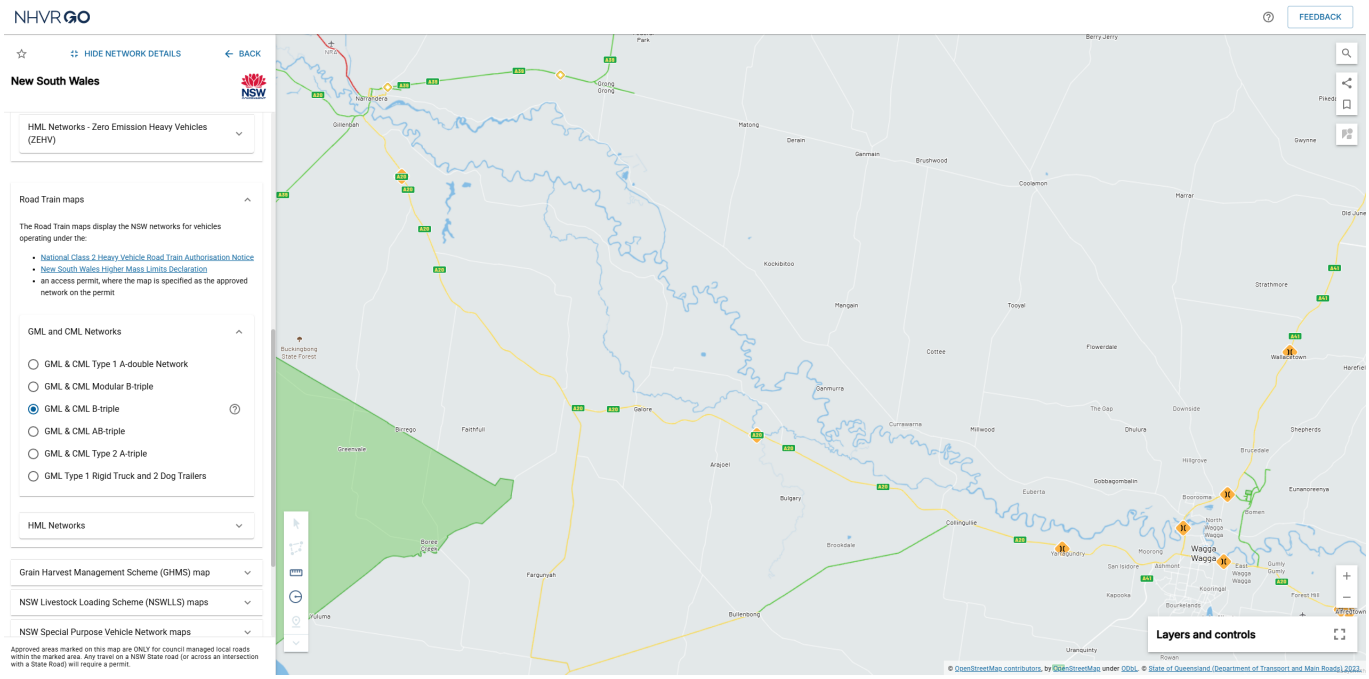


FIGURE 64: BROAD NETWORK LEVEL GML & CML B-TRIPLE ROUTES – NORTH

As shown by Figure 65, heavy vehicles travelling east-west through Wagga Wagga could be detoured via the Olympic Highway (before the Sturt Highway and Pearson Street roundabout), connecting with the Hume Highway at Table Top before travelling north towards Sydney on the Hume Highway. Notably, this detour is approximately 90 minutes of additional travel time (Google Maps). It is more likely that freight operators will choose to travel outside of curfew hours or utilise the available truck stops as opposed to using this detour.

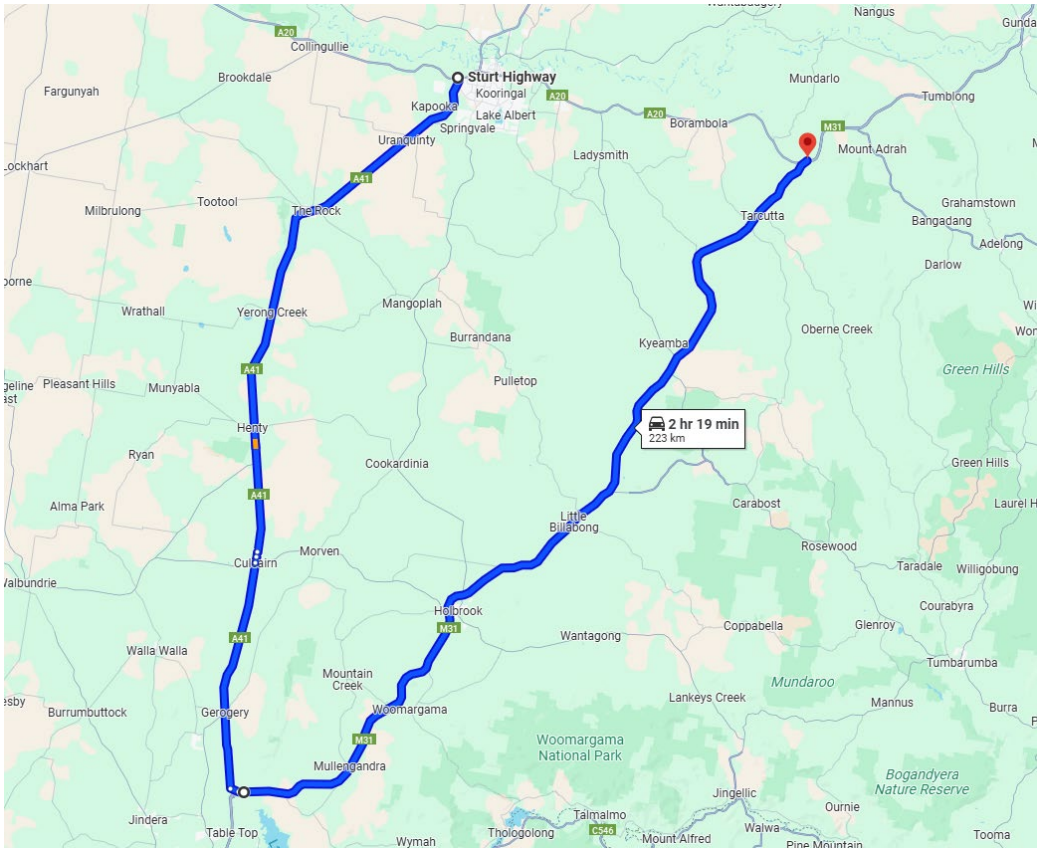


FIGURE 65: BROAD NETWORK LEVEL DETOUR ROUTE (FREIGHT) – SOUTH

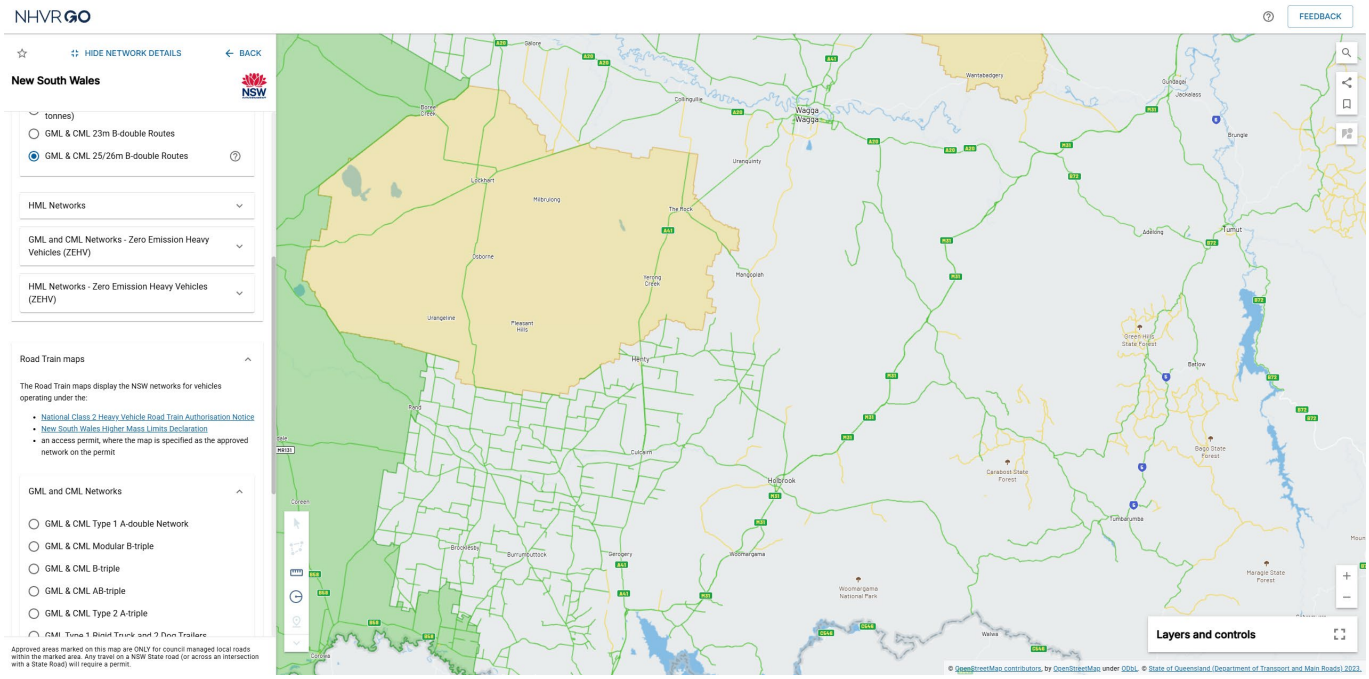


FIGURE 66: BROAD NETWORK LEVEL GML & CML B-DOUBLE ROUTES – SOUTH

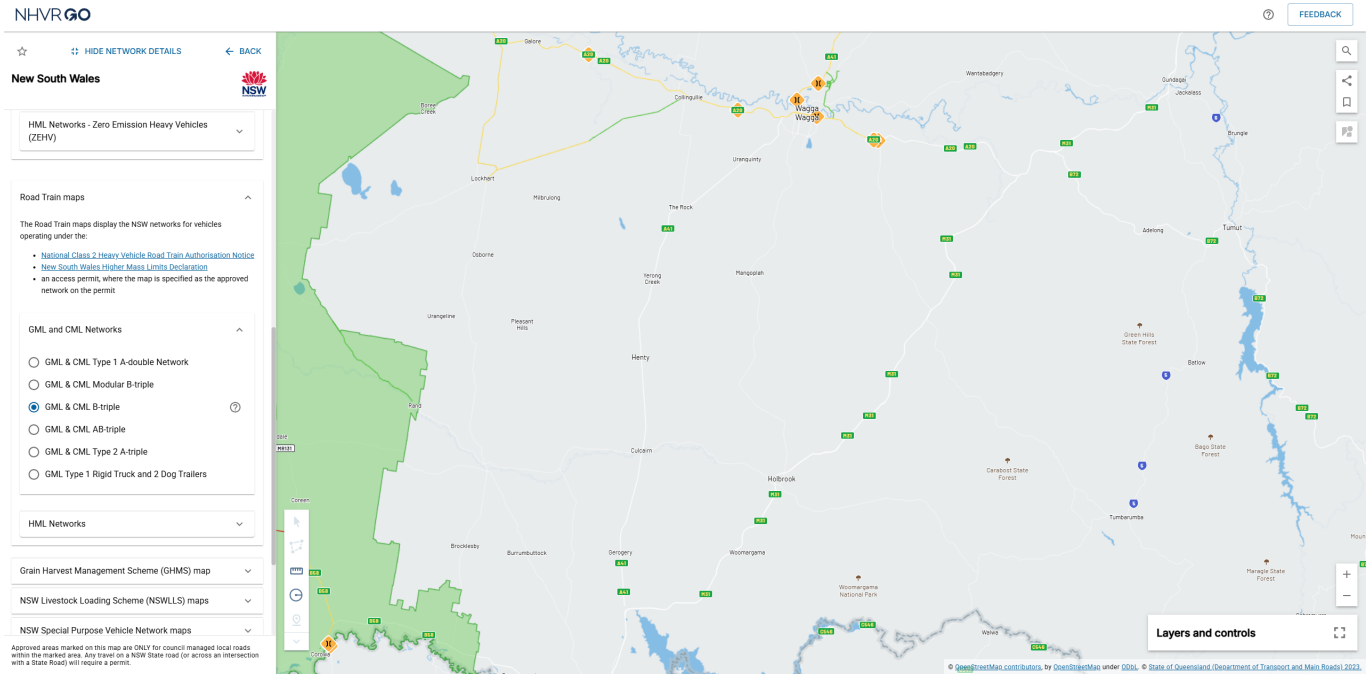


FIGURE 67: BROAD NETWORK LEVEL GML & CML B-TRIPLE ROUTES – SOUTH

8 COMMUNICATION, COORDINATION AND CONTINUAL IMPROVEMENT

8.1 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. The PTMP is supported by the Stakeholder and Community Engagement Management Plan, where traffic communications and our approach to managing communications activities associated with traffic changes are described.

The Traffic Manager and Stakeholder and Community Relations Manager will collaborate to assess the impacts on users of the integrated transport network to ensure timely and accurate information is available for public consultations and notifications.

8.2 Traffic Management Construction Liaison Group

The TMCLG will be the forum for discussion of the effectiveness of the CTTAMR and PTMP.

8.3 Precinct Traffic Management Plan

A Precinct Traffic Management Plan (PTMP) will be developed to document the Temporary Traffic Management arrangements and Construction Access Routes proposed during Stage C works within the Wagga Wagga Precinct. Figure 68 shows the hierarchy of documentation to be prepared for traffic management. The Wagga Wagga PTMP will be prepared by appropriately qualified persons/organisations and sent to the relevant road authority for consultation and then submitted to DPHI for approval. DPHI approval of a PTMP is required prior to construction works occurring in the area subject to the PTMP.

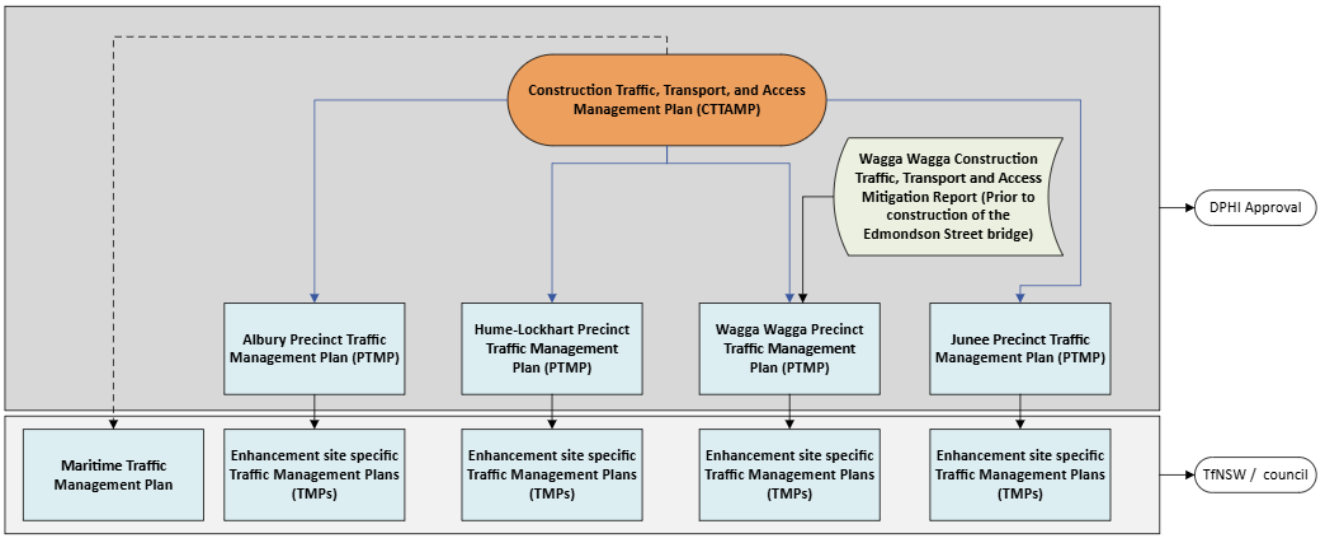


FIGURE 68: TRAFFIC AND TRANSPORT MANAGEMENT DOCUMENTS

The approval pathway for the relevant CTTAMP documents is shown in Table 85.

TABLE 85: CTTAMP, PTMP AND TMP CONSULTATION, ENDORSEMENT AND APPROVALS

Plan Type	Consultation stakeholders	Endorsement	Approval
CTTAMP	TfNSW, relevant councils	ER	DPHI
CTTAMR (this report)	TfNSW, relevant councils	ER	DPHI
PTMPs	TfNSW	-	DPHI
TMPs	TfNSW and relevant councils	-	TfNSW / council

8.4 Review and Continual Improvement

Continuous improvement of the mitigation and network management strategies will be achieved by the ongoing evaluation of the network performance, objectives and targets to identify opportunities for improvement.

The continuous improvement process will be designed to further minimise impacts to road users, pedestrians and active transport users:

- Identify areas of opportunity for improvement of traffic management and performance;
- Identify traffic issues and risks not already included in the risk register;
- Determine the cause or causes of any deficiencies in traffic management measures, or traffic performance measures;
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions through ongoing monitoring;
- Document any changes in procedures resulting from process improvement;
- Make comparisons with objectives and targets.

The process for continuous identification and analysis of new risks associated with traffic, transport and access that may arise during construction will be facilitated by:

- Construction traffic monitoring program (as outlined in Section 10.1);
- Preparation of PTMPs to assess future work;
- Regular inspections and observations by site personnel;
- Revision of this Report and/or traffic, transport and access management measures as required in response to community complaints or requests from regulatory agencies, the ER or the Planning Secretary.

8.5 Update and amendment

The processes described in Section 10.4 of the CEMP may result in the need to update or revise this Report.

Any revisions to this Report will be in accordance with the process outlined in Section 10.4 of the CEMP. A copy of the updated Report and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure. The review and document control processes for this CTTAMR are described in Section 10.4 of the CEMP.

9 COMMUNITY AND STAKEHOLDER ENGAGEMENT

Engagement with relevant stakeholders will be undertaken regularly to minimise congestion and inconvenience to road users in areas affected by diversions. Stakeholders will include the relevant local council, bus operators, state government departments, emergency services (including the Local Emergency Management Committee) and affected property owners/occupants.

9.1 Traffic and Transportation Committee

A Traffic and Transportation Committee (TTC) will be established as a technical forum to discuss road safety and traffic management measures, potential impacts on the road, pedestrian and cycle network, TMPs and the program. The TTC will include representatives from TfNSW and relevant Councils. On occasion, the TTC may include adjacent construction project representatives to manage cumulative impacts.

9.2 Traffic and Transport Liaison Group

A Traffic and Transport Liaison Group (TTLG) will be formed, including senior representatives from relevant stakeholders. Ongoing consultation will be carried out through this forum to minimise construction traffic and transport impacts. The TTLG would typically include a wider audience and be more of an informative session for key stakeholders (in lieu of project problem solving and discussions as would be part of the TTC with a smaller, more targeted audience). The TTLG may include stakeholders from bus operators, other adjacent projects and the usual invite list from the TTC. The TTLG will be convened at the start of the project (prior to construction) and is proposed to be held monthly initially (unless otherwise requested by stakeholders). The frequency and benefit of the meeting are expected to reduce once sites are established, therefore, meeting frequency will be agreed upon with stakeholders and TfNSW representatives and will vary throughout the project.

9.3 Emergency services

Consultation with emergency services providers will continue throughout the construction of the project to minimise impacts on emergency services operations.

Martinus Rail will include provisions for priority for emergency services vehicles to travel through the construction impact zone where possible. Access will be provided throughout the construction sites should an emergency arise on-site during the works. Signage will be implemented to ensure that all construction and adjusted property accesses are clearly signposted.

Any detours will be detailed in a Traffic Guidance System and forwarded to each emergency service prior to the implementation of the scheme. The Martinus Rail Traffic Manager and/or delegate will notify the emergency services providers when access to properties or traffic routes is expected to be impeded for any period of time.

Representatives of the Emergency Services will be invited to attend TTLG meetings to ensure they remain informed of current or upcoming changes to traffic conditions.

9.4 Community communication

Consultation with road users, freight operators, pedestrians and active transport users would occur in accordance with the CCS to notify these stakeholders of changes to traffic conditions, detours and parking.

Communications Action Plans will be developed for specific packages of work and/or activities to manage community communication in each instance. For changes to traffic and transport resulting from the project, the following notification requirements would apply as per the Project CCS and Communication and Stakeholder Engagement Management Plan (CSEMP). An overview of the stakeholder engagement approach relevant to the CTTAMR is provided in Section 6.9.4 of the CTTAMP.

10 COMPLIANCE MANAGEMENT

10.1 Monitoring program

This monitoring program has been developed in consultation with relevant councils and Transport as required under CoA C27.

10.1.1 Baseline data

Baseline traffic data was collected as part of the preparation of the EAD. This data is presented in:

- Technical Paper 1 of the EIS (Transport and Traffic);
- Appendix C of the PIR (Traffic and Transport);
- Appendix D of the PIR RtS (Traffic and Transport).

The background data for Stage C of the Project is summarised in Section 6 of this CTTAMR.

10.1.2 Surveillance

Martinus Rail will use field staff, the traffic management team and traffic control subcontractors to monitor the effects of construction activity on affected roads and the surrounding network. Their objective will be to detect and report any unsafe traffic conditions, incidents, and unusual congestion. Surveillance staff will be regularly briefed on all changes implemented in the surrounding road network and the seasonal variations expected in traffic flows. Surveillance staff or construction staff will also monitor the usage of onsite parking at enhancement sites at constrained locations within the City of Wagga Wagga. Inspections will be undertaken to check safe access to properties is provided at all times.

In addition to this surveillance, Critical Corridor/Site Mitigation (Section 6.11) measures will be used to assist in surveillance of the mitigation measures. The critical corridor measures include the use of the SCATS system to adapt to traffic conditions; and strategically placed portable CCTV cameras with a direct link to the Sydney Coordinated Adaptive Traffic System (SCATS) will allow operators increase ability to visually monitor real-time traffic conditions across the network, particularly in areas undergoing higher-than-normal demand due to the implementation of detours. Variable message signs can also be used to assist in active management of traffic through ongoing surveillance.

Communication is an essential part of traffic operations, for both planned and unplanned incidents. As such, Martinus Rail's field resources will report all incidents or issues to the Martinus Rail Traffic Manager and Martinus Rail Safety Manager immediately. The Environmental Manager will then implement a response strategy if required.

10.1.3 Monitoring schedule

Regular inspections of sensitive areas and activities will occur for the duration of the project as per Table 86. Monitoring for the project has been modelled off the TfNSW Traffic Control at Work Sites Manual (TCAW) and in further consultation with key stakeholders as outlined in Section 1.7.

Detail on the nature and frequency of these inspections are documented in Section 7.1 and 7.2 of the CEMP.

Visual inspection of the local roads, signage and road closure delineation will be undertaken. Inspections for works covered by Road Occupancy Licenses (ROLs) will be conducted to ensure all required controls outlined in the TMPs are in place before occupying the identified roads.

TABLE 86: MONITORING RELEVANT TO TRAFFIC, TRANSPORT, AND ACCESS FOR THE PROJECT

Inspection/monitoring (including parameter/method)	Description	Monitoring Frequency	Location	Responsibility	Reference
Wagga Mitigation Measures Inspections	To ensure that the Wagga Wagga traffic mitigations are implemented as designed and are operating as intended.	Daily for the first month	As required	MR Traffic Manager	This report
CCTV Operational Centre and SCATS	To ensure that the Wagga Wagga traffic mitigations are implemented as designed and are	As per the Monitoring Plan	As required	As required	This report and Operation Plan

Inspection/monitoring (including parameter/method)	Description	Monitoring Frequency	Location	Responsibility	Reference
	operating as intended.				
TGS checks	To ensure that the TGS is implemented as designed	Daily	As required along the Stage C alignment	MR Traffic Manager MR Site Supervisor	Traffic Control at Work Sites Manual
Weekly TTM inspections	To ensure that the TMP and relevant TGS are appropriate and operating safely, effectively and efficiently	Weekly	As required along the Stage C alignment	MR Traffic Manager MR Site Supervisor	Traffic Control at Work Sites Manual
Periodic TMP Review	To ensure that TMP controls are achieving the required outcomes.	Monthly for the first 3 months. 6 months thereafter until Completion.	As required along the Stage C alignment	MR Traffic Manager MR Site Supervisor	Traffic Control at Work Sites Manual
Road dilapidation inspection	Complete road dilapidation inspections in accordance with CoA E139 and UMM TT15	Pre-Construction and prior to Completion	As required along the Stage C alignment	MR Traffic Manager	CoA E139 UMM TT15

10.1.4 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of traffic, transport and access management measures, compliance with the CTTAMP, conditions of approval and other relevant approvals, licenses and guidelines. Audit requirements are detailed in Sections 9.1 and 9.2 of the CEMP.

10.1.5 Reporting and identified records

Monitoring outputs would be qualitatively analysed and reported on against compliance requirements of the EAD, Conditions of Approval, Deed and CEMF. Reporting requirements for monitoring are detailed in Section 7.2.5 of the CTTAMP.

Additional reporting requirements and responsibilities are documented in Section 10.2 of the CEMP. Additionally, in the event of an incident or non-compliance, the Planning Secretary will be notified in writing of the findings of the review conducted by Martinus Rail relating to the incident or non-compliance.

Martinus Rail will maintain accurate records substantiating all construction activities associated with the project or relevant to the conditions of approval, including measures taken to implement this Plan. Records will be made available to the Planning Secretary upon request, within the timeframe nominated in the request.

10.2 Roles and responsibilities

The project team's organisational structure and overall roles and responsibilities are outlined in Section 6.1 of the CEMP. Specific responsibilities for the implementation of construction traffic management are detailed in Section 7.3 of the CTTAMP.

APPENDICES

APPENDIX A

Secondary CoAs and UMMs

TABLE A1-A: SECONDARY COA RELEVANT TO THIS REPORT

No.	Requirement	Where addressed
E133	Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route must be provided which complies with the relevant standards before the restriction or removal of the impacted access.	Section 4.5 Section 5.3.4
E134	The Proponent must consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	Section 5.3.3
E138	Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C21 and C22. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan. Prior to the use of local or privately owned roads the: - Proposed routes utilising local roads must include a traffic and pedestrian impact assessment, and a swept path analysis; and - completion of road dilapidation surveys in accordance with Condition E139.	Section 1.7 Section 6.10.4 As it applies to Wagga Wagga
E139	Before any local road, including interfaces with classified roads, is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges. A copy of the Road Dilapidation Report must be provided to the relevant roads authority within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI.	Section 6.6 of CTTAMP
E140	The Road Dilapidation Report must provide measures to ensure: a) Roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; b) Roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and c) Road repair is undertaken periodically before and during construction as required. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction before heavy haulage commences, at no cost to the owner.	Section 6.6 of CTTAMP

No.	Requirement	Where addressed
E141	If damage to local roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads authority's discretion): a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E139; or b) compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, but compensation must be paid even if no agreement is reached; or c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.	Section 6.6 (CTTAMP)
E142	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	Section 5.3.5
E143	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 5.3
E145	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits 2023, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.	Section 10.1.4 of CTTAMP
E159	The Proponent must maintain existing access to properties during the entirety of work where practicable.	Section 6.8 of CTTAMP
E160	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 6.8 of CTTAMP

TABLE A1-B: SECONDARY UMMS RELEVANT TO THIS PLAN

No.	Requirement	Where addressed
TT1	Early consultation will be undertaken with road authorities (local councils and Transport for NSW (Transport for NSW)) and public transport service providers for aspects of the proposal that may require changes to the road network. This includes: - consideration of additional mitigation measures to improve traffic efficiency during construction, such as temporary changes to signal phasing at intersections along the traffic diversion routes. - consideration of other projects, in addition to aspects of the proposal that may require changes to the road network.	This CTTAMR
TT2	Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Wagga Wagga will include, but not be limited to: - road markings (lengthen and demarcate left turn lane on Railway Street at Lake Albert Road western approach remove existing on street parking). - influencing route choice for north-south movements across the rail corridor by encouraging drivers to use Pearson Street bridge crossing via Glenfield Road and Pearson Street between Holbrook Road in the south and Olympic Highway in the north as an alternative to the Bourke Street / Docker Street level crossing - a temporary right-turn movement ban in the AM peak to prevent traffic from Coleman Street entering Bourke Street to travel north. Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Junee will include, but not be limited to: - formalisation of keep clear markings on circulating lanes at the Olympic Highway / Broadway roundabout to prevent queueing through the roundabout - extending the existing right turn lane on the south approach of the Olympic Highway / Broadway roundabout - keep clear markings at the intersection of Olympic Highway / Main Street. ARTC will also investigate the potential to re-position the centre line where Main Street turns into Humphreys Street, to extend the length of left turn stacking in Main Street. In addition to the specific mitigations detailed above, other potential mitigations will be further considered during the Construction Planning and Detailed Design phases. These potential mitigations include, but are not limited to: - temporary signals or other signal optimisations where required - Local Area Traffic Management Plans (LATM) - turn restrictions at selected locations and selected times, such as at Athol Street, Wooden Street and Lindsay Street in Wagga Wagga - removal of on-street parking / creating clearways at particular times - improved lane delineations.	This CTTAMR

No.	Requirement	Where addressed
TT3	Changes to bus routes and bus stops to mitigate impacts to bus services, including establishing temporary stops, would need to be planned in consultation with Transport for NSW, bus operators, and other key stakeholders, such as schools, to minimise the impact on community, public transport users and service providers.	Section 4.4 Section 5.3.5
TT4	Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding construction related impacts to: - plan alternative routes that avoid the heaviest impacted areas of the road network during the Edmondson Street bridge and Kemp Street bridge closures, and associated diversions to minimise travel-time delay experienced by emergency service vehicles - advise of temporary disruption to access on the Murray River - provide further information on temporary road closures and disruption to access to assist emergency services in their emergency response and travel planning. Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding operational impacts to provide further information on train movements and level crossing closures to assist emergency services in their emergency response and travel planning.	Section 1.7 Section 9.3
TT12	Construction staging will be planned to account for continued active transport connectivity during construction, including exploring opportunities to reduce the duration of concurrent bridge closures, in consultation with impacted stakeholders. The order of construction will be confirmed during detailed design, but could include: - sequencing of pedestrian bridge closures at Wagga Wagga Station and Cassidy Parade to minimise periods of concurrent closures of these bridges, whilst construction of the Edmondson Street pedestrian and road bridge is completed. - opening of the Junee pedestrian bridge, prior to the closure of Kemp Street bridge."	Section 1.5.1 As relevant to Wagga Wagga
TT14	Appropriate signage and warnings, including variable messaging signs, will be considered in the Construction Traffic Transport and Access Management Plans, and in consultation with the relevant road manager. These will be deployed as considered appropriate in the vicinity of the enhancement sites to provide early warning for road users of disruptions due to construction activities and road closures.	Section 6.11 Section 7
TT15	A Road Dilapidation Report will be prepared for all haul routes and diversion routes, including heavy vehicles, within each precinct. Should damage to the road occur as a result of construction, the damage will be rectified to restore the road to the pre-work condition as identified in the road dilapidation report or as otherwise agreed with the relevant road authority. A copy of the Road Dilapidation Report would be provided to the relevant road authorities and, where applicable landowners, within one (1) month of completion of the survey and at least two weeks prior to the road is used by heavy vehicles associated with construction or as a result of commencement of a diversion route.	Section 6.6 of CTTAMP

No.	Requirement	Where addressed
	Pre-construction road upgrades will be considered for construction access routes based on the findings of the Road Dilapidation Report and the planned construction traffic management. Damage to roads that affects road safety or trafficability as a result of construction would be rectified as soon as practicable. In particular, Joffre Street and Pretoria Avenue in Junee will be monitored for damage during construction and any necessary repairs attended to as soon as possible.	
TT17	Communication with relevant stakeholders will be undertaken regularly to minimise congestion and inconvenience to road users in areas affected by diversions, such as during the works for the replacement of the Edmondson Street bridge in Wagga Wagga and Kemp Street bridge in Junee, or level crossing closures (including full or partial closure). Stakeholders will include the relevant local council, bus operators, state government departments, emergency services (including the Local Emergency Management Committee) and affected property owners/occupants. The community will be notified in advance of pedestrian bridge closures and any proposed road or pedestrian network closures and diversions through signage, the local media and other appropriate forms of communication. Appropriate wayfinding signage for road and pedestrian diversions will be provided, clearly articulating alternative routes. Consultation would also discuss opportunities for broader diversions away from congested roads. Additional measures identified as an outcome of consultation will be implemented during construction, where practicable."	Section 9.4
TT19	Where changes to access arrangements to businesses and residences are required as part of the proposal construction activities, ARTC will advise property owners/occupants and consult with them in advance regarding temporary disruption to existing accesses. Temporary changes to access arrangements during construction will include (but not be limited to): - Edmondson Street bridge, Wagga Wagga - Wagga Wagga Station and surrounds - Kemp Street bridge, Junee.	Section 9.4 As applies to Wagga Wagga

APPENDIX B

Multi Criteria Assessment (MCA)

Project: Edmondson St detour and Mitigations

							PIR Mitigations			Current Mitigations			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Score**	**Subtotal**	**Total**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	3	90	36.0	6.5% 9x Number Above +20%	4	120	42.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		3	30		Temporary, no TCS WAD required to implement mitigations, removable, flexible	3	30	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		3	60		Bus operators allowing up to 10 min delays	3	60	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	3	30	12.0	Removed median and no parking zone on Docker St & Lake Albert, improves passenger transfer &	4	40	16.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		3	15		Increase in VMS and comms	4	20	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		3	15		Inclusion of cameras, monitoring centre and additional TfNSW resource in Ops Centre	4	20	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	3	30	6	Mitigations meets trial & RDSO target - mid 2027 completion	5	50	10
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	3	0	0	$750,000	3	0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	3	15	6	Confirmed consistency assessment under the planned approval only required	3	15	6
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		3	15		No change	3	15	
				**Any scores of 1 should be considered a failure of the scenario*									
					Total	**100**	**100**		**60.0**				**74.0**

Project: Edmondson St detour and Mitigations

							Scenario 1			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	+3% 4x Number Above +20%	5	150	42.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		x2 TCS personality changes required to implement and reinstate to existing	2	20	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		Right turn required to minimise impacts / reduce existing bus routes Assuming bus operators agree to no right-hand turn	2	40	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	Improves storage and creates additional lanes	5	50	13.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		Banning of right turn at Edward/Albert has unknown impacts to commuters on this route i.e. u-turn at Hammond Roundabout	2	10	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		Additonal lanes will add additional risk / exposure to pedestrians within the Bolton Park precinct. Dedicated left-turn would not be permitted under TfNSW guidelines	1	5	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	16 month delay due to TCS WAD required for the personality changes to the traffic signals	1	10	2
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	$2,250,000		0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	Potential Modification to planning approval - due to the impacts of additional works	2	10	4
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		Signifcant enabling & and potential remediation works	2	10	

**Any scores of 1 should be considered a failure of the scenario*

Total **100** **100** **61.0**

Project: Edmondson St detour and Mitigations

							Scenario 2			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	+5% 4x Number Above +20%	5	150	42.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		x1 TCS personality change required to implement and reinstate to existing	2	20	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		Right turn required to minimise impacts / reduce existing bus routes Assuming bus operators agree to no right-hand turn	2	40	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	Improves storage and creates additional lanes	5	50	14.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		Banning of right turn at Edward/Albert has unknown impacts to commuters on this route i.e. u-turn at Hammond Roundabout	2	10	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		Additonal lanes will add additional risk / exposure to pedestrians within the Bolton Park precinct.	2	10	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	16 month delay due to TCS WAD required for the personality changes to the traffic signals	1	10	2
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	$1,400,000		0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	Potential Modification to planning approval - due to the impacts of additional works	2	10	5
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		Minor enabling & and potential remediation works	3	15	

**Any scores of 1 should be considered a failure of the scenario*

Total **100** **100** **63.0**

Project: Edmondson St detour and Mitigations

							Scenario 3			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	+17% 12x Number Above +20%	3	90	34.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		x1 TCS personality change required to implement and reinstate to existing	2	20	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		Similar time impact to PIR mitigations	3	60	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	Improves storage and creates additional lanes	5	50	16.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		Further reduced carparking on Docker St and impacts to St Lukes pre-school access	3	15	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		Improves storage by creating additional lanes Risk with utilising existing pavement conditions (currently a parking lane) which may closure and remediation of the traffic lane	3	15	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	16 month delay due to TCS WAD required for the personality changes to the traffic signals	1	10	2
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	$2,000,000		0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	Potential Modification to planning approval - due to the impacts of additional works	2	10	4
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		Significant enabling & remediation works on Docker	2	10	
				*Any scores of 1 should be considered a failure of the scenario						
					Total	**100**	**100**			**56.0**

Project: Edmondson St detour and Mitigations

							Scenario 4			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	+16% 9x Number Above +20%	3	90	34.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		Removal/reinstatement of median, reinstatement of third-lane/line marking, pavement repair works	2	20	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		Similar time impact to baseline mitigations	3	60	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	Additional third-lane reduce queuing lengths back at Brookong ave and Docker lvl crossing	5	50	16.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		Further reduced carparking on Docker St and impacts to St Lukes pre-school access	3	15	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		Improves storage by creating additional lanes Risk with utilising existing pavement conditions (currently a parking lane) which may closure and remediation of the traffic lane	3	15	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	6-month delay due to the additional roadworks required to be undertaken prior to the closure	2	20	4
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	$1,500,000		0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	Potential Modification to planning approval - due to the impacts of additional works	2	10	4
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		Large enabling & remediation works on Docker	2	10	
				**Any scores of 1 should be considered a failure of the scenario*						
					Total	**100**	**100**			**58.0**

Project: Edmondson St detour and Mitigations

							Scenario 5			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	+12.5% 8x Number Above +20%	3	90	32.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		Removal/reinstatement of median, reinstatement of third-lane/line marking, pavement repair works	1	10	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		Similar time impact to baseline mitigations	3	60	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	Additional third-lane reduce queuing lengths back at Brookong ave and Docker lvl crossing	5	50	16.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		Further reduced carparking on Docker St and impacts to St Lukes pre-school access	3	15	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		Improves storage by creating additional lanes Risk with utilising existing pavement conditions (currently a parking lane) which may closure and remediation of the traffic lane	3	15	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	6-month delay due to the additional roadworks required to be undertaken prior to the closure	2	20	4
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	$2,750,000		0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	Potential Modification to planning approval - due to the impacts of additional works	2	10	4
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		Significant enabling & remediation works	2	10	
				*Any scores of 1 should be considered a failure of the scenario						
					Total	**100**	**100**			**56.0**

Project: Edmondson St detour and Mitigations

							Scenario 6 (combined 2 & 4)			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	6% 6x Number Above +20%	4	120	36.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		TCS personality change required to return to existing	2	20	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		Right turn required to minimise impacts / reduce existing bus routes	2	40	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	Improves storage and creates additional lanes	5	50	14.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		Banning of right turn at Edward/Albert has unknown impacts to commuters on this route i.e. u-turn at Hammond Roundabout Further reduced carparking on Forsth St and impacts to Daycare	2	10	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		Additonal lanes will add additional risk / exposure to pedestrians within the Bolton Park precinct.	2	10	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	16 month delay due to TCS WAD required for the personality changes to the traffic signals	1	10	2
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	$2,150,000		0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	Potential Modification to planning approval - due to the impacts of additional works	2	10	4
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		Signifcant enabling & remediation works	2	10	
				*Any scores of 1 should be considered a failure of the scenario						
					Total	**100**	**100**			**56.0**

Project: Edmondson St detour and Mitigations

							Scenario 7 (combined 2 & 5)			
	Project Objectives	**Reference**	**Criteria**	**Measure**	**Weighting %**	**Weighting %**	**Comments**	**Score**	**Subtotal**	**Total**
1a	Minimise impact to Wagga Commuters	1	Travel time along routes	Ave % delay AM/PM peak compared to PIR mitigations (+15%) - increments based on 5% improvement with context on no. of sites >20%	30	60	6% 5x Number Above +20%	4	120	36.0
1b		2	Enabling and reverting works	Duration to implement and remove the mitigation measures	10		TCS personality change required to return to existing	2	20	
1c		3	Bus Route compatibility	Net change between existing and proposed bus routes	20		Right turn required to minimuse impacts / reduce existing bus routes	2	40	
2a	Provide safe, reliable, efficient alternative detours	4	Emergency services	Ability for emergency services to maintain existing accessibility	10	20	Improves storage and creates additional lanes	5	50	14.0
2b		5	Wayfinding	Ability for commuters to become familirised and navigate the proposed changes	5		Banning of right turn at Edward/Albert has unknown impacts to commuters on this route i.e. u-turn at Hammond Roundabout Further reduced carparking on Forsth St and impacts to Daycare	2	10	
2b		6	Road safety	Impact to Pedestrian Safety Ability for mitigation to respond to congestion, queue lengths	5		Additonal lanes will add additional risk / exposure to pedestrians within the Bolton Park precinct.	2	10	
2b	Achieve project timelines (RDSO)	7	Schedule impacts	Impact of scenario on baseline project program. Achieving RDSO by 2027	10	10	16 month delay due to TCS WAD required for the personality changes to the traffic signals	1	10	2
2b	**[REMOVED]** Provide value for money	8	**[REMOVED]** Cost of the works	**[REMOVED]** Dollar value (No signficiant impact <$1m, Moderate -ve $1-2m, Strong negative >$2m)	0	0	$3,400,000		0	0
2b	Ensure environmental, sustainable, social outcomes	9	Consistency to planning approval	Scale of works outside planning approval boundary	5	10	Potential Modification to planning approval - due to the impacts of additional works	2	10	4
2b		10	Noise & visual amenity	Community exposure to noise, disruptions, social impacts in relation to implementation and reinstatement works	5		Signifcant enabling & remediation works	2	10	

**Any scores of 1 should be considered a failure of the scenario*

Total **100** **100** **56.0**

APPENDIX C

Swept Path Assessments

WAGGA WAGGA CITY COUNCIL
CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
PEARSON STREET BRIDGE

LOCALITY PLAN

© GOOGLE MAPS

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 - Pearson Street Route Sheet Arrangement.dgn	LINEAR REFERENCING START: N/A FINISH: N/A		PLOT DATE / TIME 06/11/2025 9:48:16 AM	PLOT BY ThomHunter	CLIENT MARTINUS
PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. COLES TITLE LEAD DESIGNER DATE	PROJECT MANAGER SIGNED NAME J.GORRIE TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME P.BILLINGHAM TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
WAGGA WAGGA 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. SW1-001	ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	6				
	MM	11				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW	SWEPT PATH ANALYSIS (47 SHEETS)					
SW1-001	COVER SHEET					
SW1-002	KEY PLAN					
SW1-003	INDEX					
SW1-004	SWEPT PATH - TD - STURT HIGHWAY SOUTH LEG - LI RO					CONDITIONAL PASS
SW1-005	SWEPT PATH - TD - STURT HIGHWAY WEST LEG - LI RO					CONDITIONAL PASS
SW1-006	SWEPT PATH - TD - DOBNEY AVENUE AND PEARSON STREET - THROUGH					CONDITIONAL PASS
SW1-007	SWEPT PATH - TD - PEARSON STREET AND DOBNEY AVENUE - THROUGH					CONDITIONAL PASS
SW1-008	SWEPT PATH - TD - PEARSON STREETT - U TURN					CONDITIONAL PASS
SW1-009	SWEPT PATH - TD - GLENFIELD ROAD AND URANA STREET - LI RO					PASS
SW1-010	SWEPT PATH - TD - GLENFIELD ROAD AND PEARSON - LO					PASS
SW1-011	SWEPT PATH - TD - GLENFIELD ROAD AND PEARSON - THROUGH					PASS
SW1-012	SWEPT PATH - SEMI - URANA STREET AND BOURKE STREET - LI RO					CONDITIONAL PASS
SW1-013	SWEPT PATH - TD - URANA STREET AND BOURKE STREET - LI RO					CONDITIONAL PASS
SW1-014	SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - LI RO					PASS
SW1-015	SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW1-016	SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO					PASS
SW1-017	SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW1-018	SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI RO					PASS
SW1-019	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - EAST					PASS
SW1-020	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - NORTH					PASS
SW1-021	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - SOUTH					PASS
SW1-022	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - WEST					PASS
SW1-023	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH EAST WEST					PASS
SW1-024	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH NORTH SOUTH					PASS
SW1-025	SWEPT PATH - TD - COPLAND STREET AND TASMAN ROAD - RI LO					CONDITIONAL PASS
SW1-026	SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO					PASS
SW1-027	SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - RI LO					PASS
SW1-028	SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - LI RO					CONDITIONAL PASS
SW1-029	SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - RI LO					CONDITIONAL PASS
SW1-030	SWEPT PATH - TD - KOORINGAL ROAD AND VINCENT ROAD - RI LO					PASS
SW1-031	SWEPT PATH - TD - VINCENT ROAD - LI RO					PASS
SW1-032	SWEPT PATH - TD - VINCENT ROAD AND KYEAMBA AVENUE - LI RO					PASS
SW1-033	SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO					PASS
SW1-034	SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD- RI LO					PASS
SW1-035	SWEPT PATH - TD - GREGADOO WASTE MANAGEMENT FACILITY - RI LO					PASS
SW1-036	SWEPT PATH - LV - CHASTON STREET GATE P4 - LI					PASS
SW1-037	SWEPT PATH - LV - CHASTON STREET GATE P4 - LO					PASS
SW1-038	SWEPT PATH - SU - CHESHIRE STREET GATE P1 - LI					PASS
SW1-039	SWEPT PATH - SU - CHESHIRE STREET GATE P1 - RO					PASS
SW1-040	SWEPT PATH - SEMI - URANA STREET GATE P2 - LO					PASS
SW1-041	SWEPT PATH - SEMI - URANA STREET GATE P2 - RI					PASS
SW1-042	SWEPT PATH - TD - URANA STREET GATE P2 - LI					PASS
SW1-043	SWEPT PATH - TD - URANA STREET GATE P2 - RO					PASS
SW1-044	SWEPT PATH - TD - GLENFIELD ROAD AND FERNLEIGH ROAD - U TURN					CONDITIONAL PASS
SW1-045	SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER - LI					PASS
SW1-046	SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER - LO					PASS
SW1-047	SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - LI					PASS
SW1-048	SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - LO					PASS
SW1-049	SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - RI					PASS
SW1-050	SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - RO					PASS

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 06/11/2025 9:48:16 AM

PLOT BY: ThomHunter

CLIENT: MARTINUS

WAGGA CITY COUNCIL
SHEET INDEX
A2I CTTAMP
WAGGA 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW1-002

ISSUE 1

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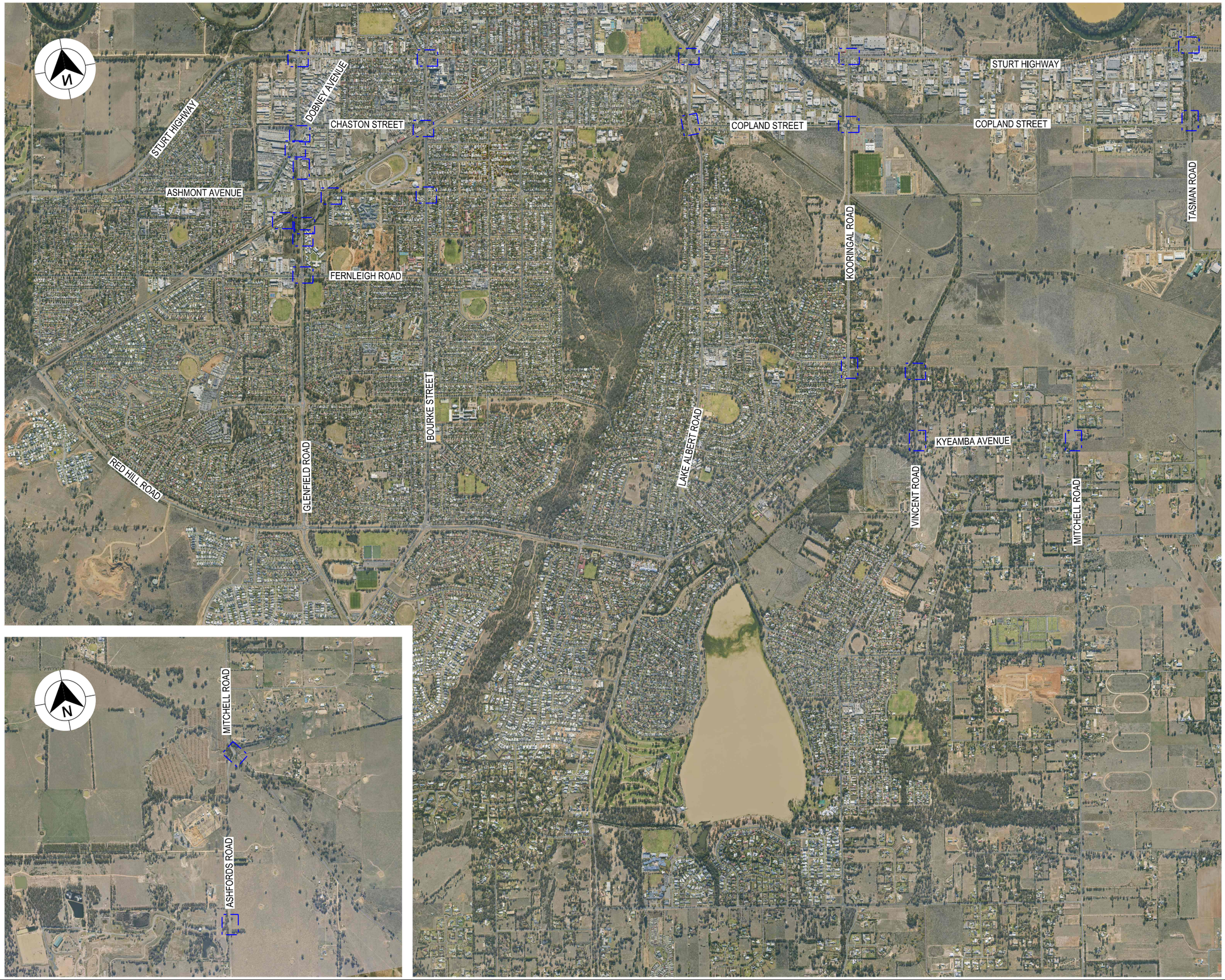

LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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 - Pearson Street Route Sheet Arrangement.dgn				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 15/07/2025 9:48:16 AM		PLOT BY ThomHunter	CLIENT	WAGGA CITY COUNCIL KEY PLAN A2I CTTAMP WAGGA PRECINCT SWEPT PATH ANALYSIS KEY PLAN	A3
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING 0 300 600 900 1200 SCALE 1:30000m	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	MARTINUS	RIGORE REGISTRATION No. RES2501.78.207	PART 1
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								DRG CHECK	J.GORRIE	06/11/2025			
								DESIGN	J.COLES	06/11/2025			
								DESIGN CHECK	J.GORRIE	06/11/2025			
								DESIGN MNGR	J.GORRIE	06/11/2025			
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	PROJECT MNGR	P. BILLINGHAM	06/11/2025		ISSUE STATUS / SHEET No. SW1-003	ISSUE 1

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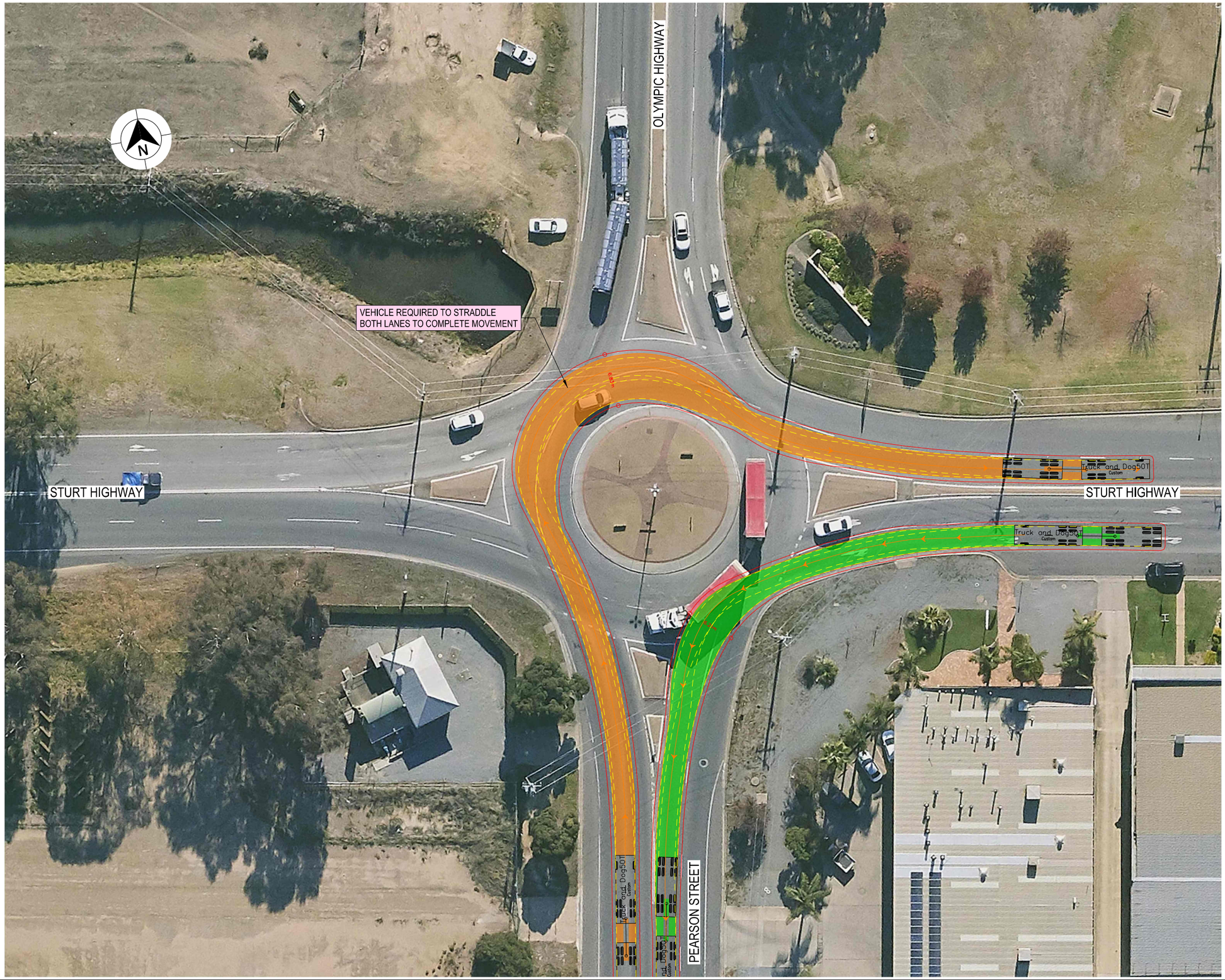
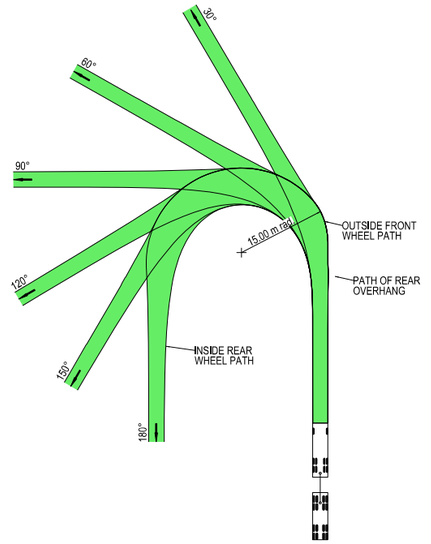


LEGEND

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

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

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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
PEARSON STREET & STURT HIGHWAY
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY SOUTH LEG - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-004 — ISSUE 1

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OLYMPIC HIGHWAY

STURT HIGHWAY

STURT HIGHWAY

PEARSON STREET

VEHICLE REQUIRED TO STRADDLE
BOTH LANES TO COMPLETE MOVEMENT

Truck and Dog50T
Custom

Truck and Dog50T
Custom

Truck and Dog50T
Custom

Truck and Dog50T
Custom

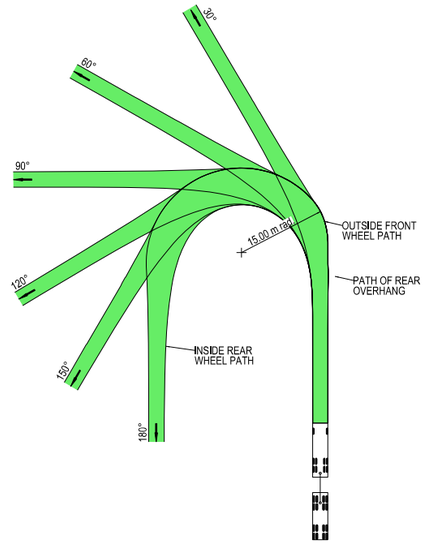
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
PEARSON STREET & STURT HIGHWAY
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY WEST LEG - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-005
ISSUE 1

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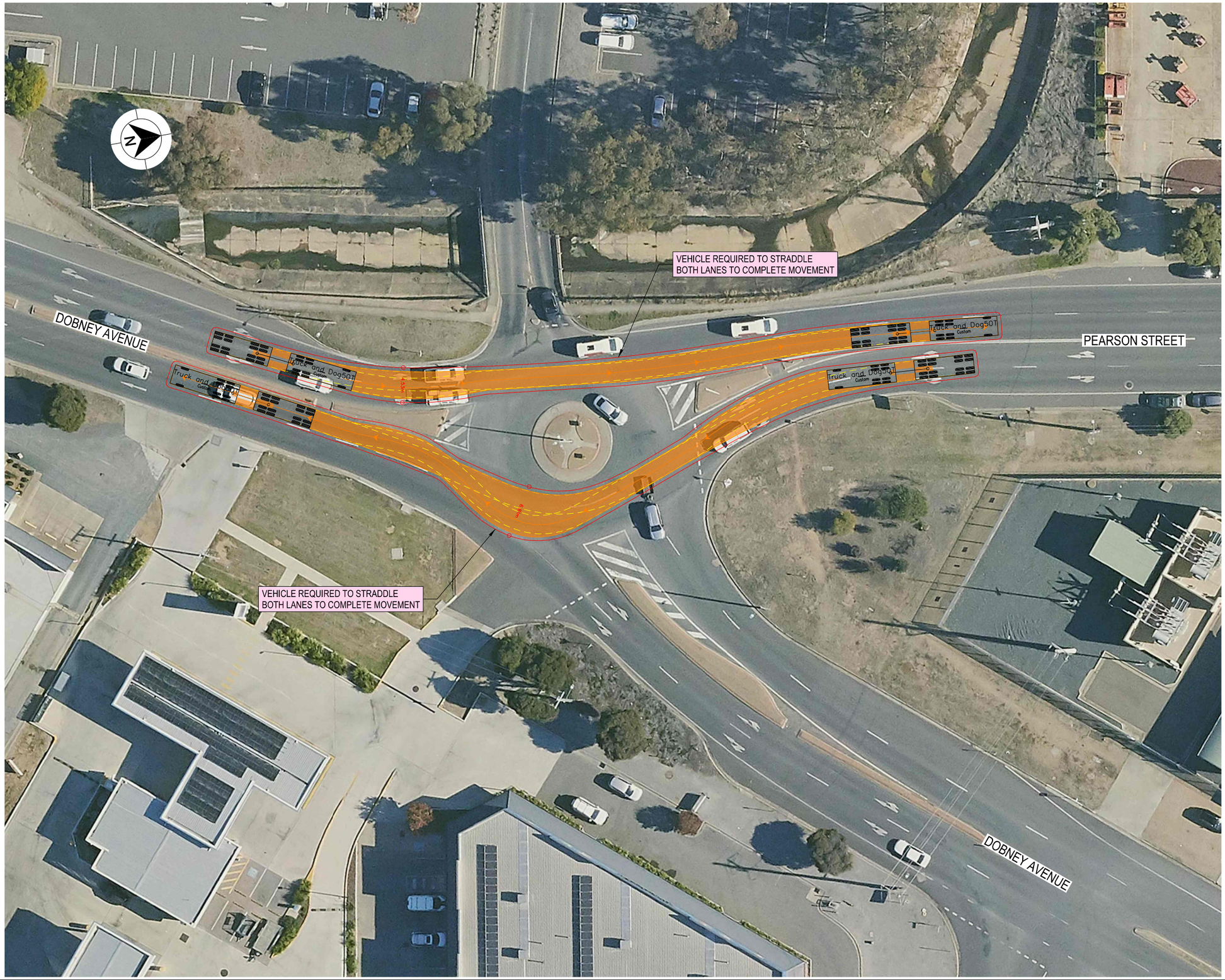


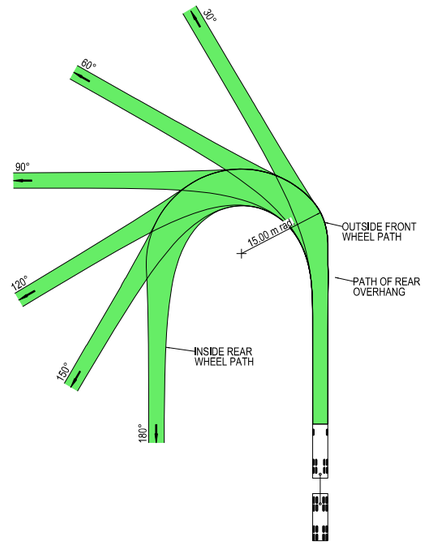
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	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 06/11/2025
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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DOBNEY AVENUE & PEARSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - DOBNEY AVENUE AND PEARSON STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-006
ISSUE 1

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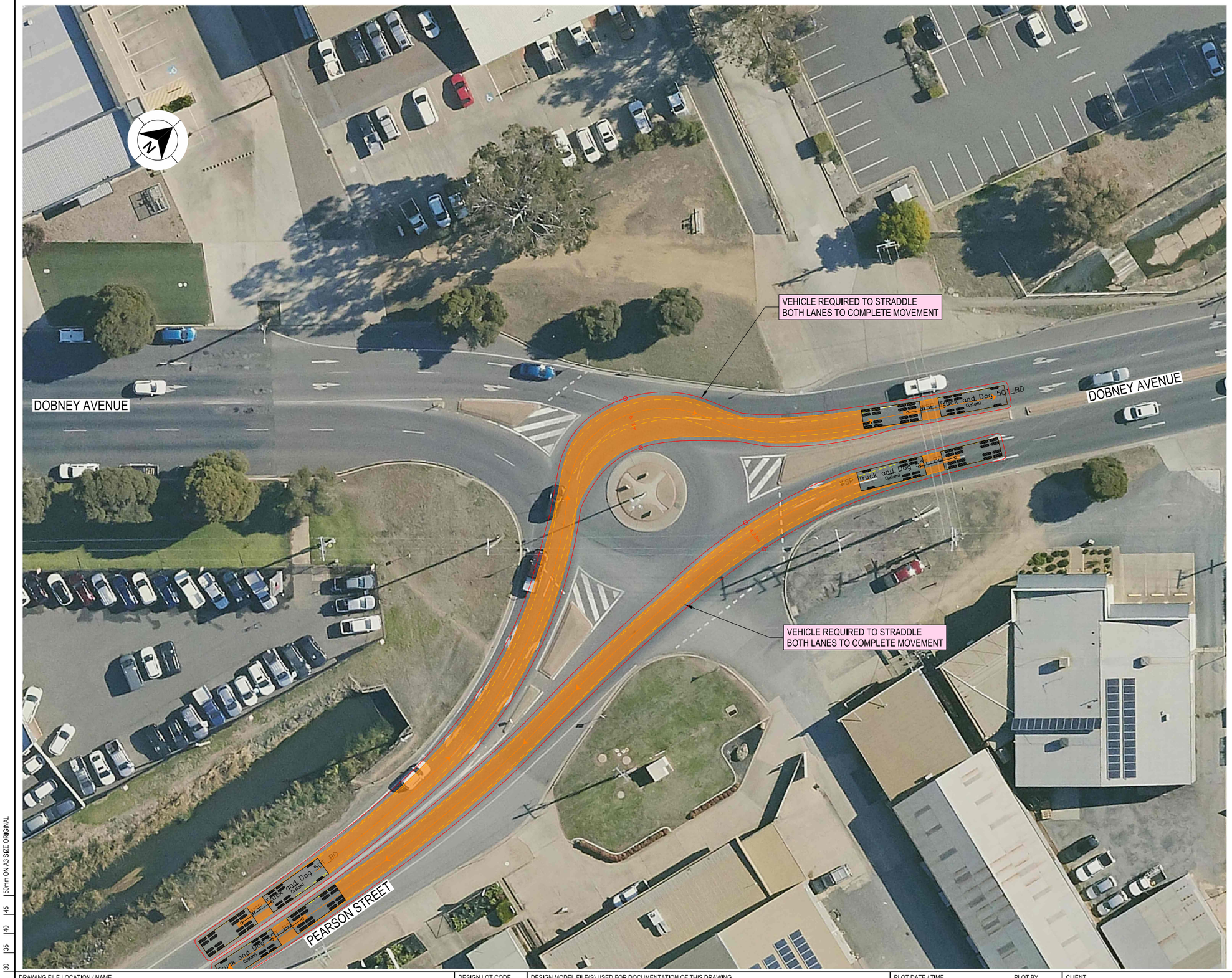
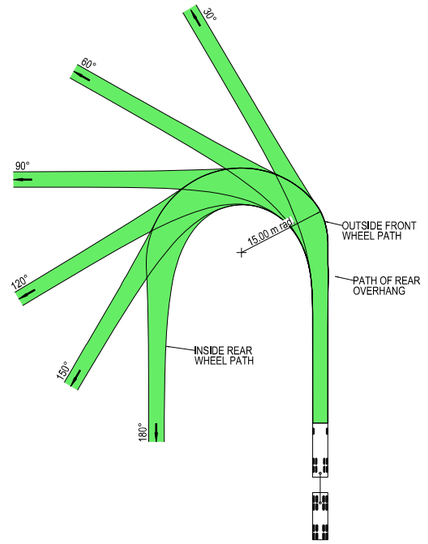


LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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

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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

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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

PLOT DATE / TIME: 06/11/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
PEARSON STREET & DOBNEY AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - PEARSON STREET AND DOBNEY AVENUE - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW1-007 ISSUE 1

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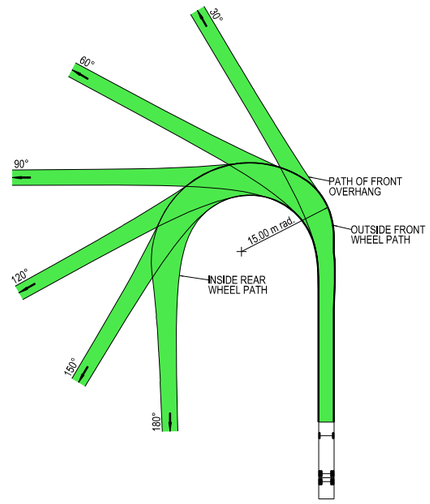
LEGEND

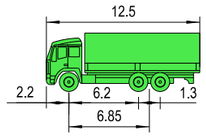
GDA 2020

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

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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: 06/11/2025
PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
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DESIGN	J.COLES	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
PEARSON STREET & CHESHIRE STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - PEARSON STREET - U TURN

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-008
ISSUE 1

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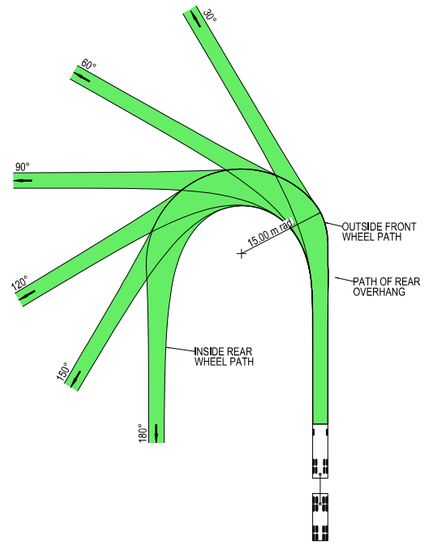
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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

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 06/11/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
GLENFIELD ROAD & URANA STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GLENFIELD ROAD AND URANA STREET - LI RO

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PART 1
ISSUE STATUS
SHEET No. SW1-009
ISSUE 1

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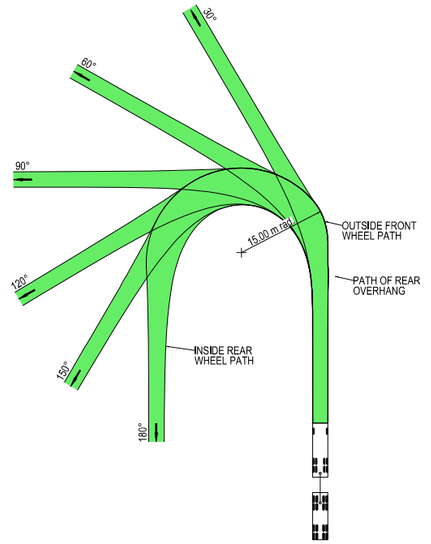
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
GLENFIELD ROAD & URANA STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GLENFIELD ROAD AND URANA 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

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

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RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-010
ISSUE 1

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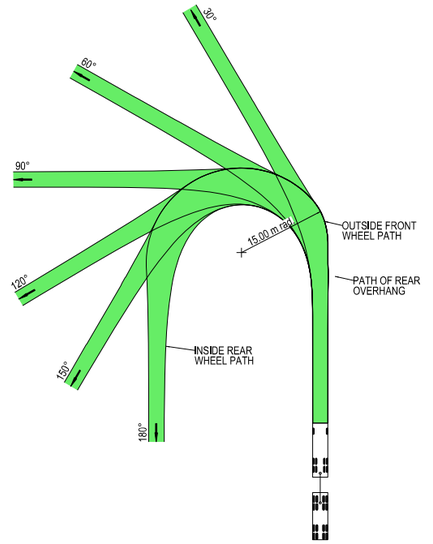
LEGEND

GDA 2020

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

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 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

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 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GLENFIELD ROAD AND PEARSON - 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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SHEET No. SW1-011
ISSUE 1

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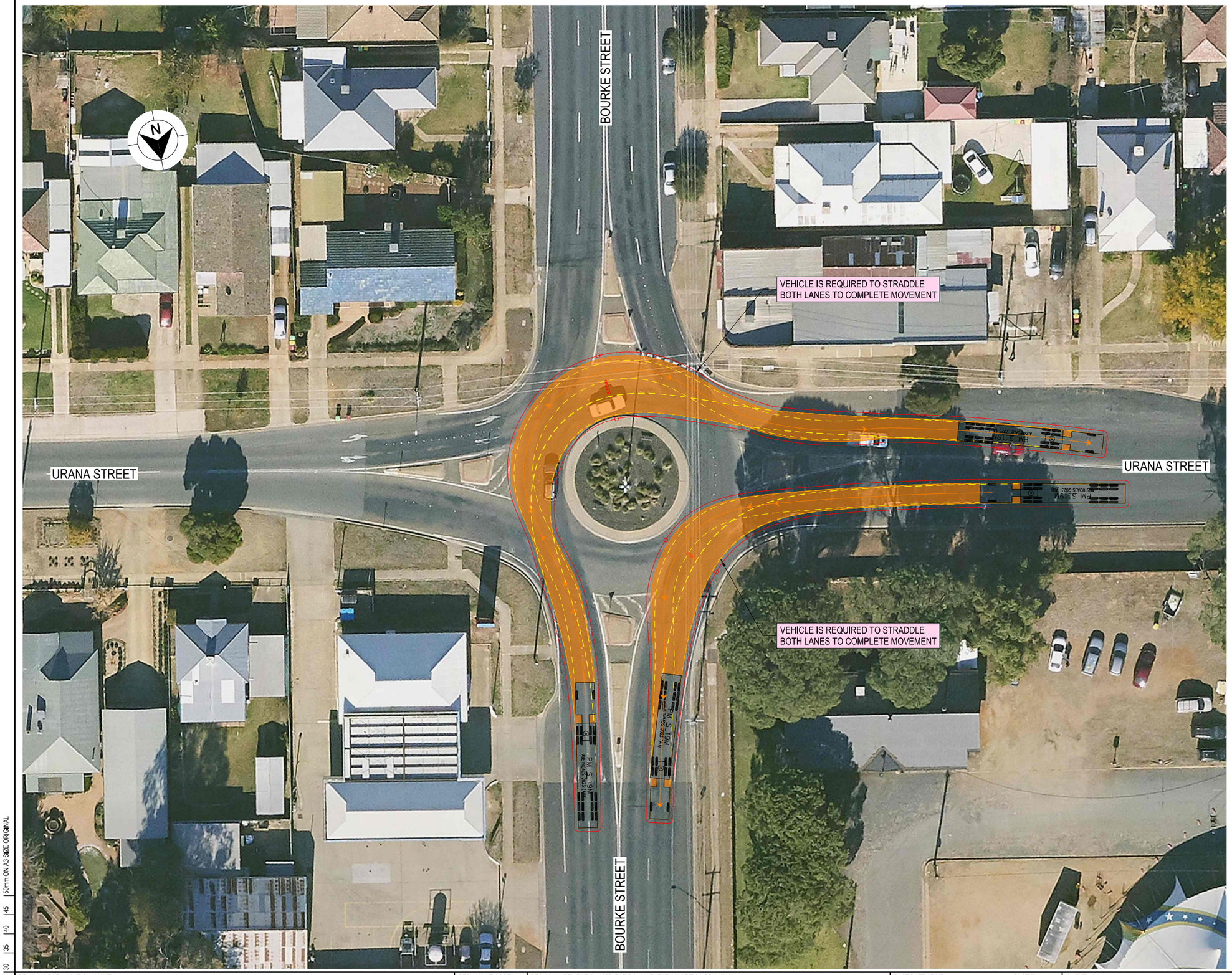
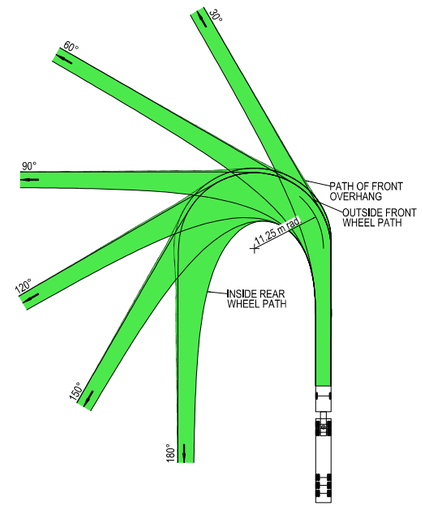


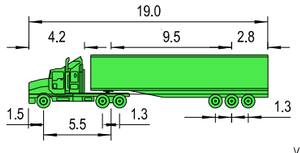
LEGEND

GDA 2020

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

AUSTROADS
DESIGN 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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET & BOURKE STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - URANA STREET AND BOURKE STREET - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-012 — ISSUE 1

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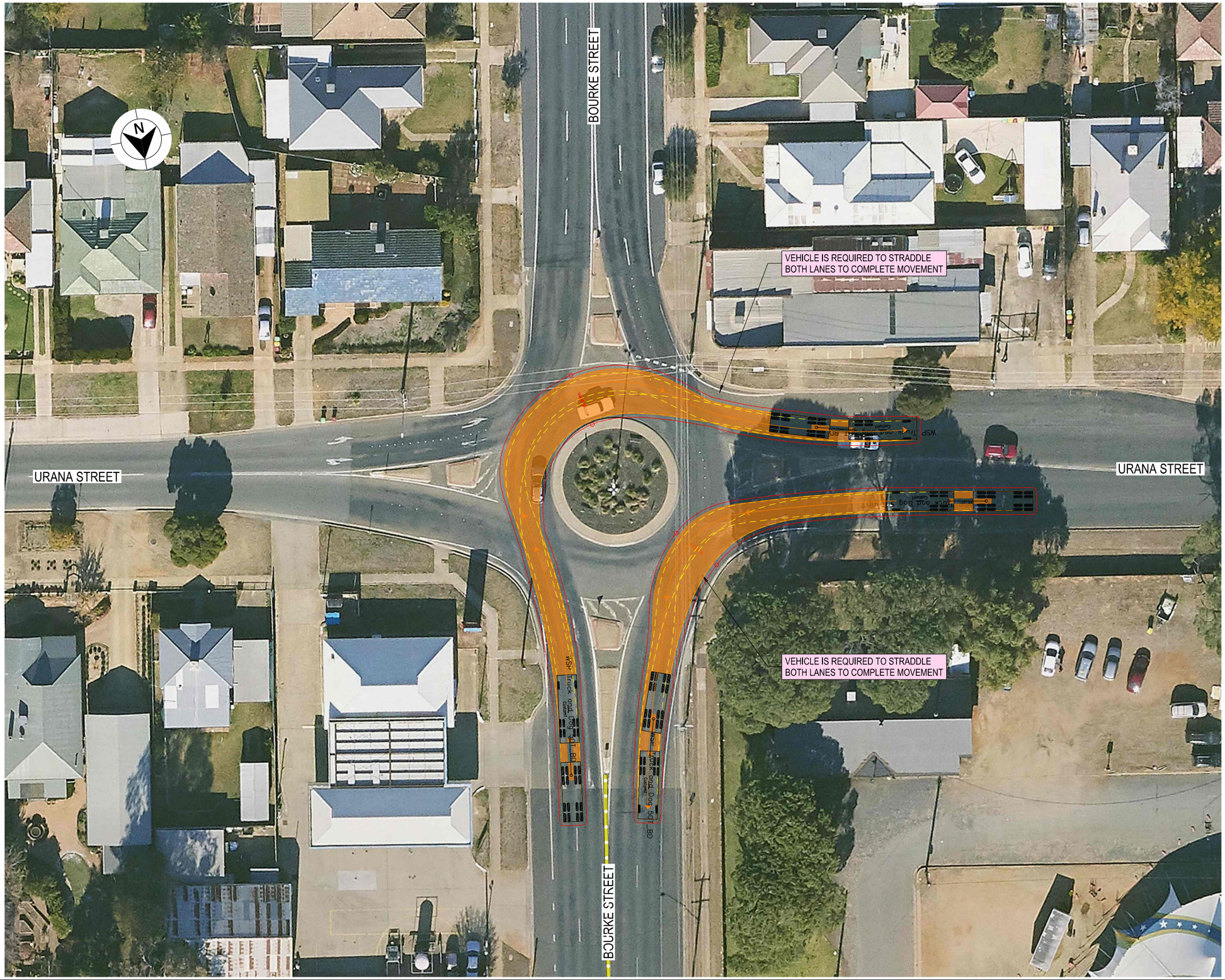


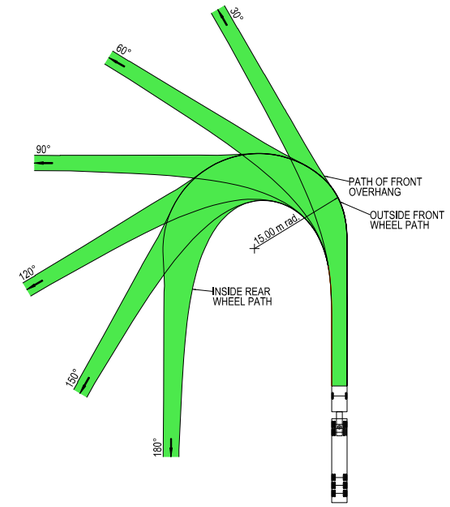
LEGEND

GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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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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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET & BOURKE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - URANA STREET AND BOURKE STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-013 — ISSUE 1

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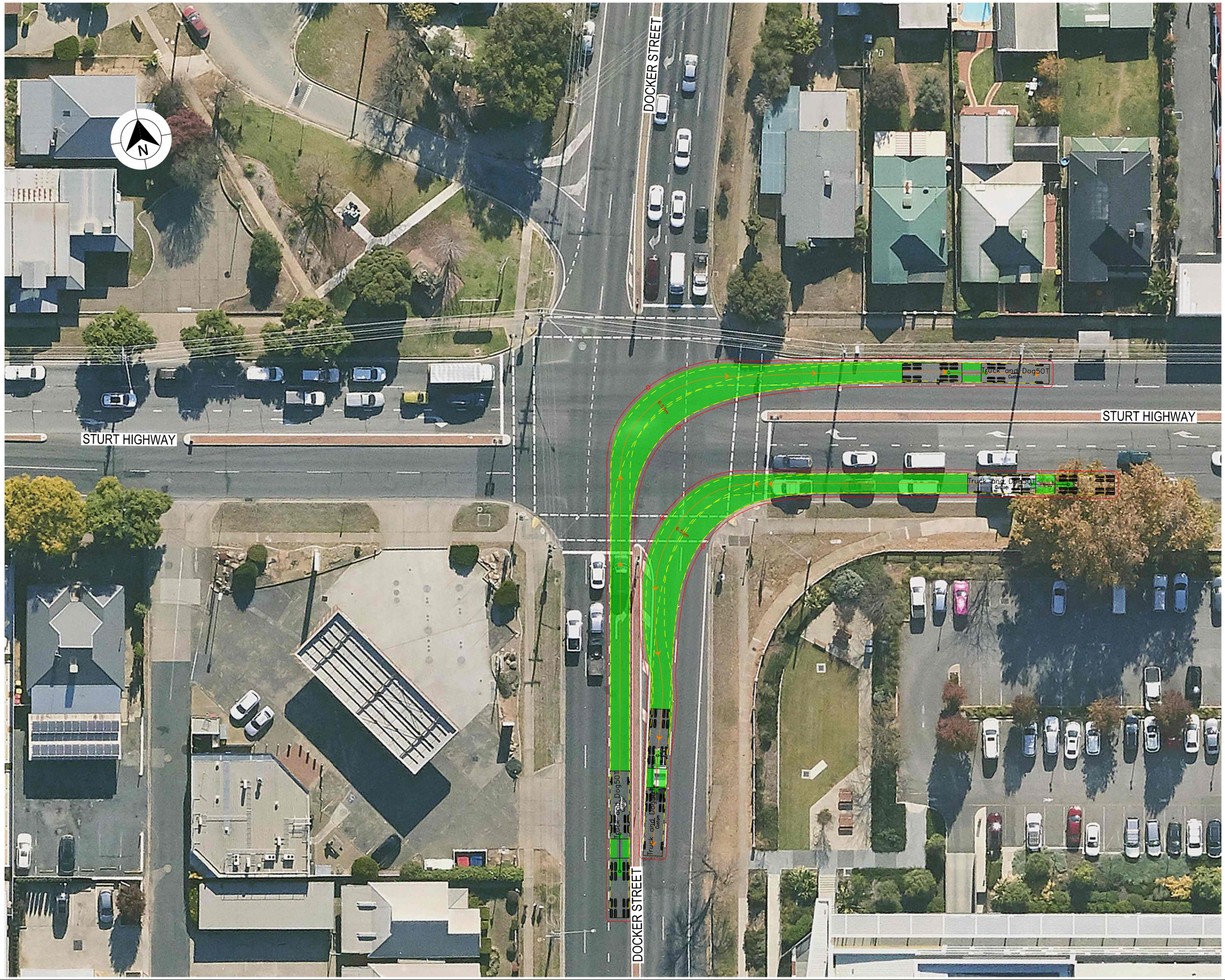


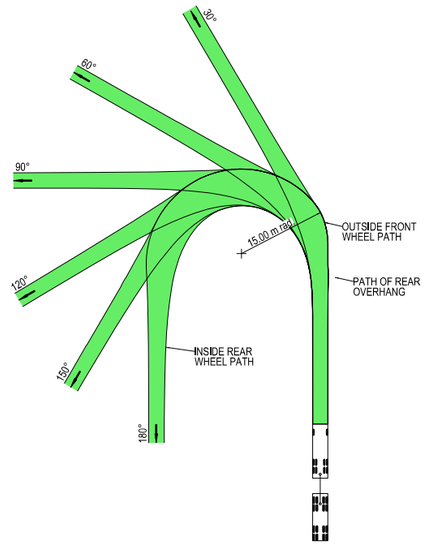
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DOCKER STREET & STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - 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

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RIGORE ENGINEERING SERVICES

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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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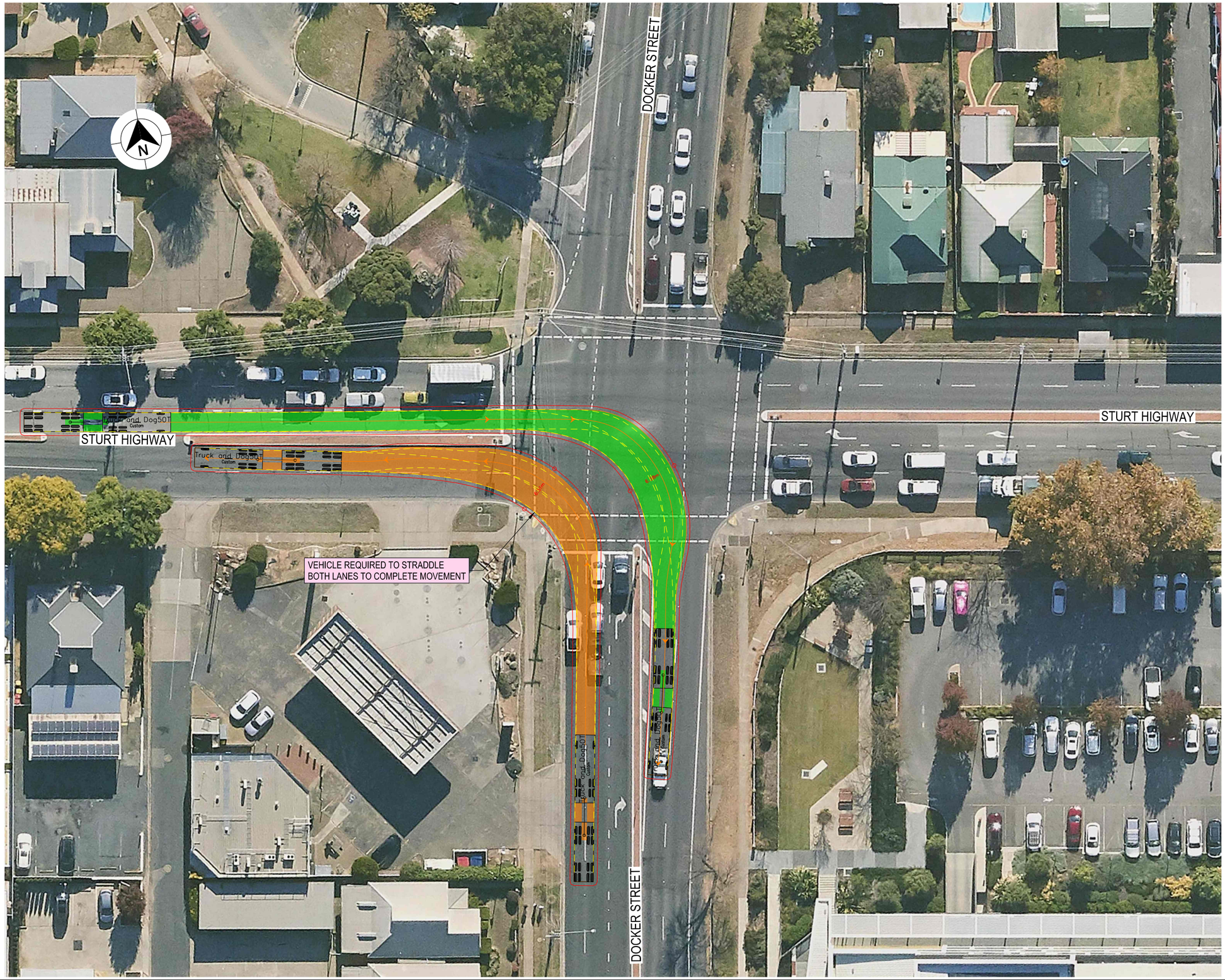

LEGEND

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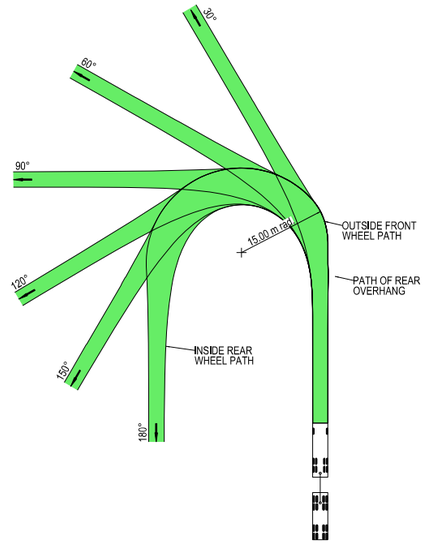
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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DESIGN LOT CODE

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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DOCKER STREET & STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - RI 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

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RIGORE ENGINEERING SERVICES

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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

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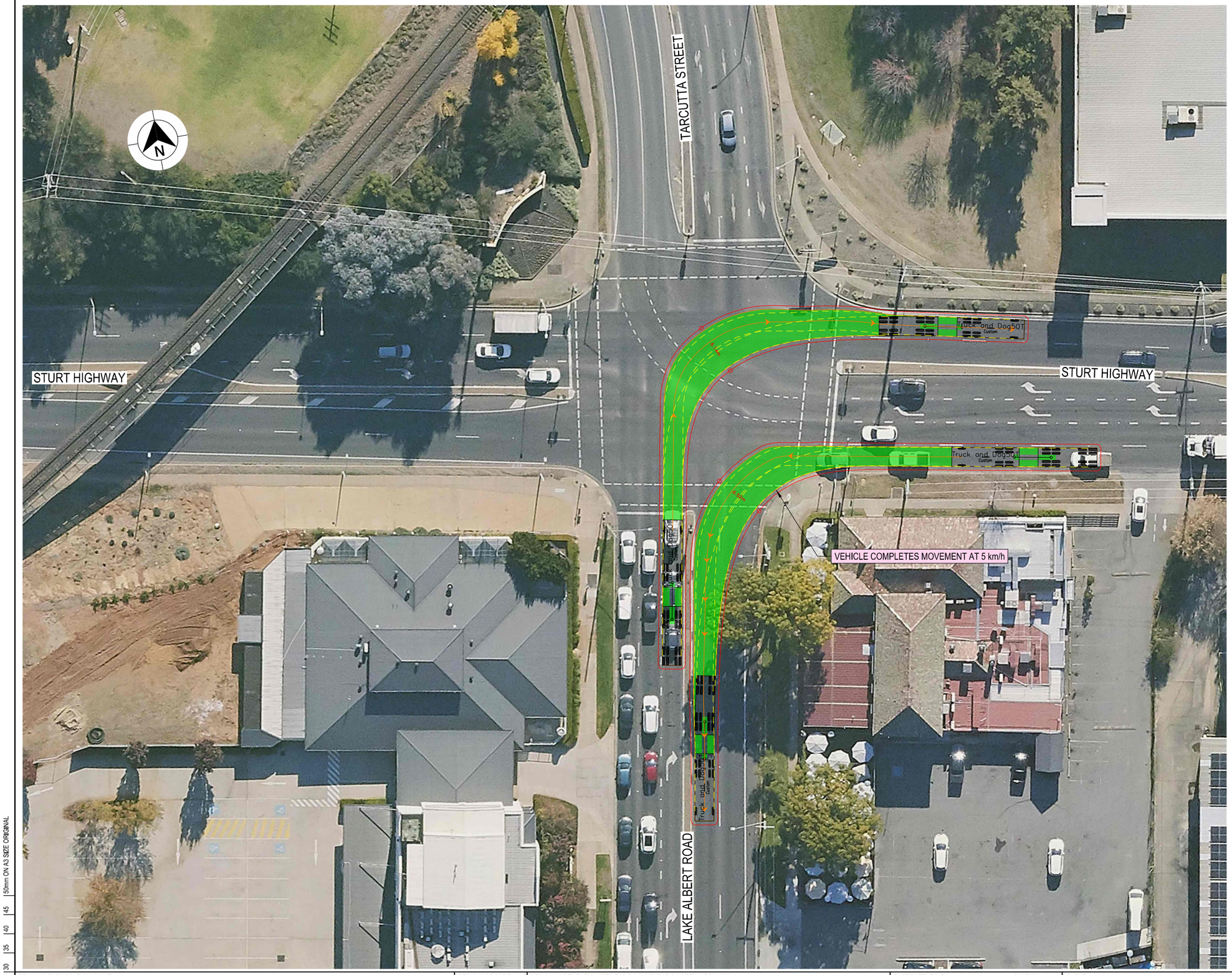

LEGEND

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
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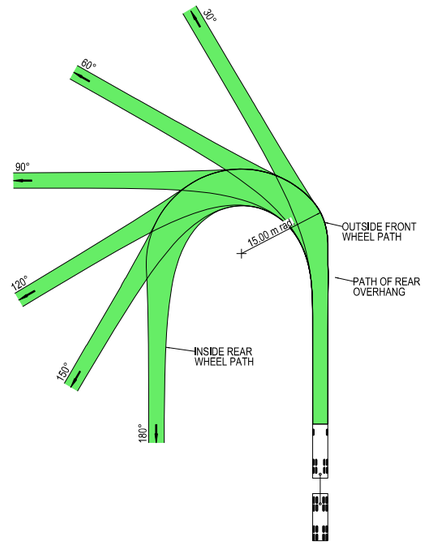

VEHICLE PROFILE NOT TO SCALE

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

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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
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD & STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO

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ISSUE STATUS
SHEET No. SW1-016
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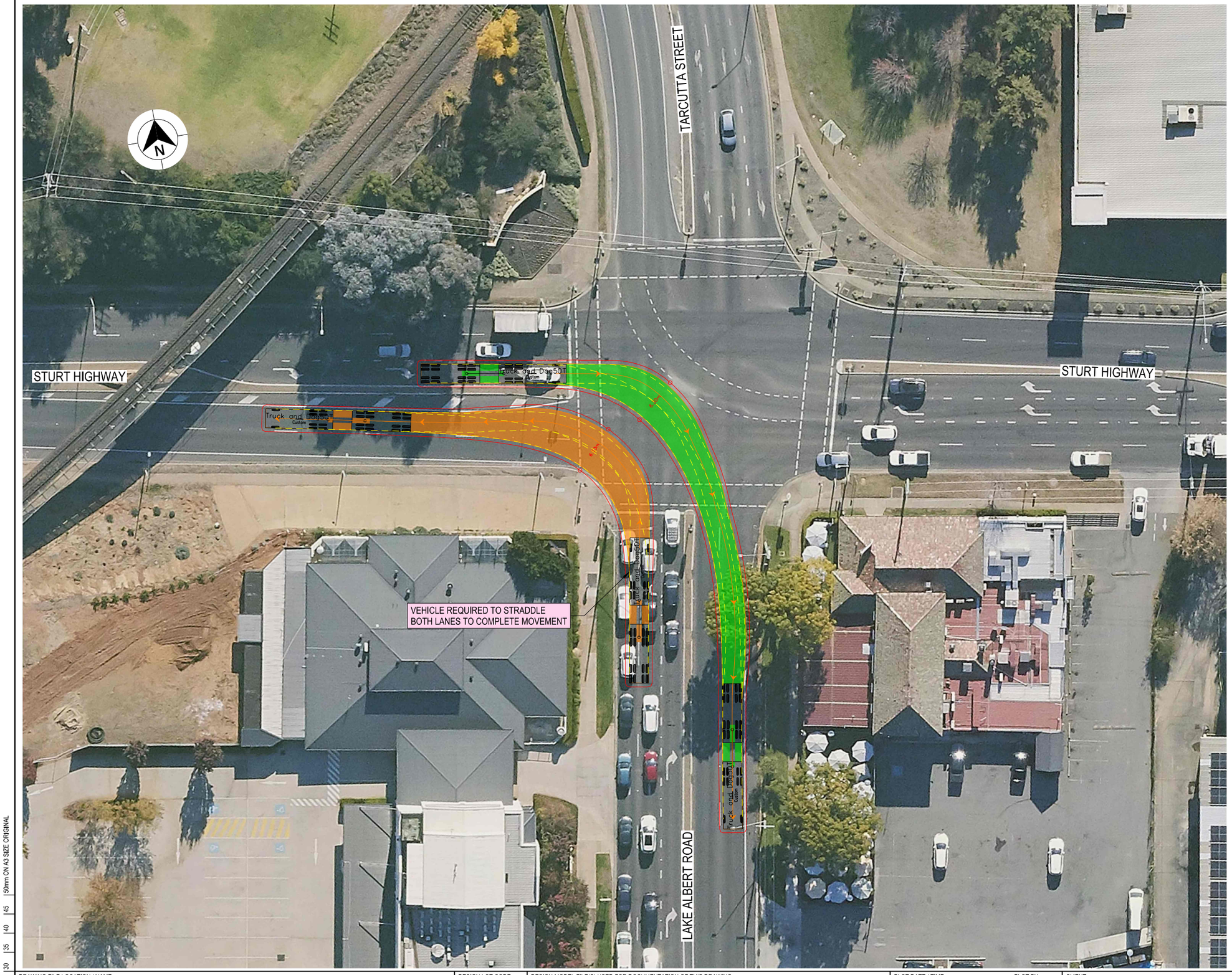


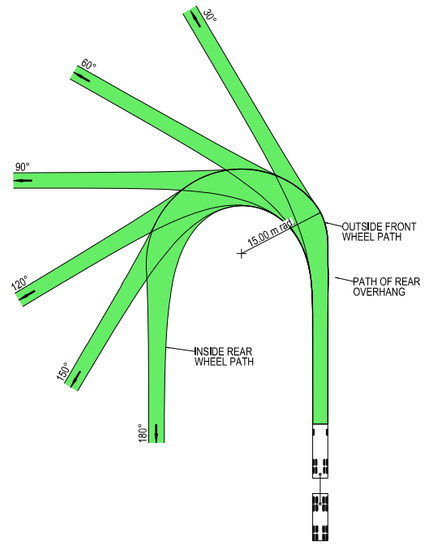
LEGEND

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



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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
LAKE ALBERT ROAD & STURT HIGHWAY

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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TITLE		
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO

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ISSUE STATUS
SHEET No. SW1-017
ISSUE 1

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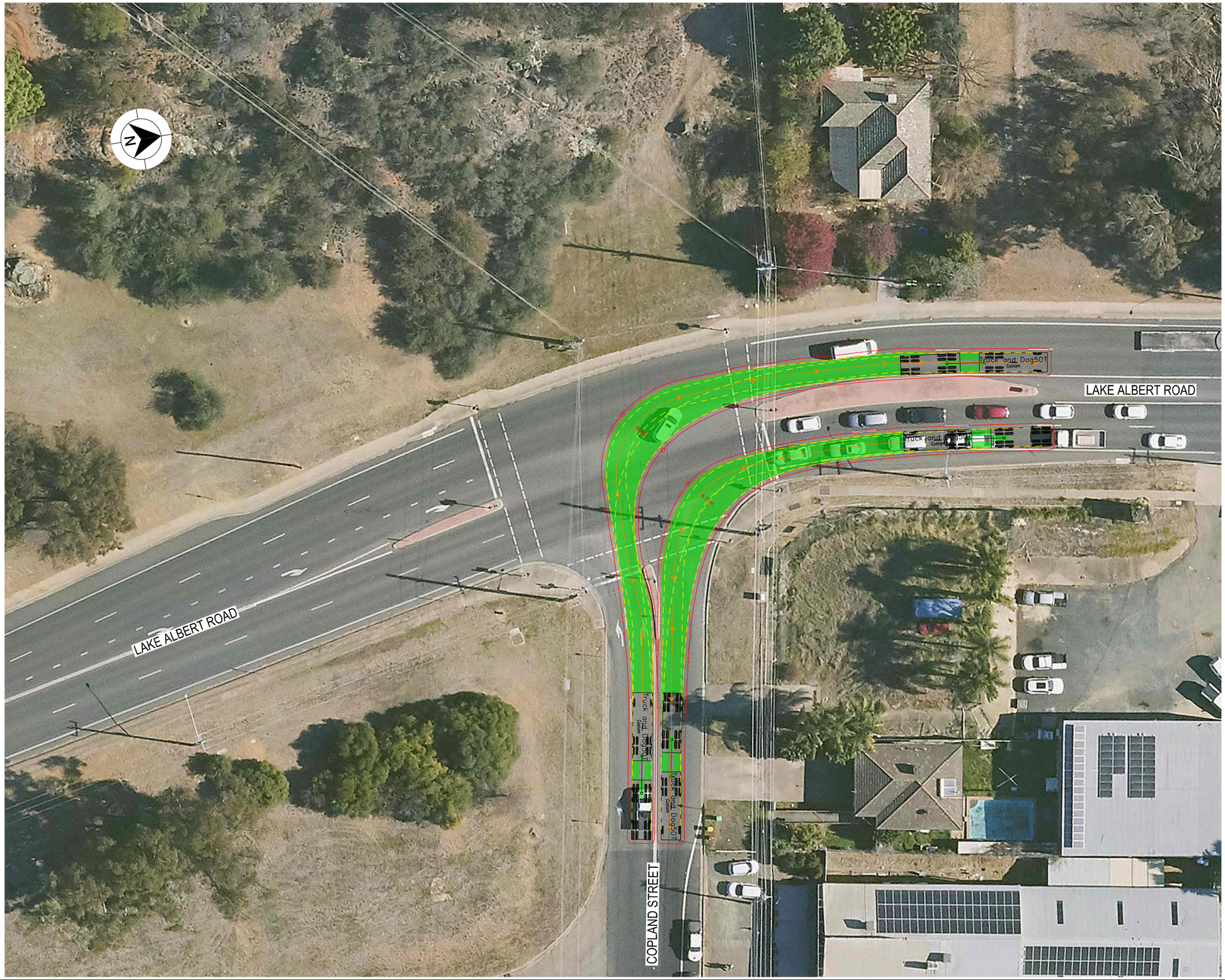

LEGEND

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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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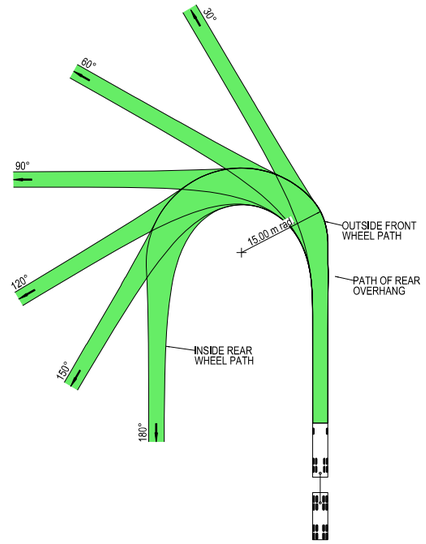
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
COPLAND STREET & LAKE ALBERT ROAD

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI RO

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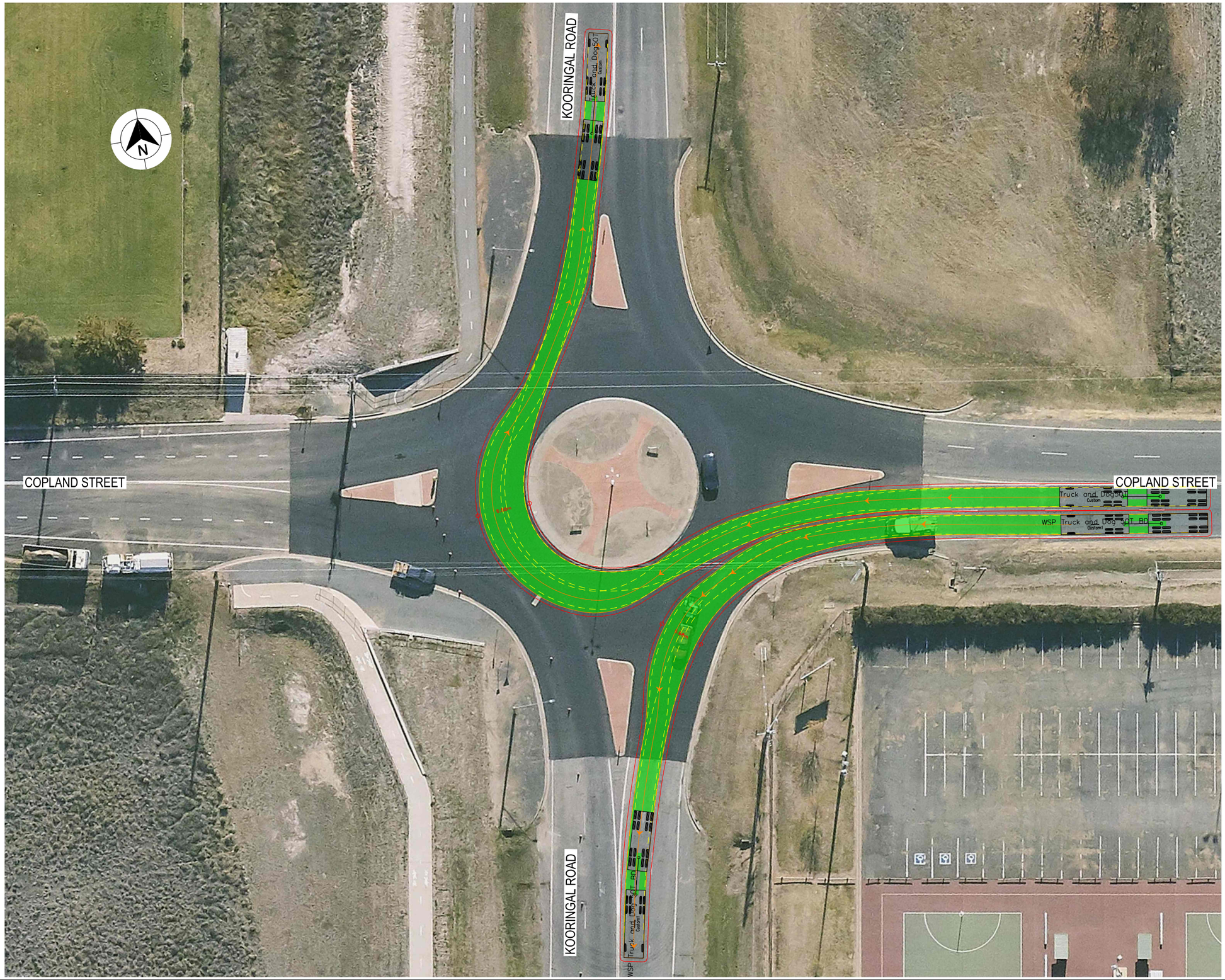


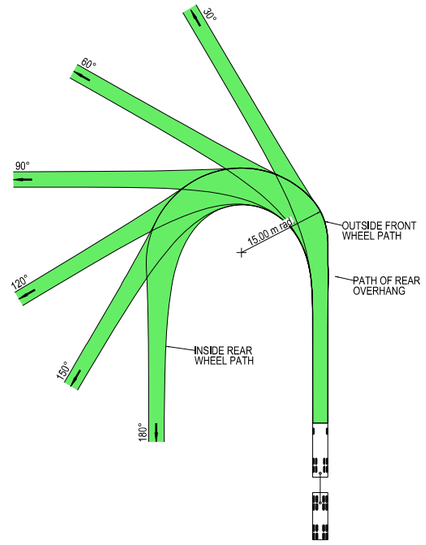
LEGEND

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

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PLOT DATE / TIME 06/11/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & KOORINGAL ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - EAST

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ISSUE STATUS SHEET No. SW1-019 ISSUE 1

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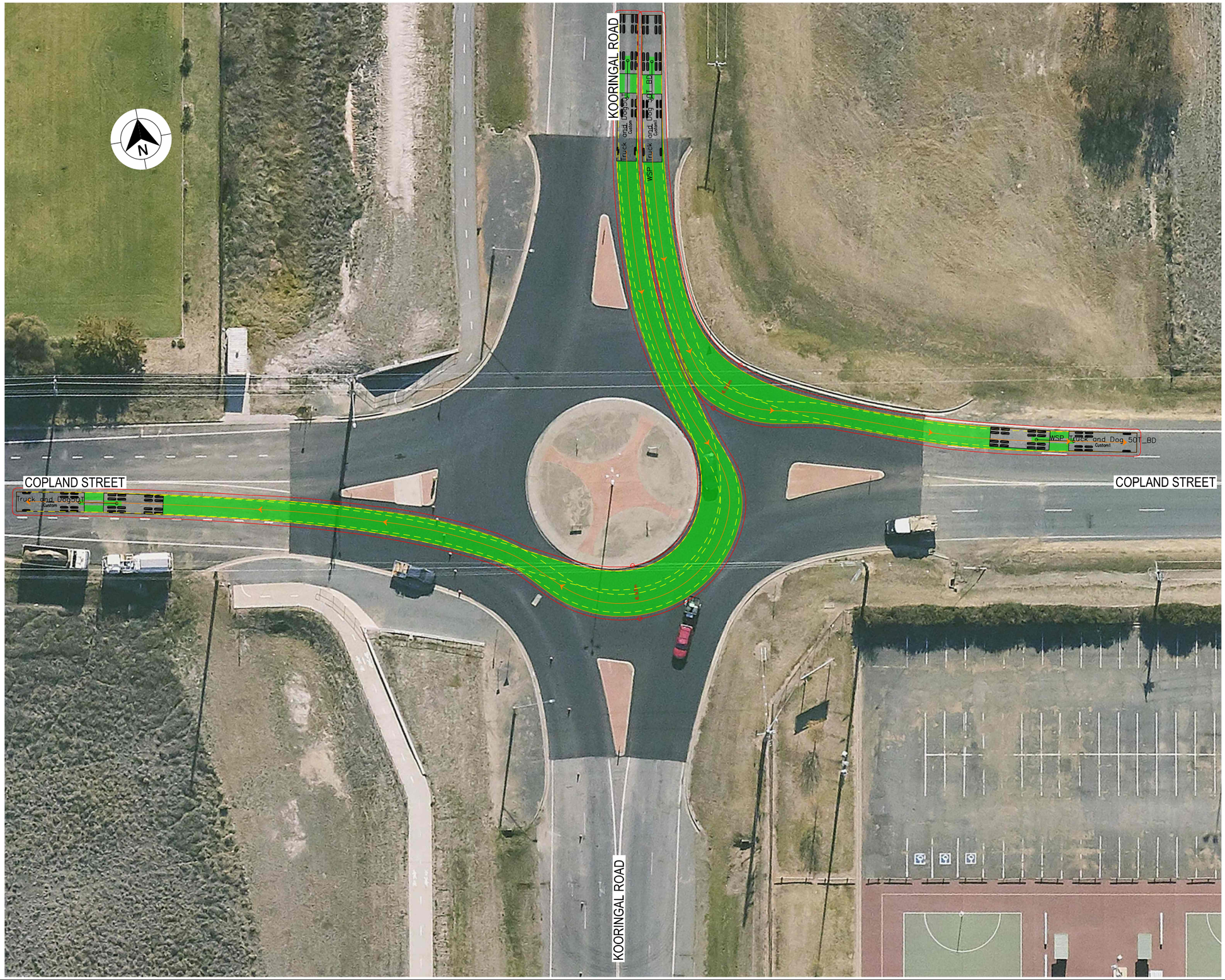

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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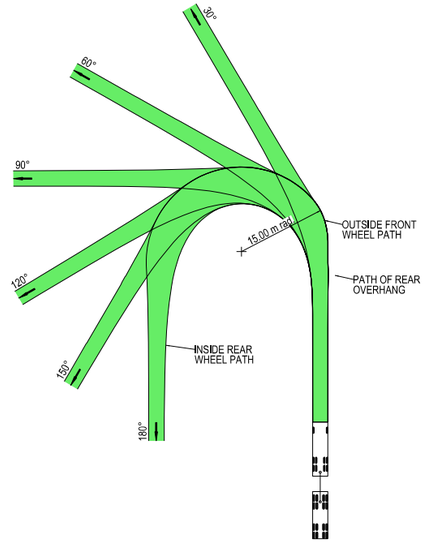
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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50mm ON A3 SIZE ORIGINAL

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DESIGN LOT CODE

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PLOT DATE / TIME 06/11/2025
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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & KOORINGAL ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - NORTH

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PART 1
ISSUE STATUS
SHEET No. SW1-020
ISSUE 1

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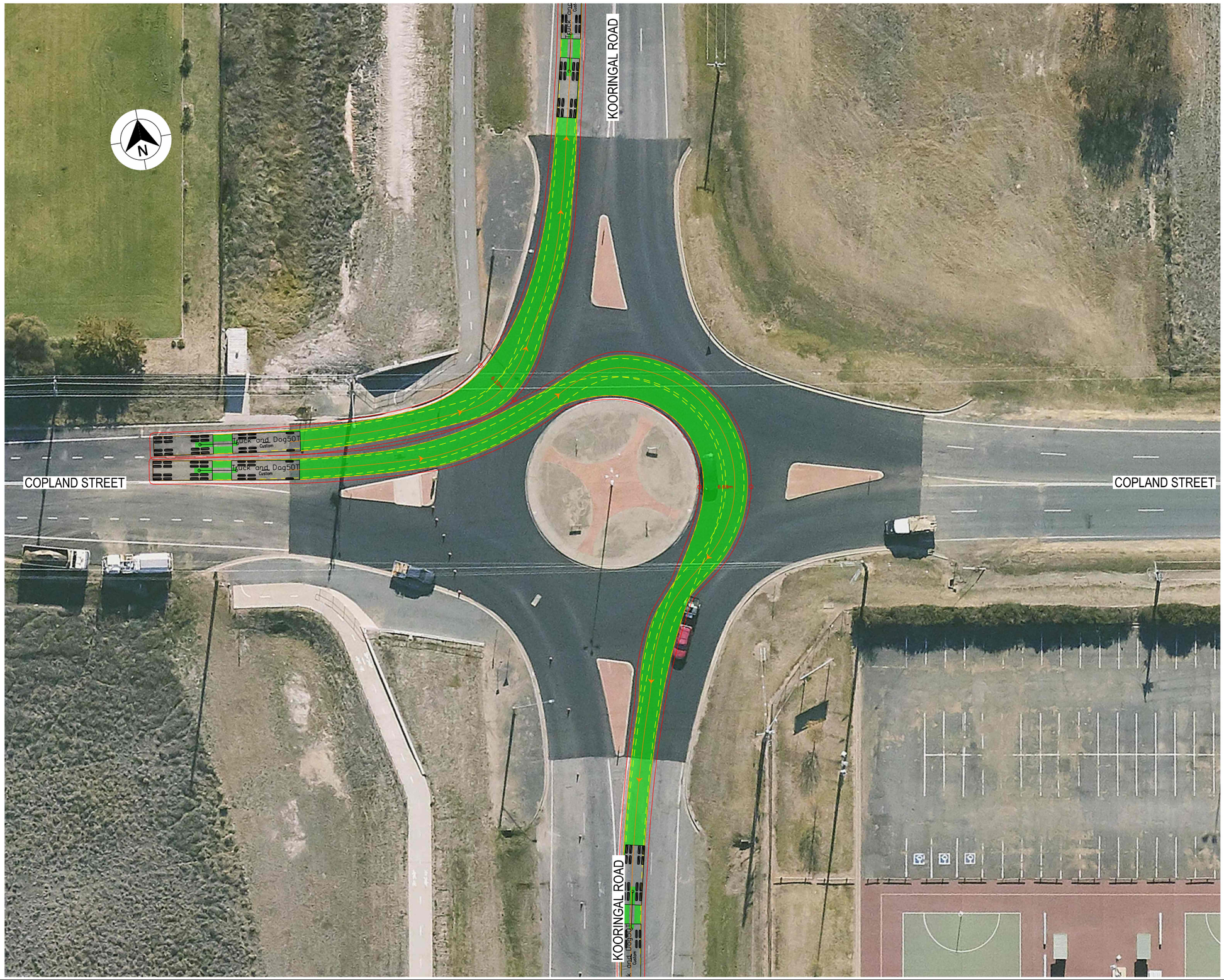

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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RADIUS 15 m
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0 10
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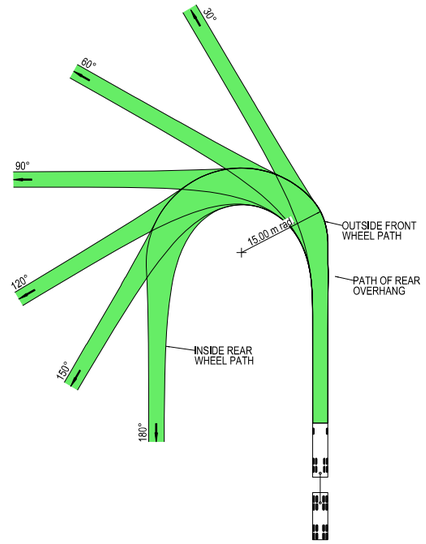

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

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MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & KOORINGAL ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - WEST

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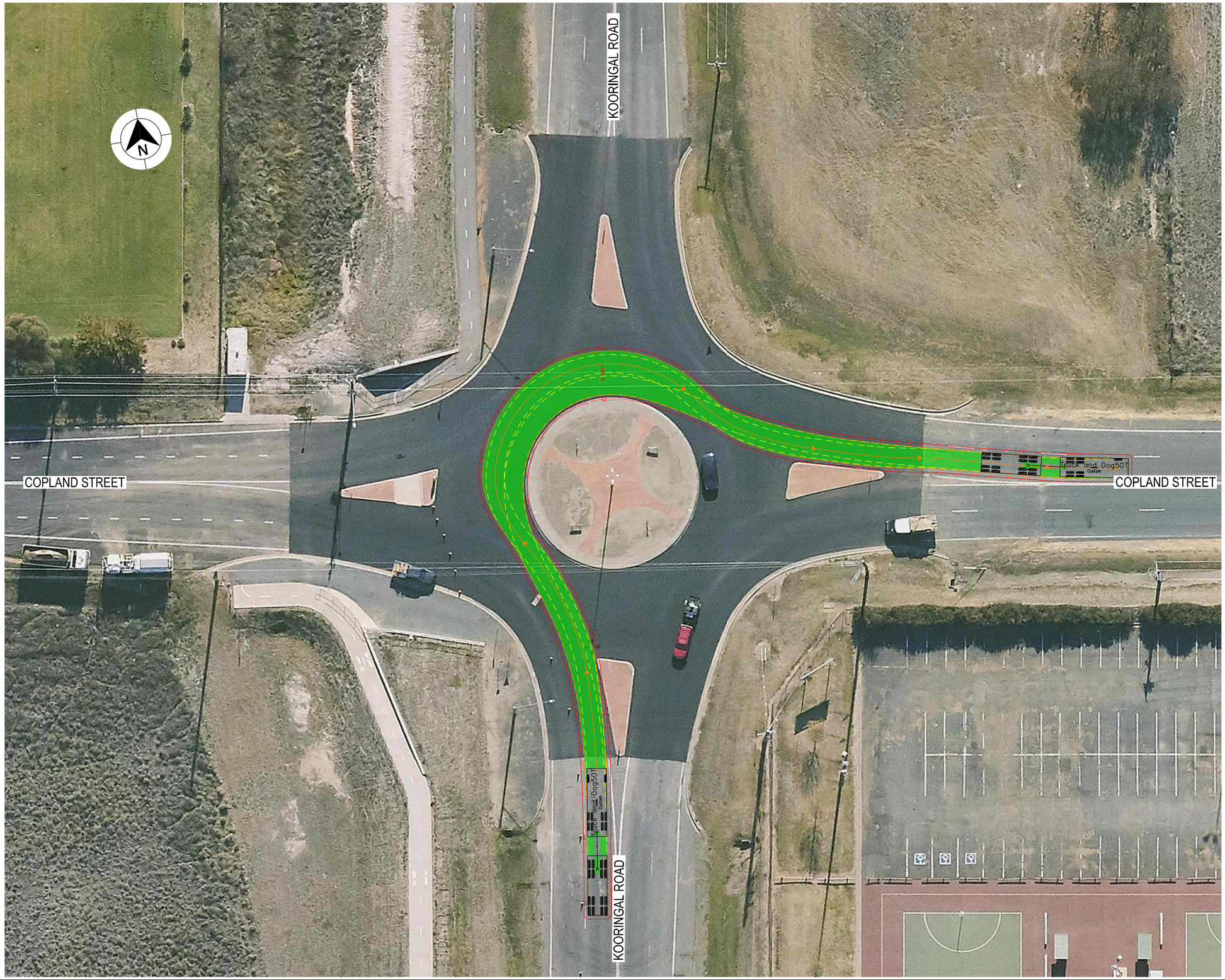

LEGEND

GDA 2020

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

0 10
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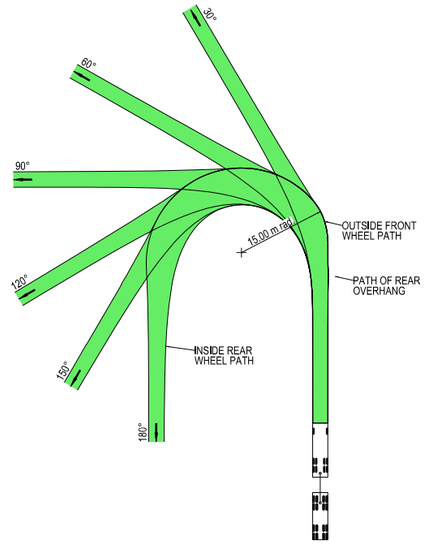

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PLOT DATE / TIME 06/11/2025 — PLOT BY ThomHunter

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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

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MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & KOORINGAL ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - SOUTH

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ISSUE STATUS — SHEET No. SW1-022 — ISSUE 1

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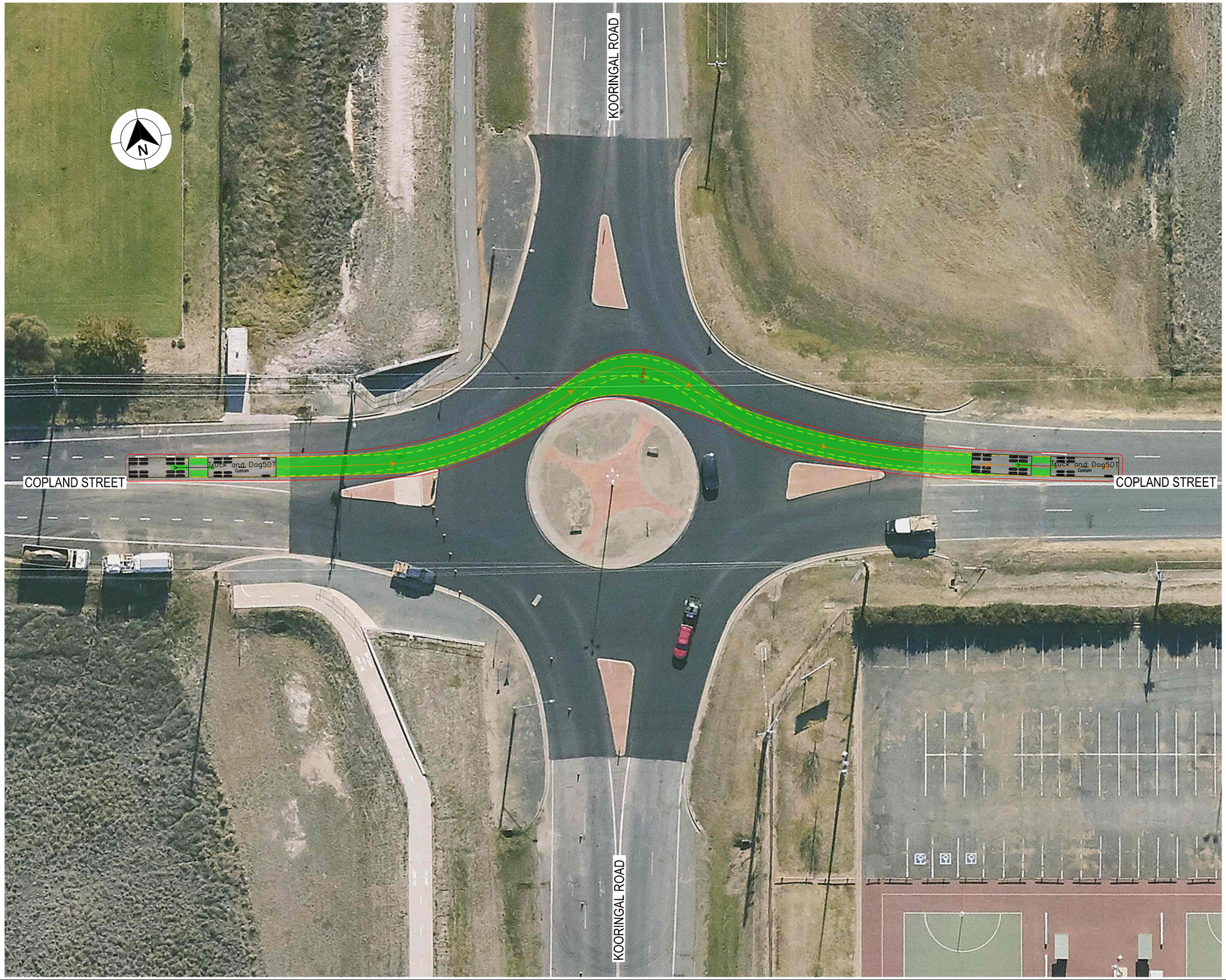

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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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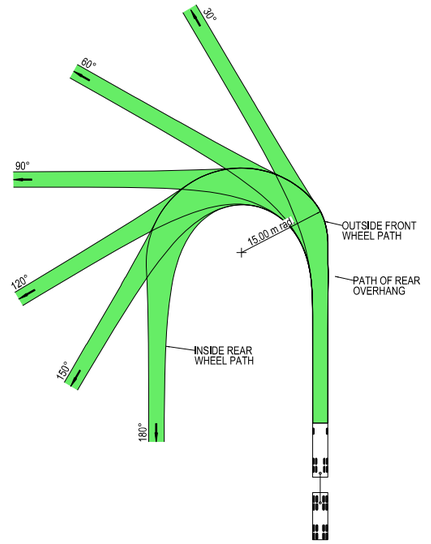
SCALE 1:1000m



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

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 06/11/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & KOORINGAL ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - EW THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-023 — ISSUE 1

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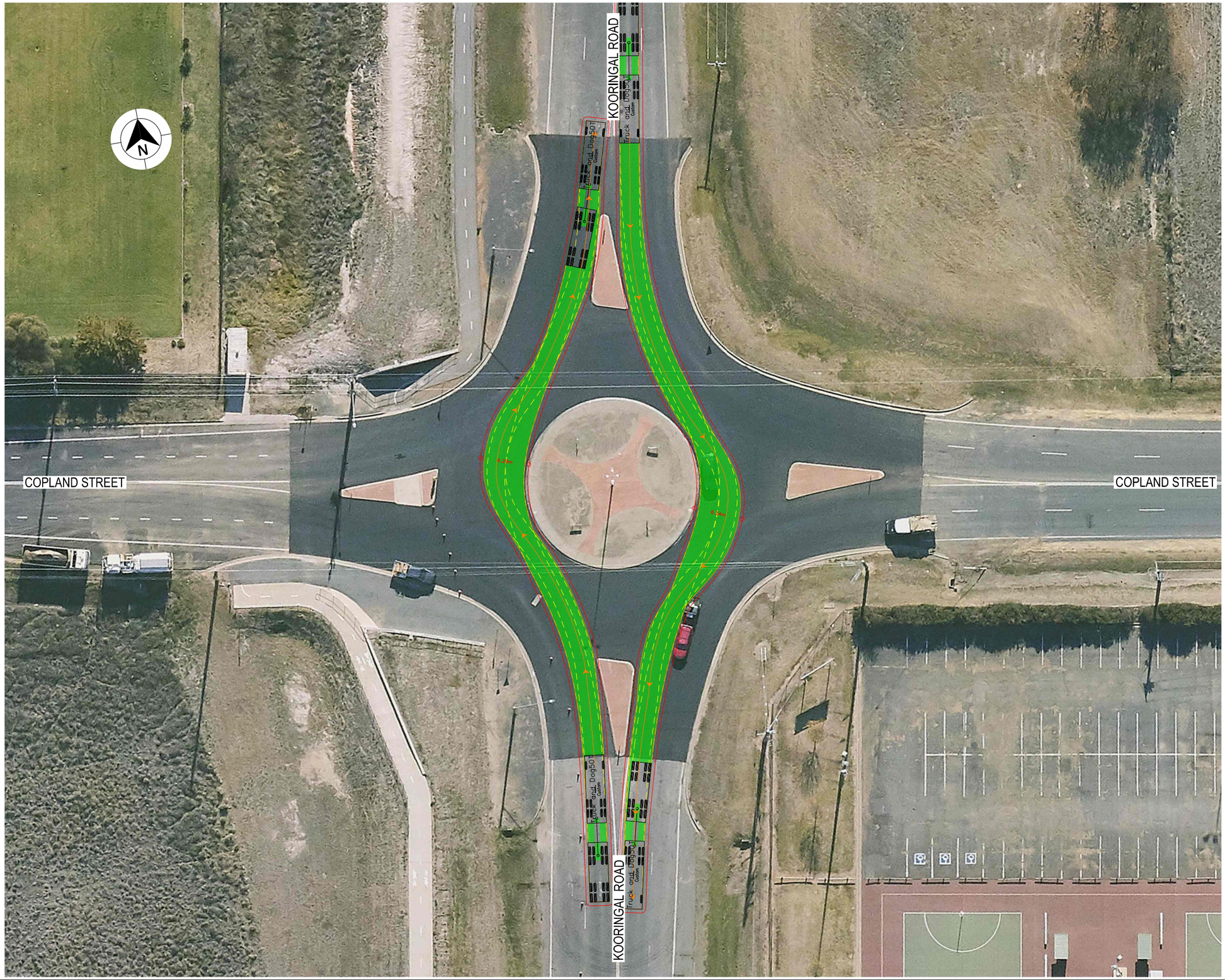

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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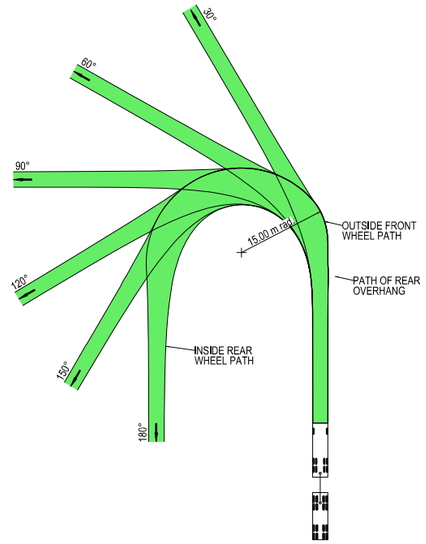
SCALE 1:1000m



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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 06/11/2025 — PLOT BY ThomHunter

CLIENT

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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

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & KOORINGAL ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - NS THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-024 — ISSUE 1

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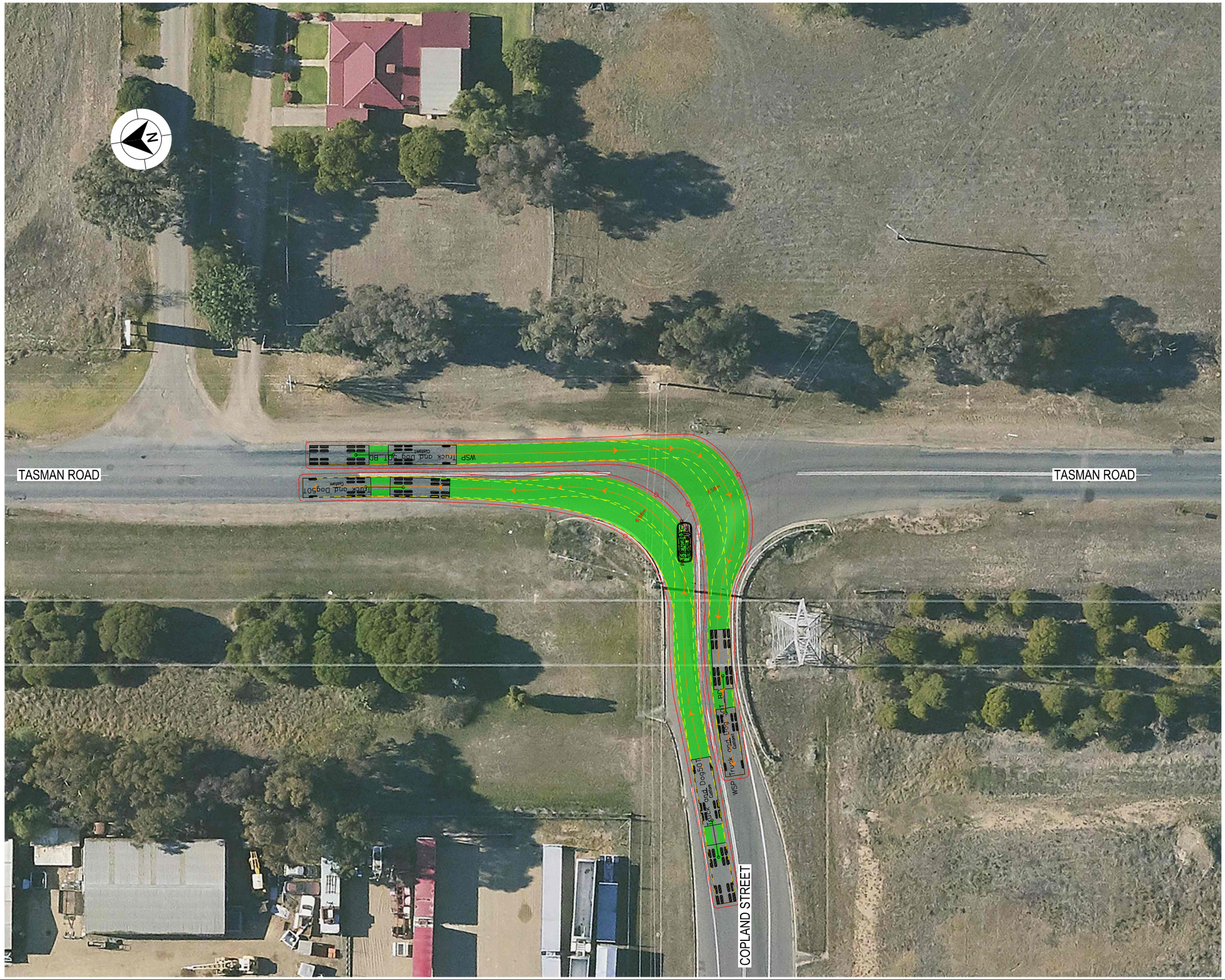

LEGEND

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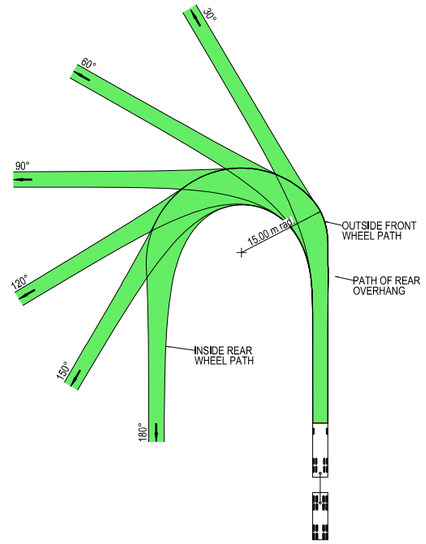

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 06/11/2025 PLOT BY ThomHunter

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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
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - COPLAND STREET AND TASMAN ROAD - RI LO

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ISSUE STATUS SHEET No. SW1-025 ISSUE 1

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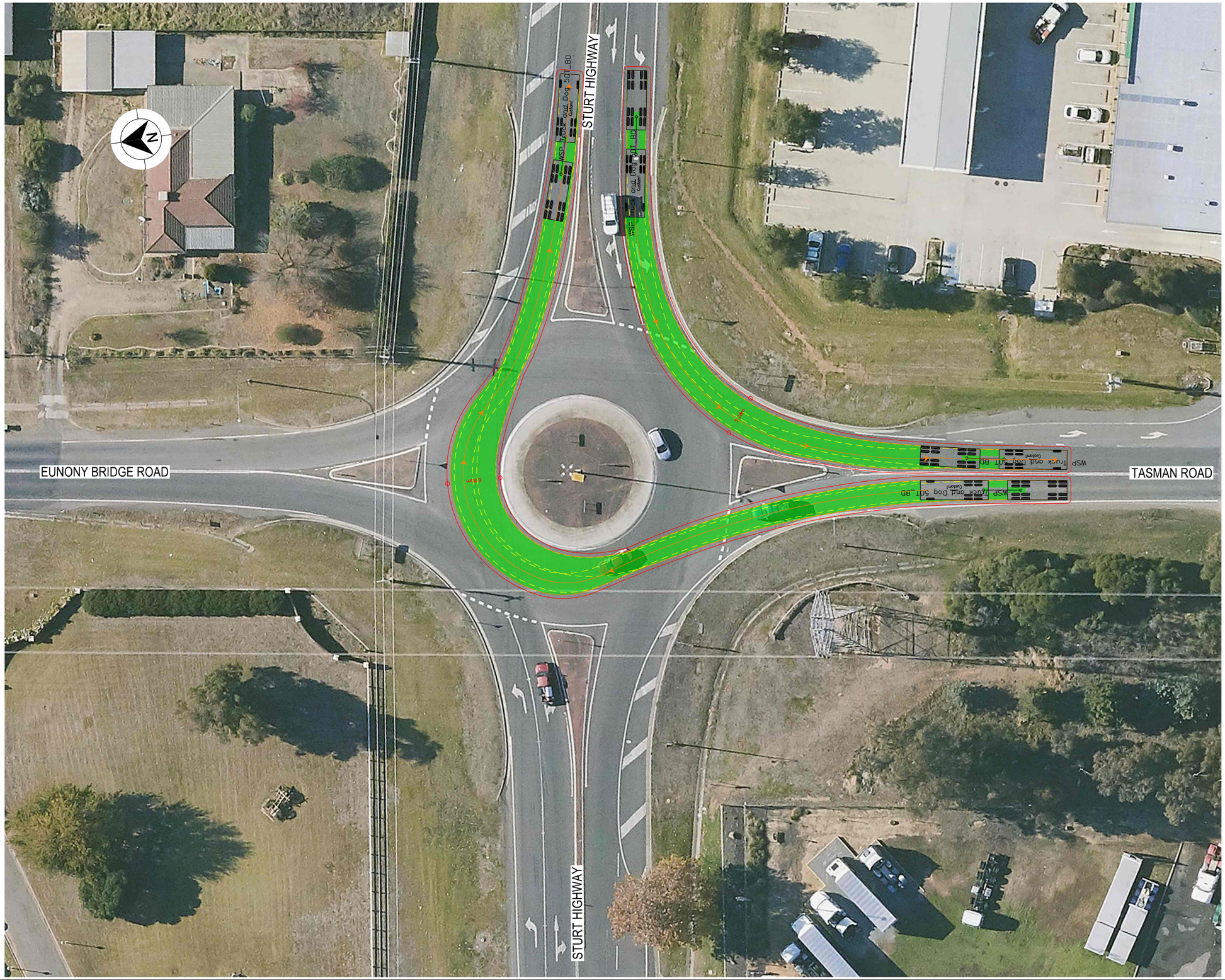

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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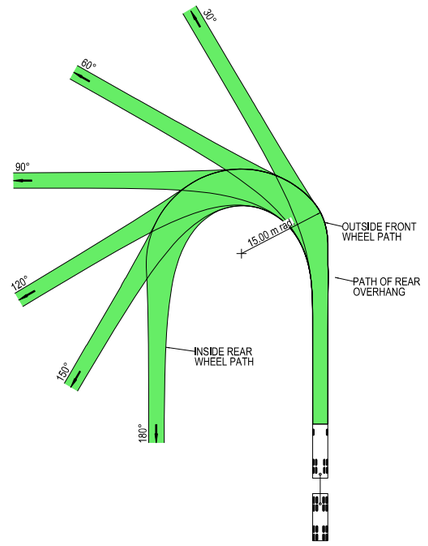

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
STURT HIGHWAY & TASMAN ROAD

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-026
ISSUE 1

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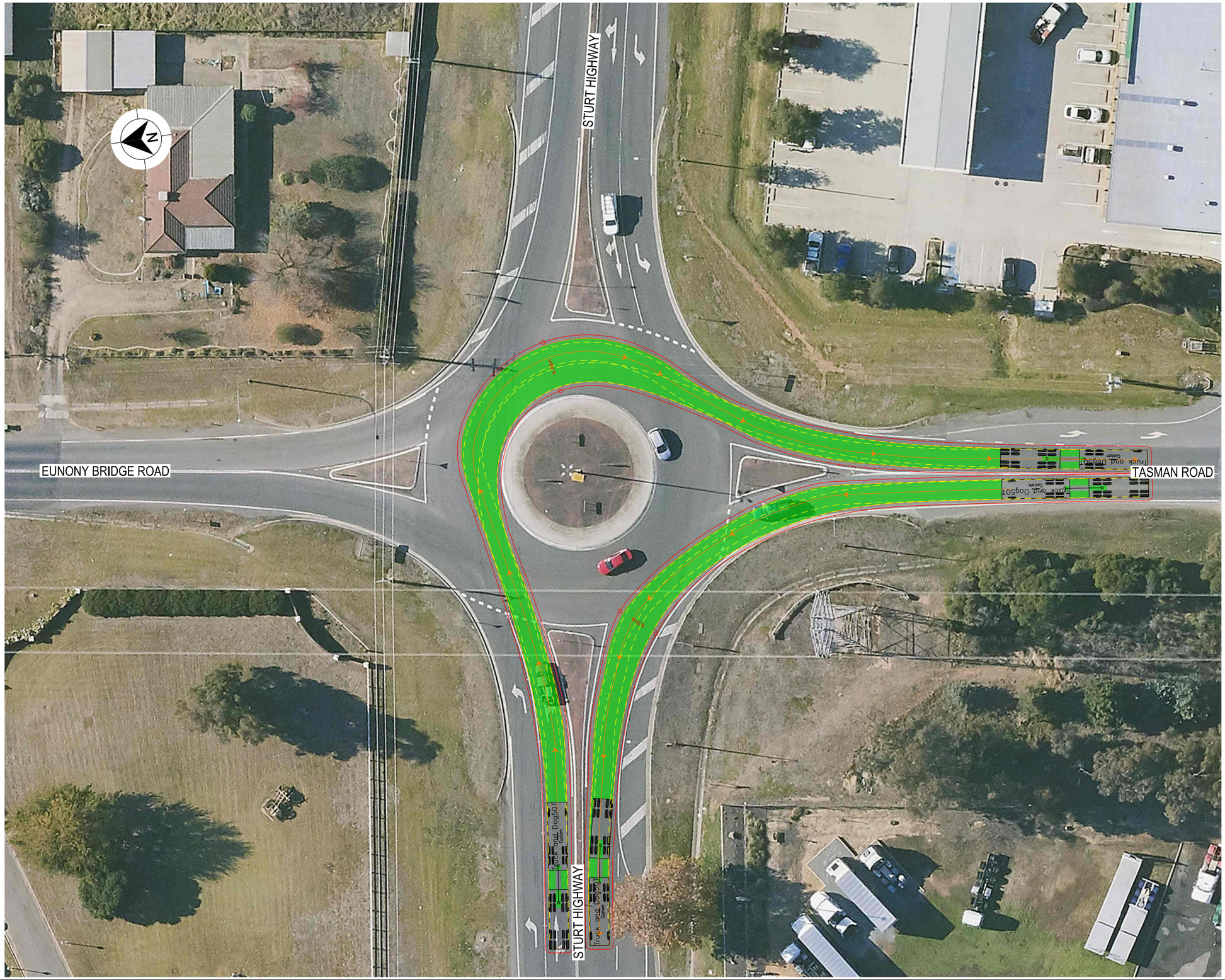

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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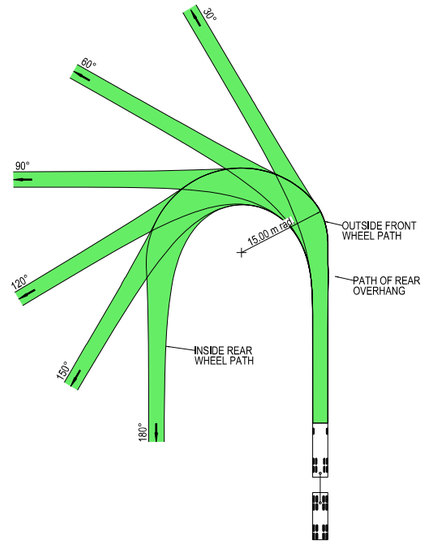

VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & TASMAN ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-027
ISSUE 1

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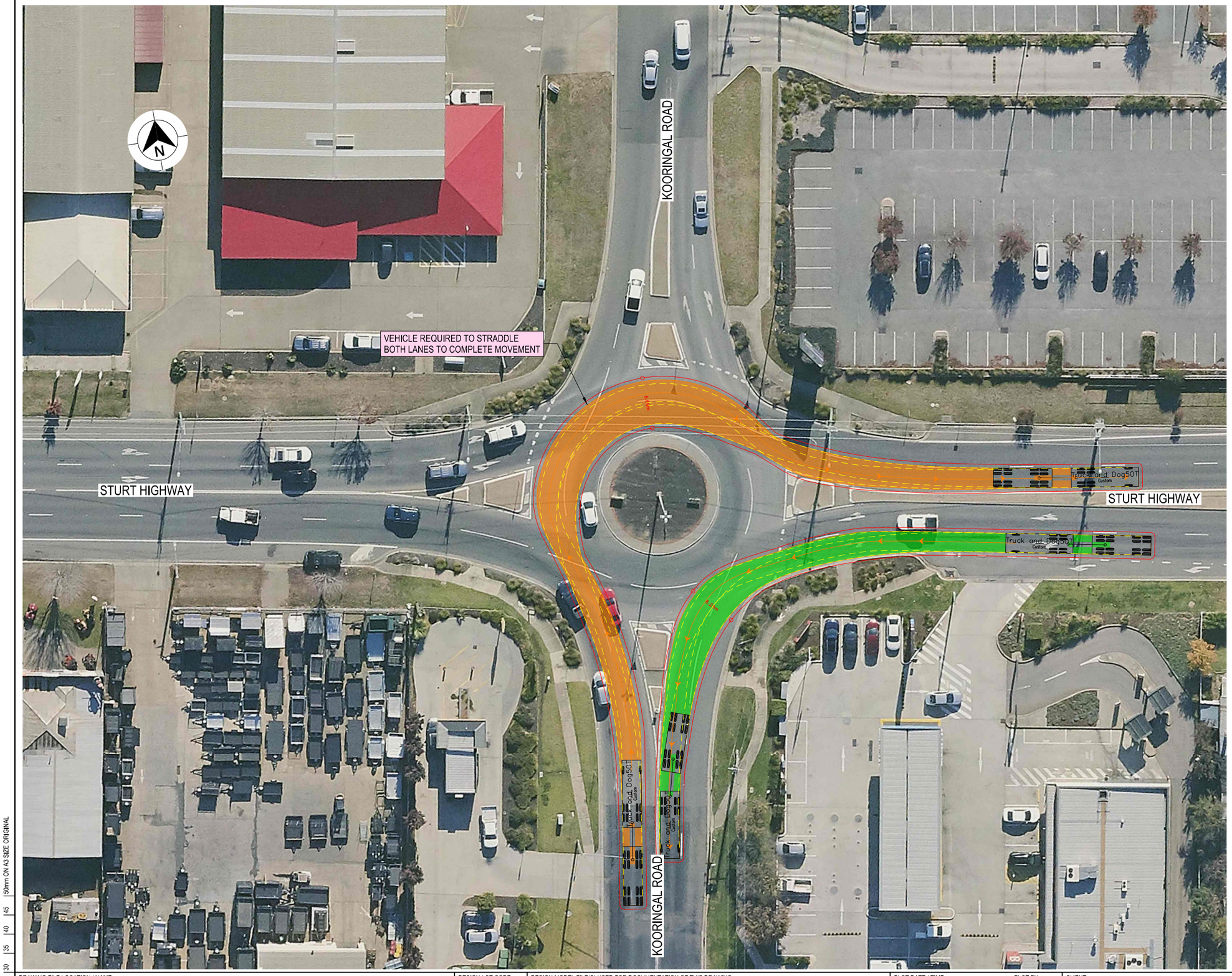

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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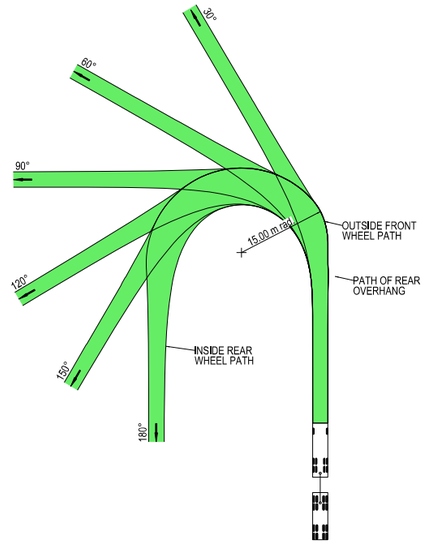

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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
STURT HIGHWAY & KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL 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

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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-028
ISSUE 1

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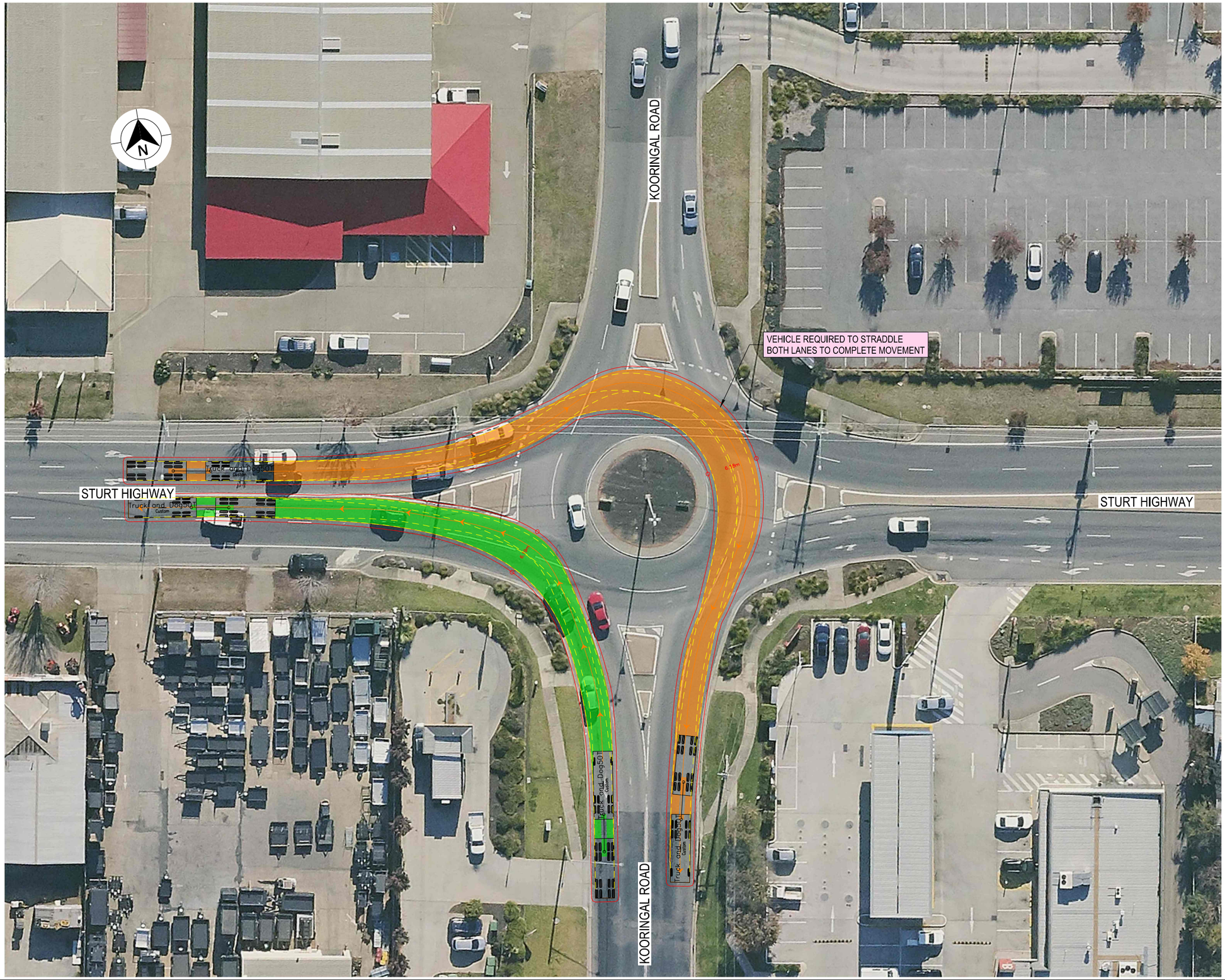

LEGEND

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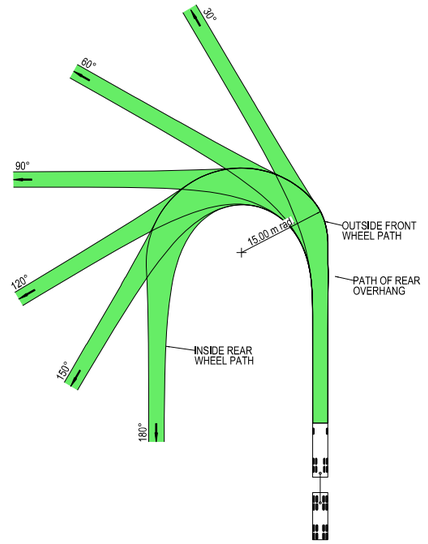

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PLOT DATE / TIME 06/11/2025 — PLOT BY ThomHunter

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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DRAWN	J.COLES	06/11/2025
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DESIGN	J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - RI LO

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ISSUE STATUS — SHEET No. SW1-029 — ISSUE 1

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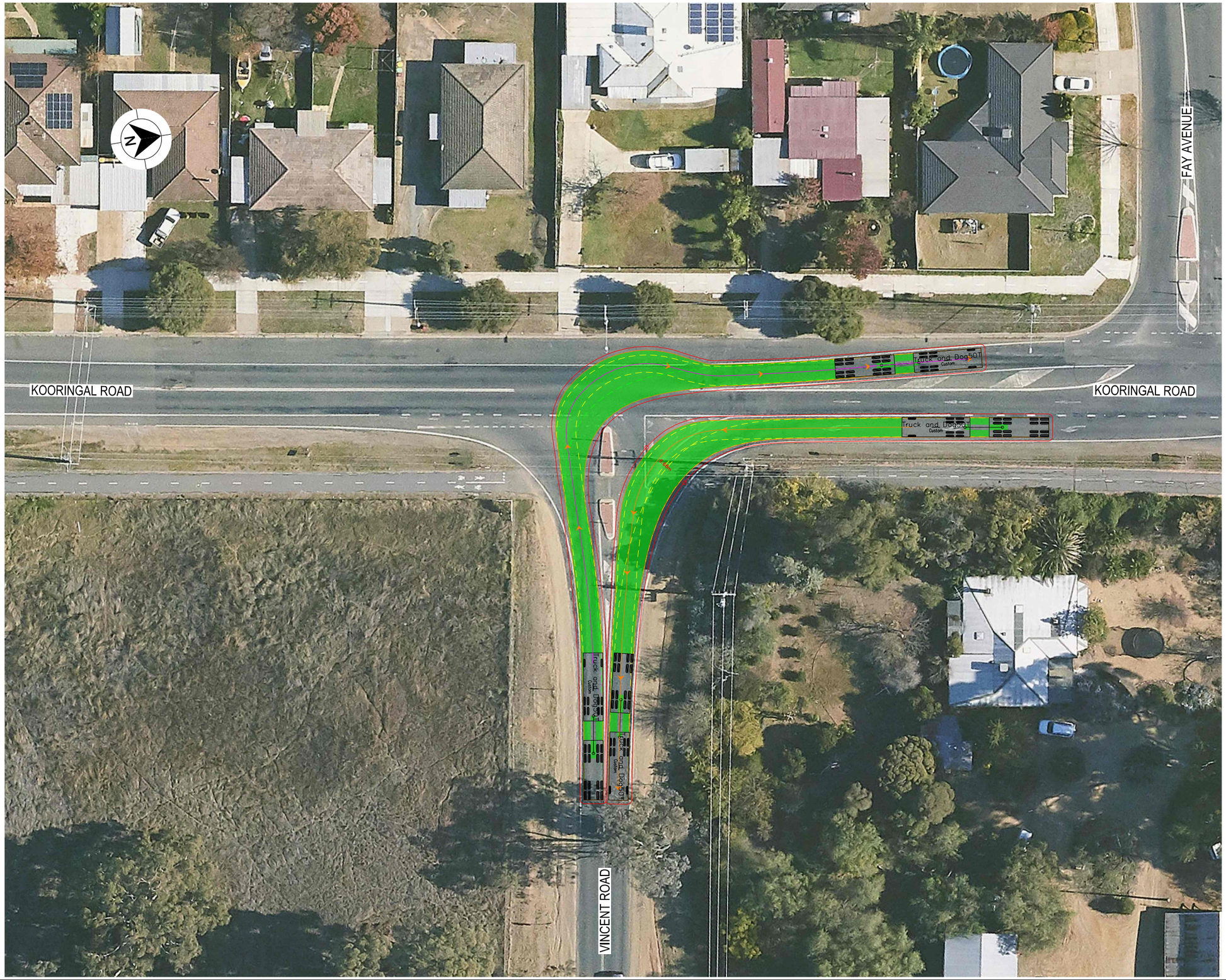


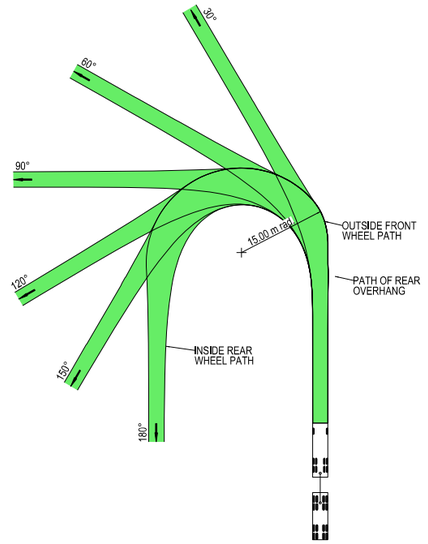
LEGEND

- 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

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025 — PLOT BY B.DENNETT

CLIENT

WAGGA CITY COUNCIL
KOORINGAL ROAD & VINCENT ROAD

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND VINCENT ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-030 — ISSUE 1

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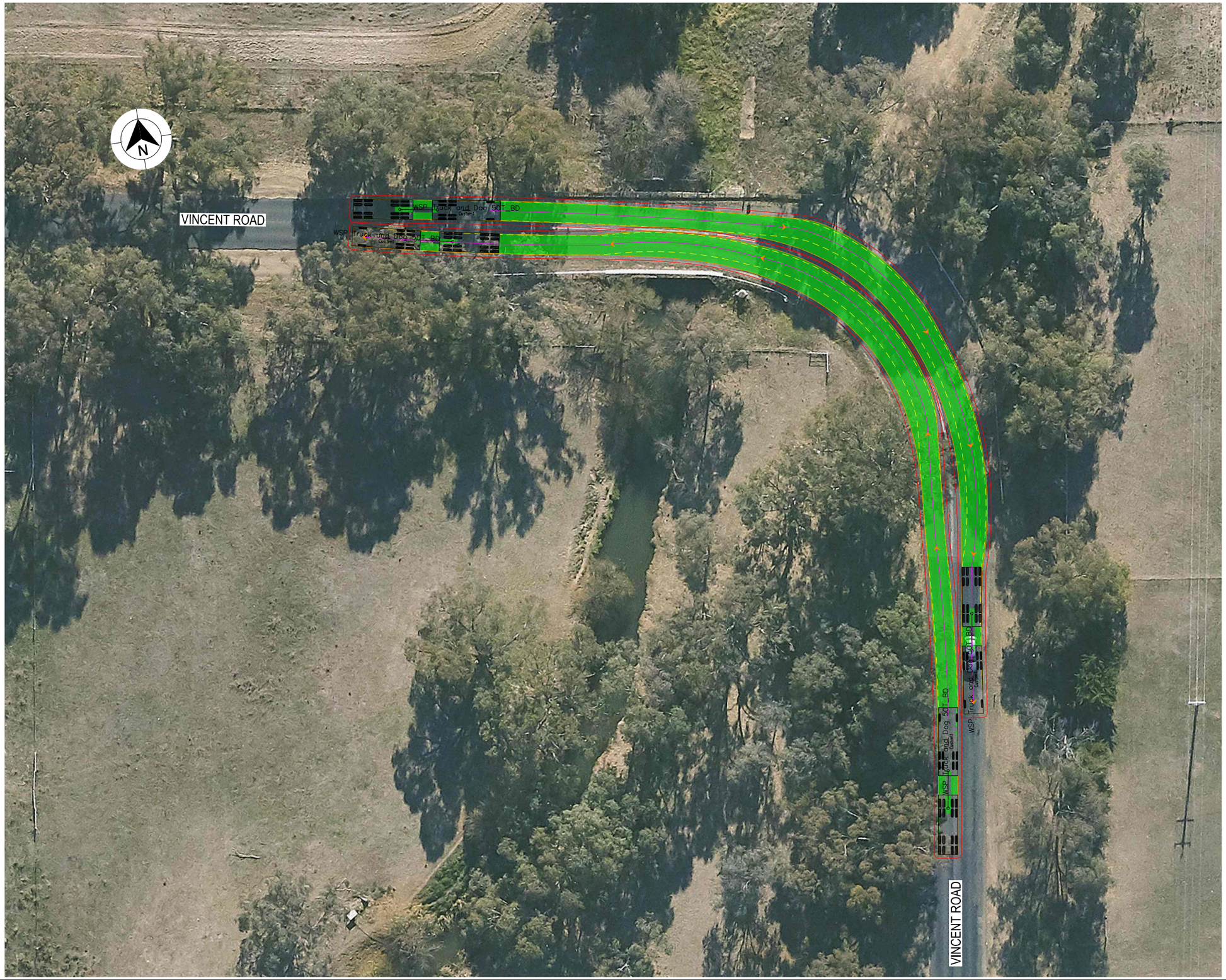


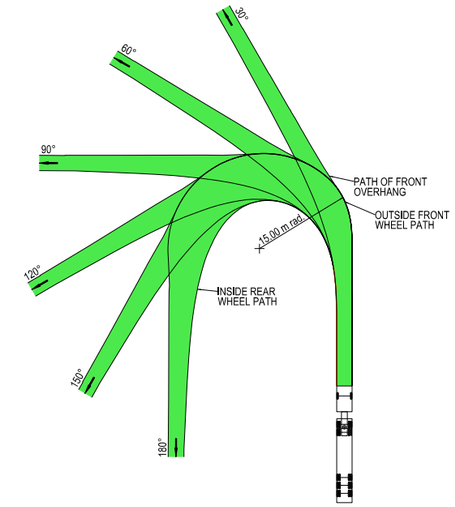
LEGEND

GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY B.DENNETT

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
VINCENT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - VINCENT ROAD - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-031
ISSUE 1

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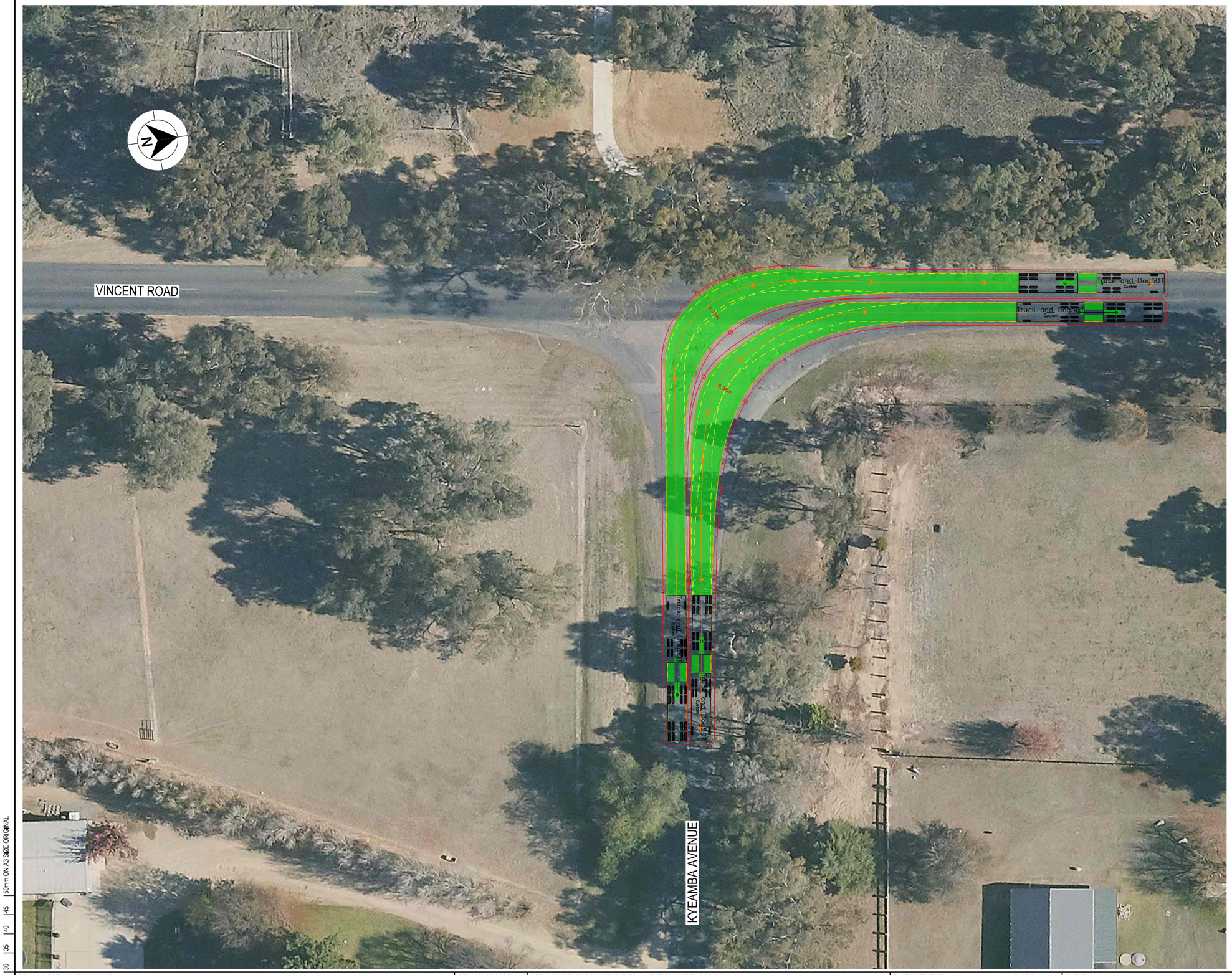


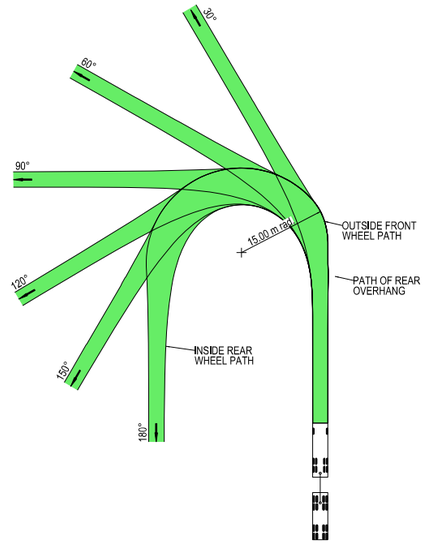
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 06/11/2025
PLOT BY B.DENNETT

CLIENT

WAGGA CITY COUNCIL
VINCENT ROAD & KYEAMBA AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - VINCENT ROAD AND KYEAMBA AVENUE - 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-032
ISSUE 1

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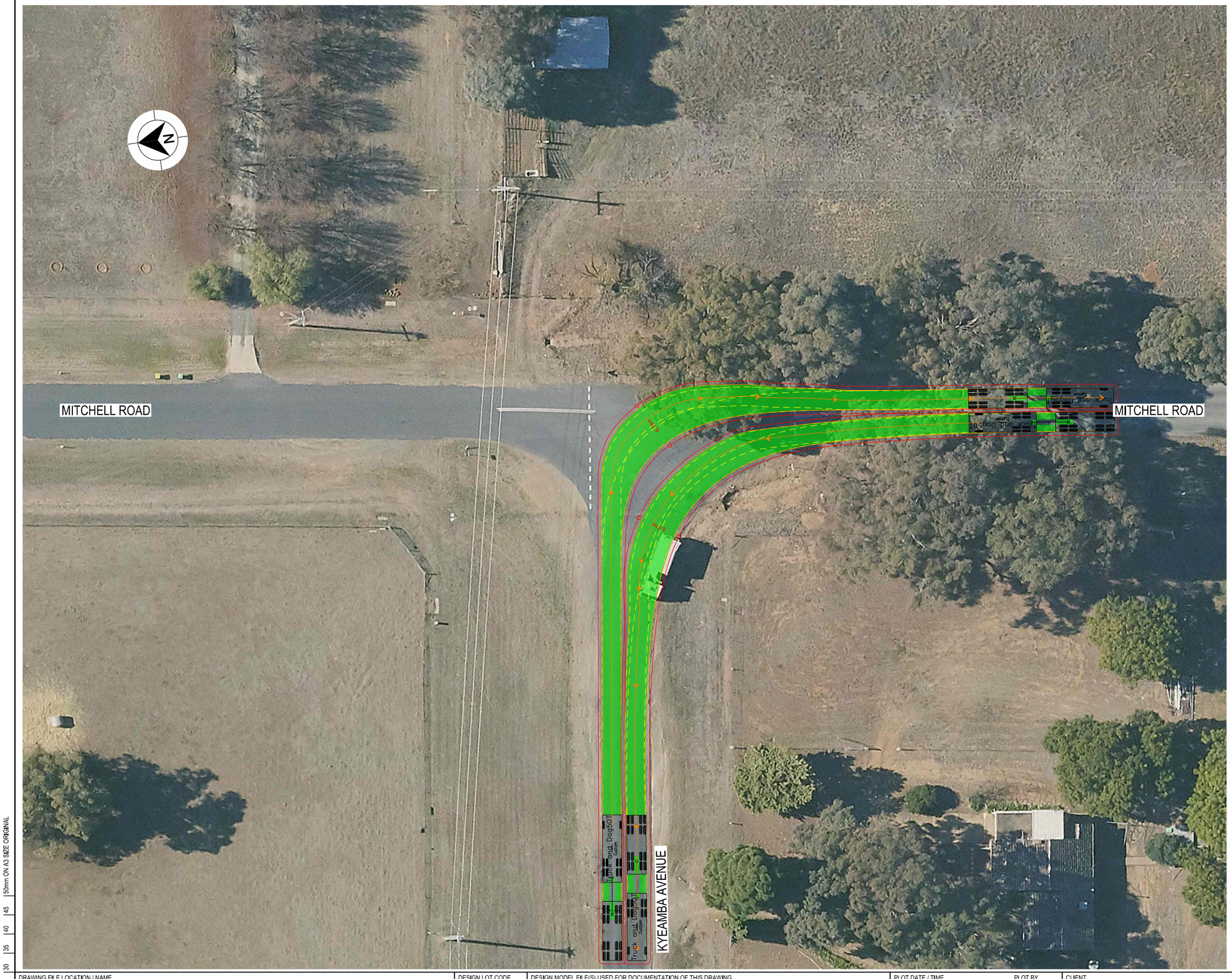


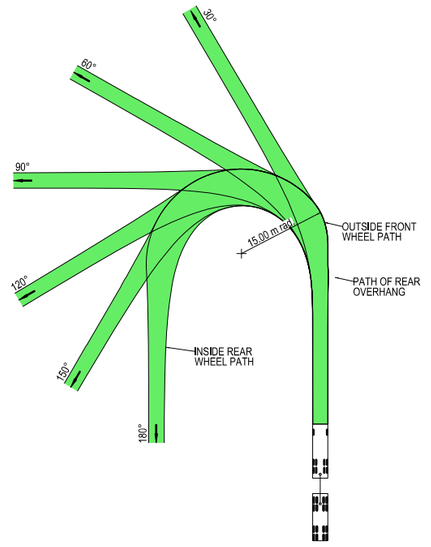
LEGEND

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY B.DENNETT

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KYEAMBA AVENUE & MITCHELL ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-033
ISSUE 1

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MITCHELL ROAD

GREGADOO ROAD

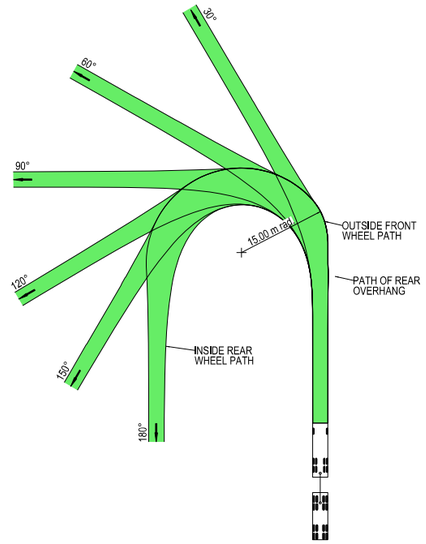
ASHFORDS ROAD

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MITCHELL ROAD & ASHFORDS ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD- RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-034
ISSUE 1

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ASHFORDS ROAD

GREGADOO WASTE MANAGEMENT CENTRE

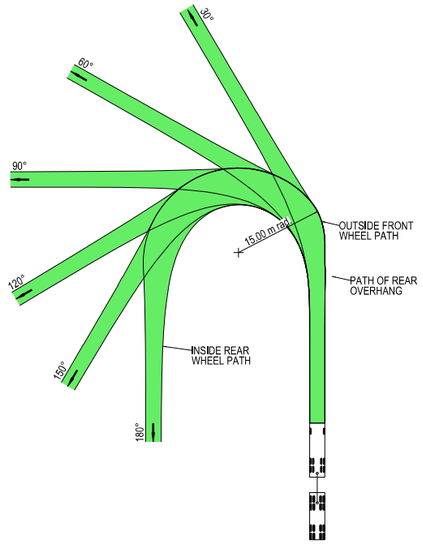
LEGEND

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

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 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
ASHFORDS ROAD & GREGADOO WASTE MANAGEMENT CENTER

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GREGADOO WASTE MANAGEMENT FACILITY - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW1-035
ISSUE 1

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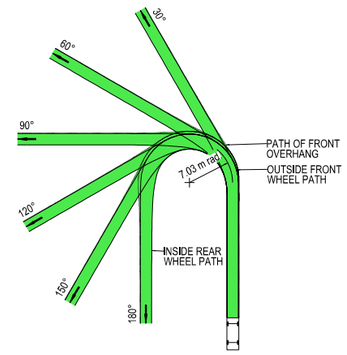
LEGEND

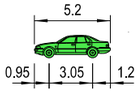
GDA 2020

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

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

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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

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 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
CHASTON STREET - ACCESS GATE D1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - LV - CHASTON STREET GATE P4 - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-036
ISSUE 1

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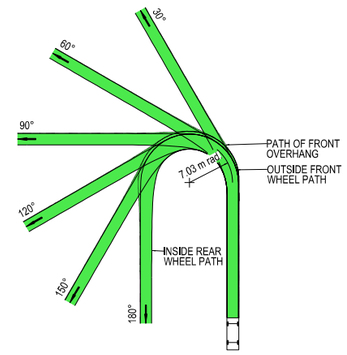
LEGEND

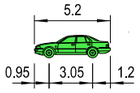
GDA 2020

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

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

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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
CHASTON STREET - ACCESS GATE D1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - CHASTON STREET GATE P4 - LO

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PART 1
ISSUE STATUS
SHEET No. SW1-037
ISSUE 1

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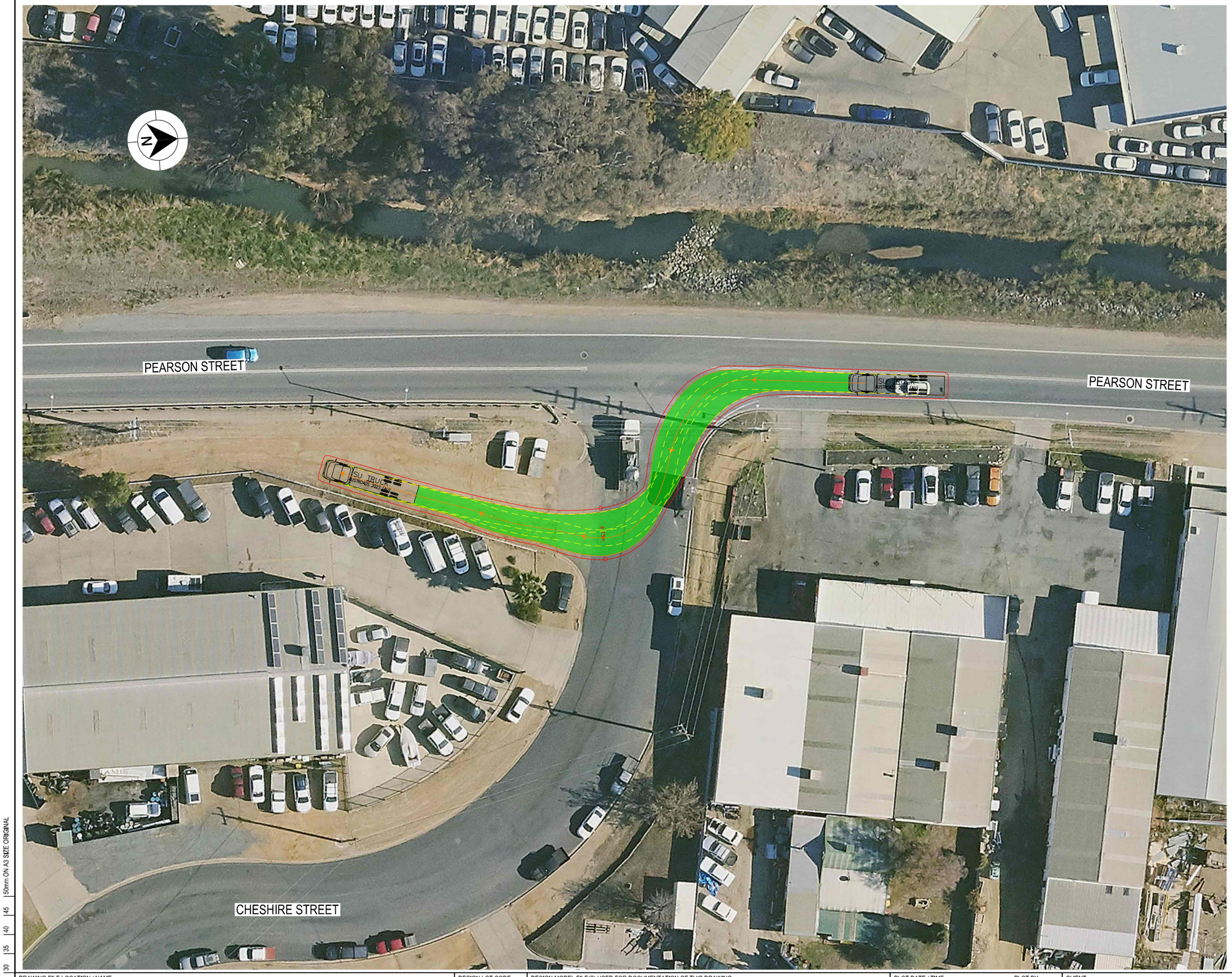


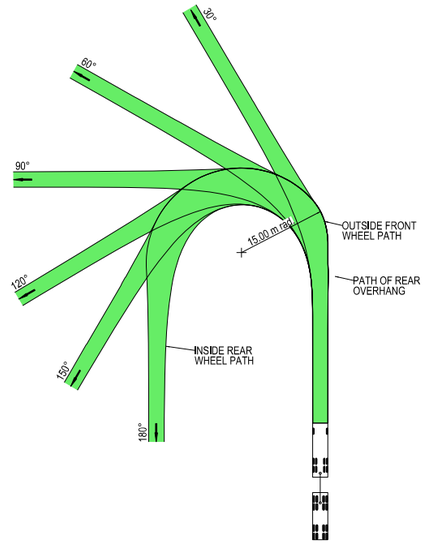
LEGEND

GDA 2020

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

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 06/11/2025

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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
CHESHIRE STREET - ACCESS GATE P1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - CHESHIRE STREET GATE P1 - LI

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PART 1
ISSUE STATUS
SHEET No. SW1-038
ISSUE 1

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PEARSON STREET

PEARSON STREET

CHESHIRE STREET

OBSERVATION ANGLE 104°

OBSERVATION ANGLE 72°

OBSERVATION ANGLE 95°

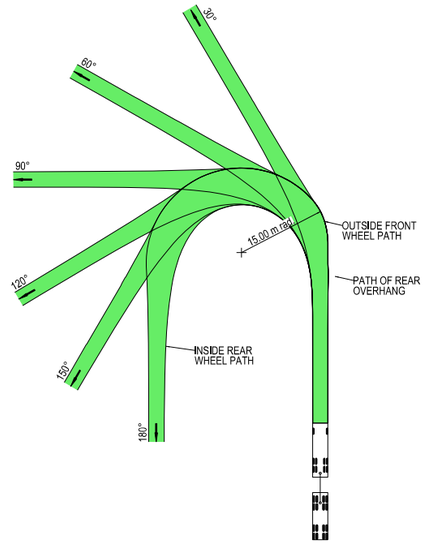
SU TRUCK
AUSTROADS 2023 (AB)

LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
CHESHIRE STREET - ACCESS GATE P1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - CHESHIRE STREET GATE P1 - RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-039
ISSUE 1

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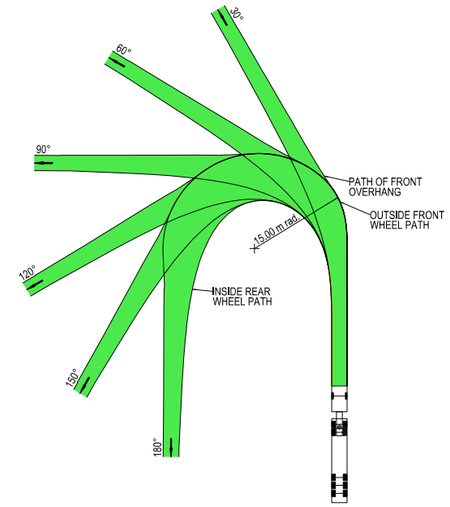
LEGEND

GDA 2020

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

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - URANA STREET GATE P2 - LO

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SHEET No. SW1-040
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URANA STREET

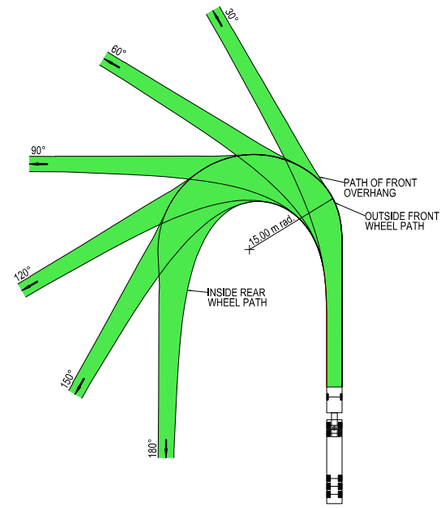
URANA STREET

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

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

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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - URANA STREET GATE P2 - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-041
ISSUE 1

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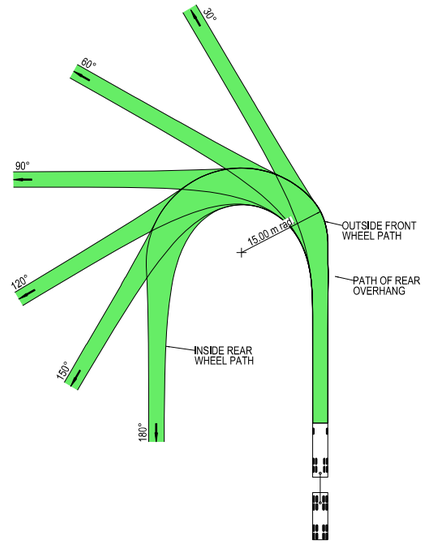
LEGEND

- 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

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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - URANA STREET GATE P2 - 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

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

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PART 1
ISSUE STATUS
SHEET No. SW1-042
ISSUE 1

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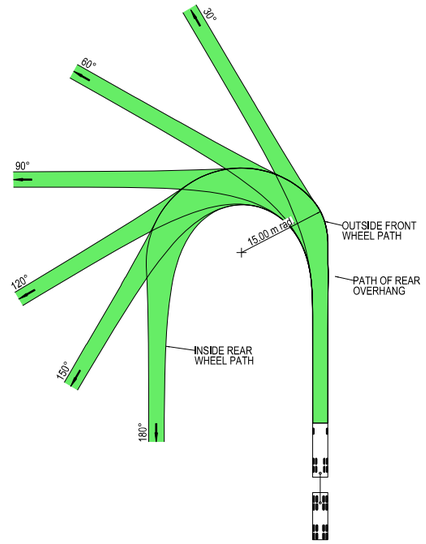
LEGEND

- 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

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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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - URANA STREET GATE P2 - RO

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ISSUE STATUS — SHEET No. SW1-043 — ISSUE 1

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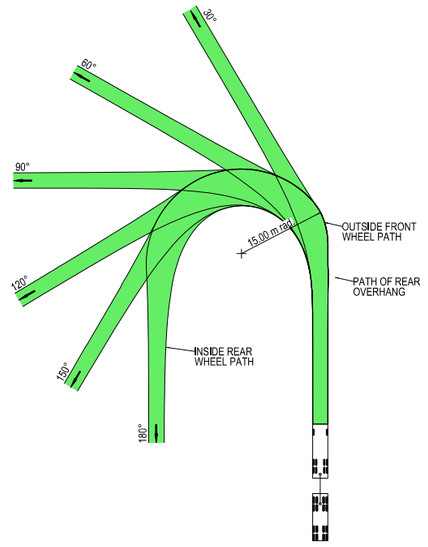
LEGEND

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

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 06/11/2025 — PLOT BY ThomHunter

CLIENT

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GLENFIELD ROAD AND FERNLEIGH ROAD - U TURN

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-044 — 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

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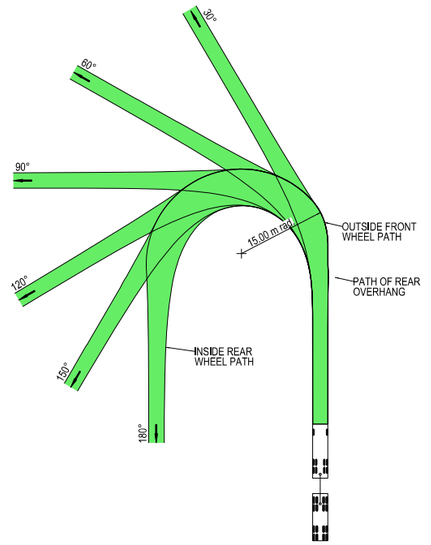
SCALE 1:1000m



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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER - 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

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

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PART 1
ISSUE STATUS
SHEET No. SW1-045
ISSUE 1

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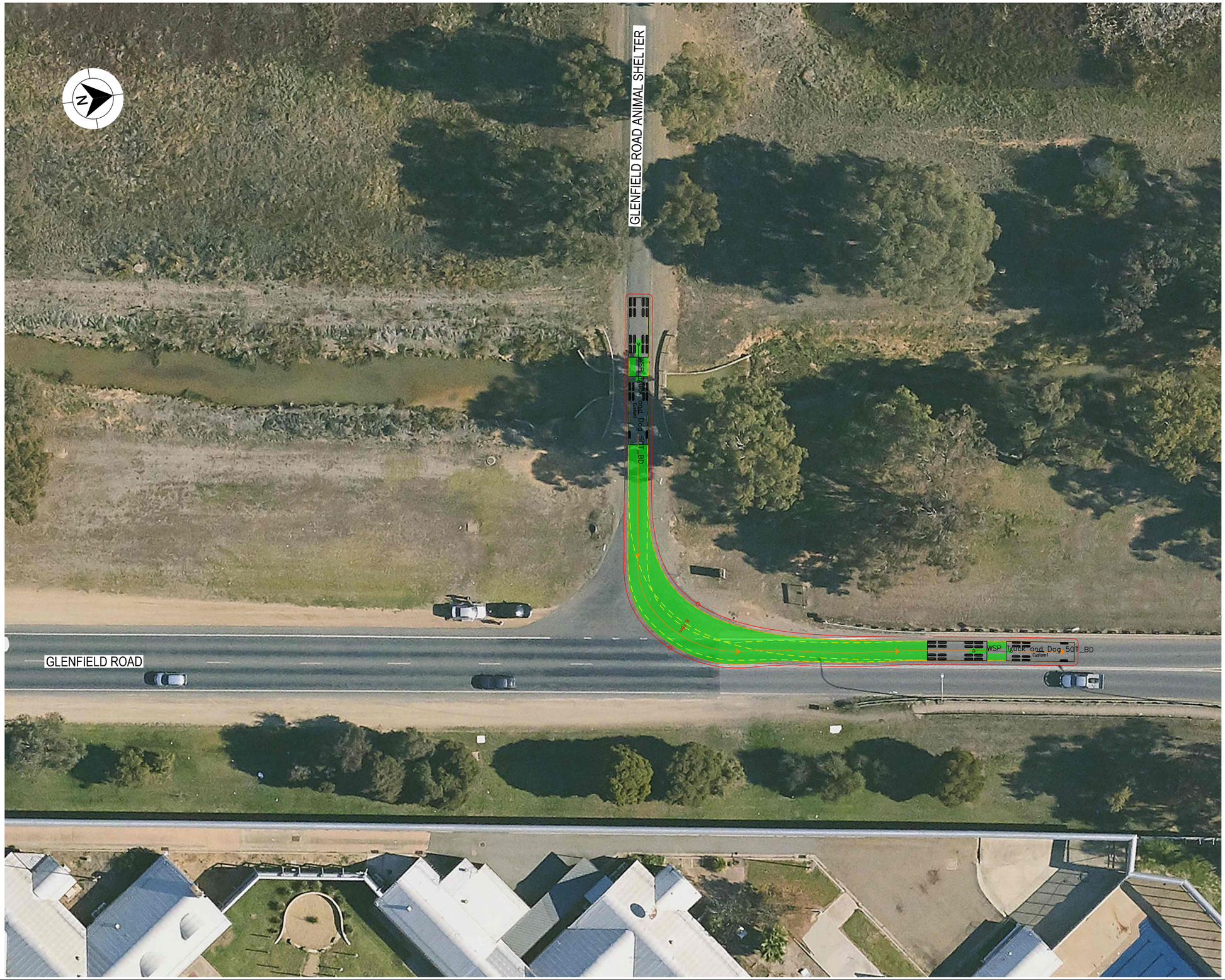


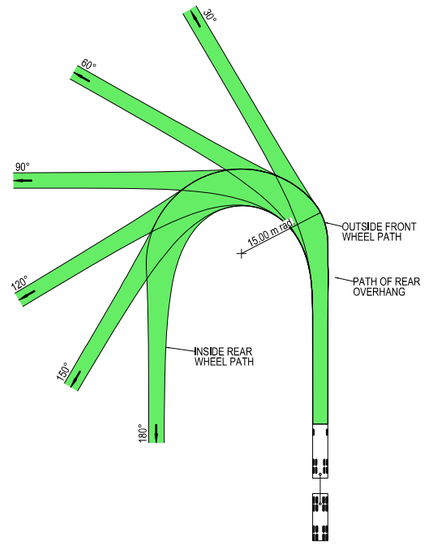
LEGEND

- 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

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 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER - 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

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

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PART 1
ISSUE STATUS
SHEET No. SW1-046
ISSUE 1

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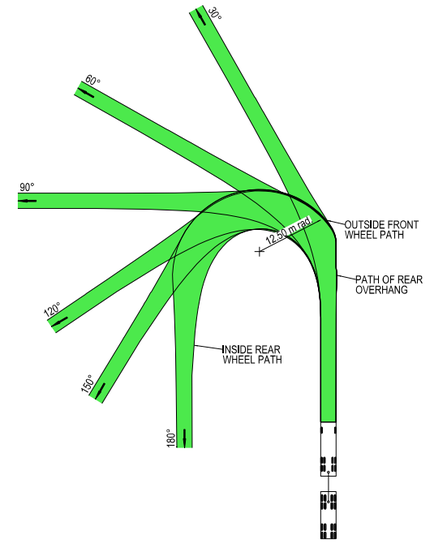
LEGEND

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

GDA 2020

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-047
ISSUE 1

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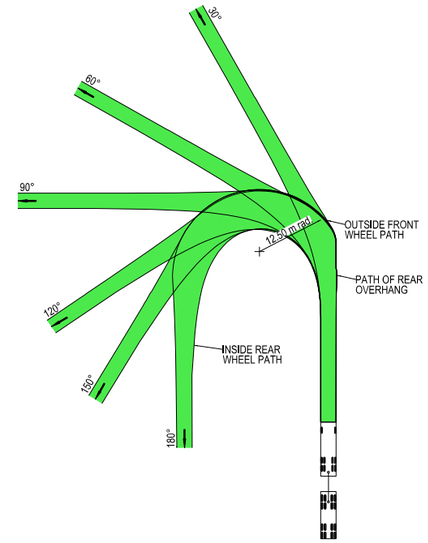
LEGEND

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

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 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - 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

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-048
ISSUE 1

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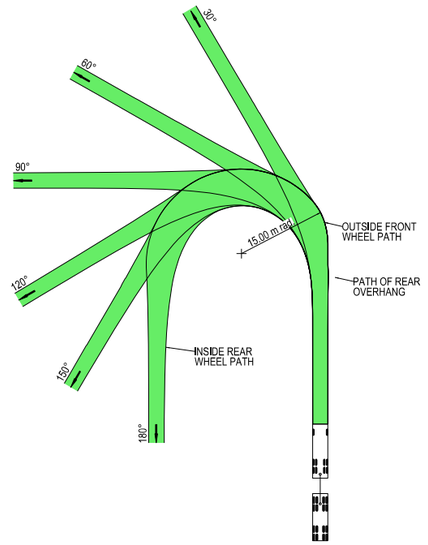
LEGEND

- 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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-049
ISSUE 1

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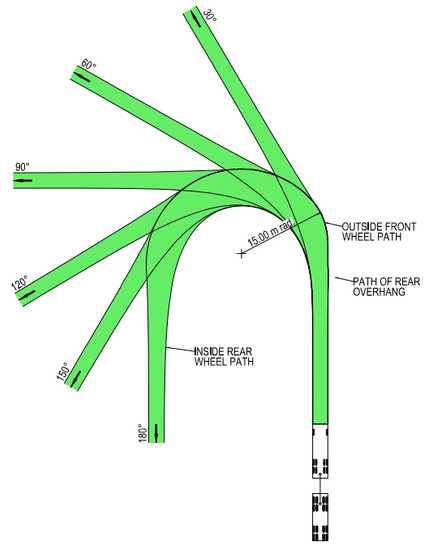
LEGEND

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

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 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GLENFIELD ROAD ANIMAL SHELTER GATE P3 - 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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PART 1
ISSUE STATUS
SHEET No. SW1-050
ISSUE 1

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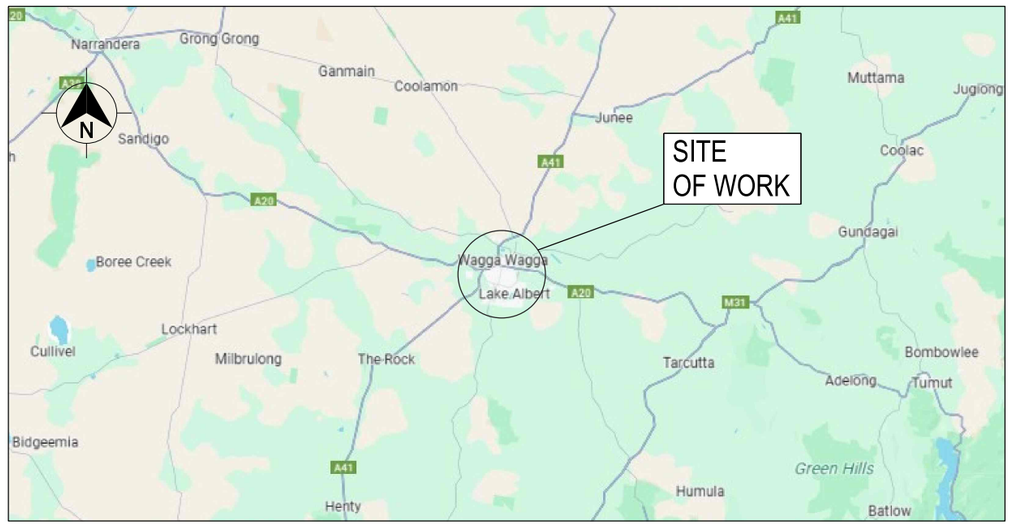
WAGGA WAGGA CITY COUNCIL
CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
CASSIDY PARADE ROUTE



LOCALITY PLAN

© GOOGLE MAPS

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 06/11/2025 9:48:16 AM PLOT BY ThomHunter

CLIENT

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
RIGORE ENGINEERING SERVICES	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

PREPARED FOR
MARTINUS PTY LTD

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW2-001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				
	ISSUE NUMBER	1				PASS/FAIL
	DD	6				
	MM	11				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW2	SWEPT PATH ANALYSIS (58 SHEETS)					
SW2-001	COVER SHEET					
SW2-002	INDEX					
SW2-003	KEY PLAN					
SW2-004	SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - LI					PASS
SW2-005	SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - RI					PASS
SW2-006	SWEPT PATH - TD - BOURKE STREET AND WOODEN STREET - LI					PASS
SW2-007	SWEPT PATH - TD - WOODEN STREET AND TREVOR STREET - LI					PASS
SW2-008	SWEPT PATH - TD - TREVOR STREET AND COLEMAN STREET- RO					PASS
SW2-009	SWEPT PATH - SEMI - NORMAN STREET AND COLEMAN STREET - RI					PASS
SW2-010	SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - LI					PASS
SW2-011	SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - RI					PASS
SW2-012	SWEPT PATH - SEMI - NORMAN STREET AND CASSIDY PARADE - RI					CONDITIONAL PASS
SW2-013	SWEPT PATH - TD - NORMAN STREET AND CASSIDY PARADE - RI					CONDITIONAL PASS
SW2-014	SWEPT PATH - SEMI - CASSIDY PARADE AND KILDARE STREET - RI					PASS
SW2-015	SWEPT PATH - TD - CASSIDY PARADE AND KILDARE STREET - RI					PASS
SW2-016	SWEPT PATH - SEMI - KILDARE STREET AND COLEMAN STREET- LO					PASS
SW2-017	SWEPT PATH - TD - KILDARE STREET AND COLEMAN STREET- LO					PASS
SW2-018	SWEPT PATH - SEMI - COLEMAN AND EDMONSON - LO RI					PASS
SW2-019	SWEPT PATH - TD - COLEMAN AND EDMONSON - LO RI					PASS
SW2-020	SWEPT PATH - SEMI - EDMONDSON STREET AND ERIN STREET - RI LO					PASS
SW2-021	SWEPT PATH - TD - EDMONDSON STREET AND ERIN STREET - RI LO					PASS
SW2-022	SWEPT PATH - SEMI - ERIN STREET AND MACLEAY STREET - RI LO					PASS
SW2-023	SWEPT PATH - TD - ERIN STREET AND MACLEAY STREET - RI LO					PASS
SW2-024	SWEPT PATH - SEMI - MACLEAY STREET AND RAILWAY STREET - RI LO					PASS
SW2-025	SWEPT PATH - TD - MACLEAY STREET AND RAILWAY STREET - RI LO					PASS
SW2-026	SWEPT PATH - SEMI - RAILWAY STREET AND LAKE ALBERT ROAD - RI LO					CONDITIONAL PASS
SW2-027	SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RO					PASS
SW2-028	SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RI LO					PASS
SW2-029	SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO					PASS
SW2-030	SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW2-031	SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO					PASS
SW2-032	SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW2-033	SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - LI RO					PASS
SW2-034	SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - RI LO					PASS
SW2-035	SWEPT PATH - TD - MURRAY STREET AND BROOKONG AVENUE - RI LO					PASS
SW2-036	SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - LI RO					CONDITIONAL PASS
SW2-037	SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - RI LO					CONDITIONAL PASS
SW2-038	SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI					PASS
SW2-039	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - EAST					PASS
SW2-040	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - NORTH					PASS
SW2-041	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - SOUTH					PASS
SW2-042	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - WEST					PASS
SW2-043	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH					PASS
SW2-044	SWEPT PATH - TD - COPLAND STREET AND TASMAN ROAD - RI LO					PASS
SW2-045	SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO					PASS
SW2-046	SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - RI LO					PASS
SW2-047	SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - LI RO					CONDITIONAL PASS
SW2-048	SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - RI LO					CONDITIONAL PASS
SW2-049	SWEPT PATH - TD - KOORINGAL ROAD AND VINCENT ROAD - RI LO					PASS
SW2-050	SWEPT PATH - TD - VINCENT ROAD - LI RO					PASS
SW2-051	SWEPT PATH - TD - VINCENT ROAD AND KYEAMBA AVENUE - LI RO					PASS
SW2-052	SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO					PASS
SW2-053	SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD- RI LO					PASS
SW2-054	SWEPT PATH - TD - GREGADOO WASTE MANAGEMENT FACILITY - RI LO					PASS
SW2-055	SWEPT PATH - TD - BROOKONG AVENUE GATE C1 - LO					PASS
SW2-056	SWEPT PATH - TD - BROOKONG AVENUE GATE C1 - RI					PASS
SW2-057	SWEPT PATH - SV - FOX STREET GATE C2 - RI					PASS
SW2-058	SWEPT PATH - SV - FOX STREET GATE C2 - RO					PASS

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DESIGN LOT CODE

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

PLOT DATE / TIME: 06/11/2025 9:48:16 AM

PLOT BY: ThomHunter

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

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW2-002

ISSUE 1

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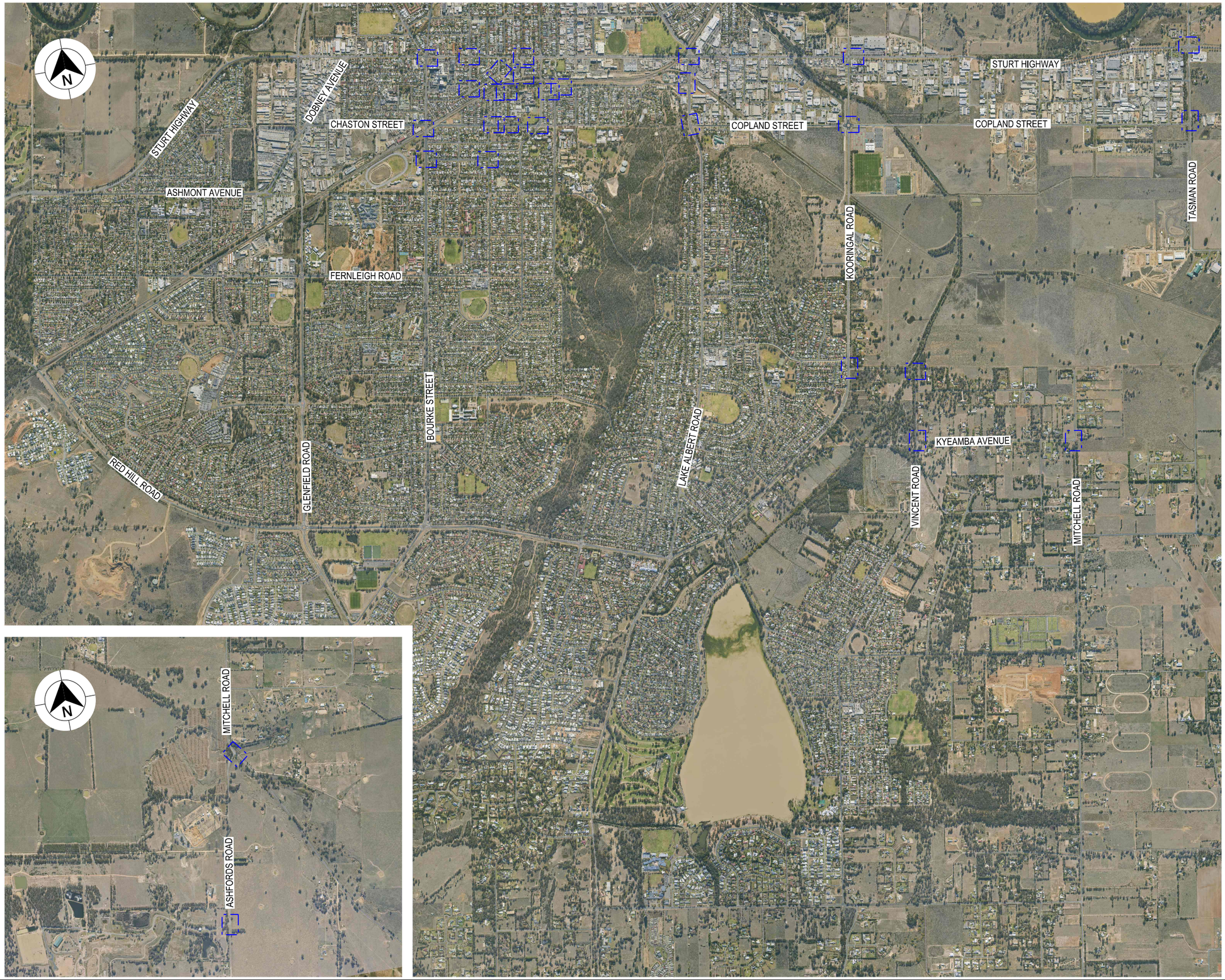

LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

GDA 2020

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DESIGN LOT CODE

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PLOT DATE / TIME: 06/11/2025 9:48:16 AM
PLOT BY: ThomHunter

CLIENT: MARTINUS

WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

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SCALE 1:30000m

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. SW2-003
ISSUE 1

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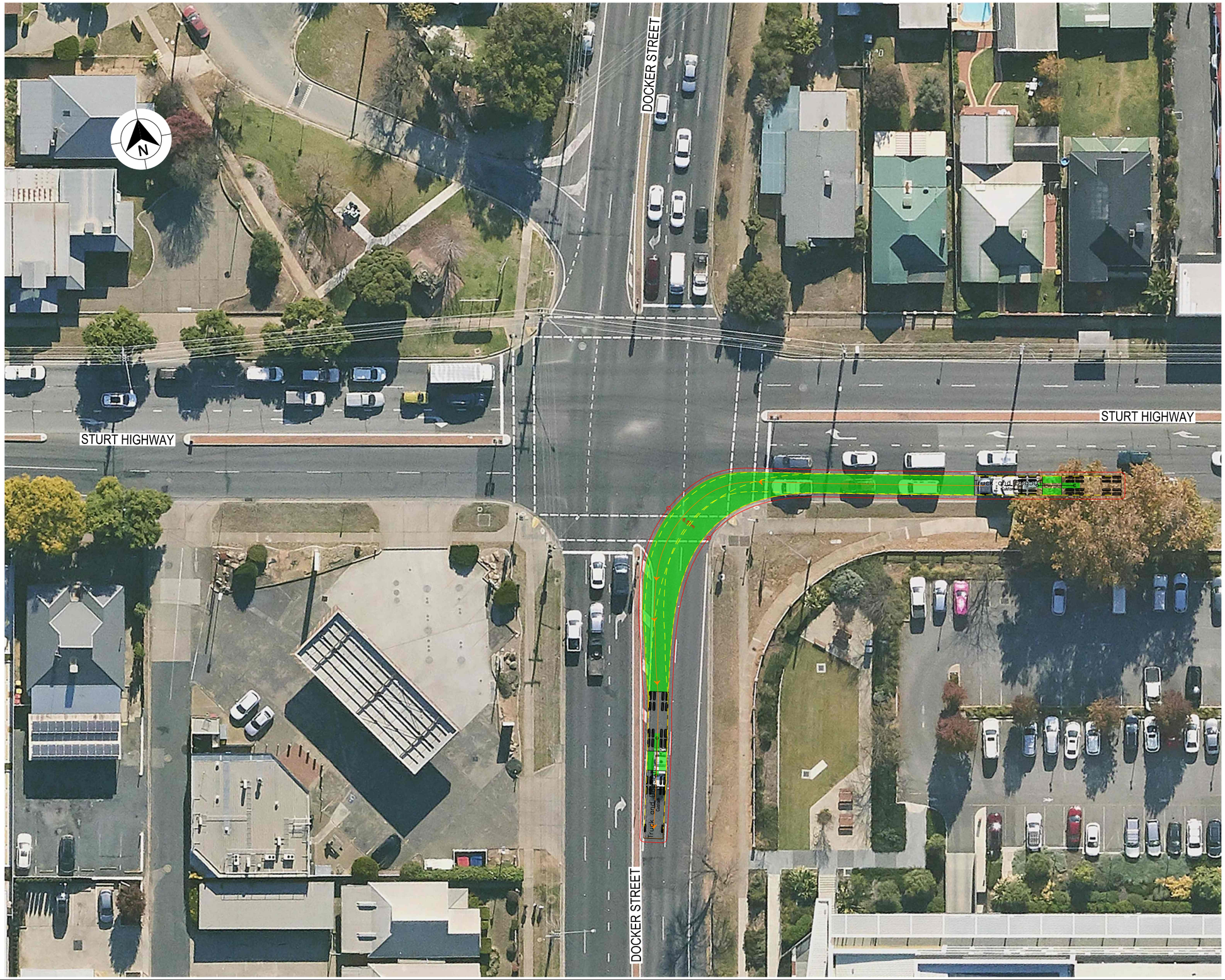


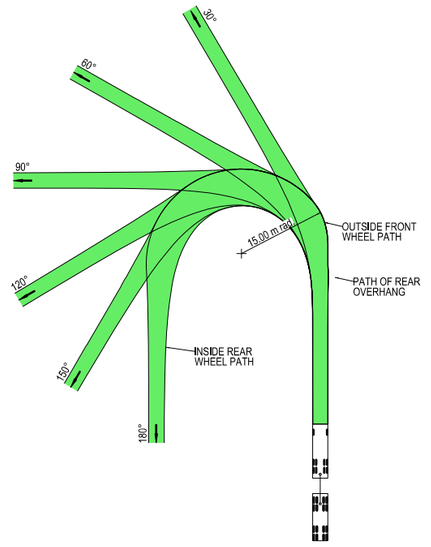
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DOCKER STREET AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - LI

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-004
ISSUE 1

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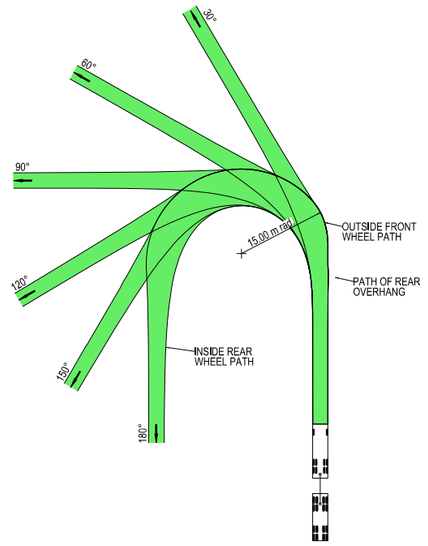
LEGEND

- 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

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/09/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DOCKER STREET AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - RI

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

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
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ISSUE STATUS
SHEET No. SW2-005
ISSUE 1

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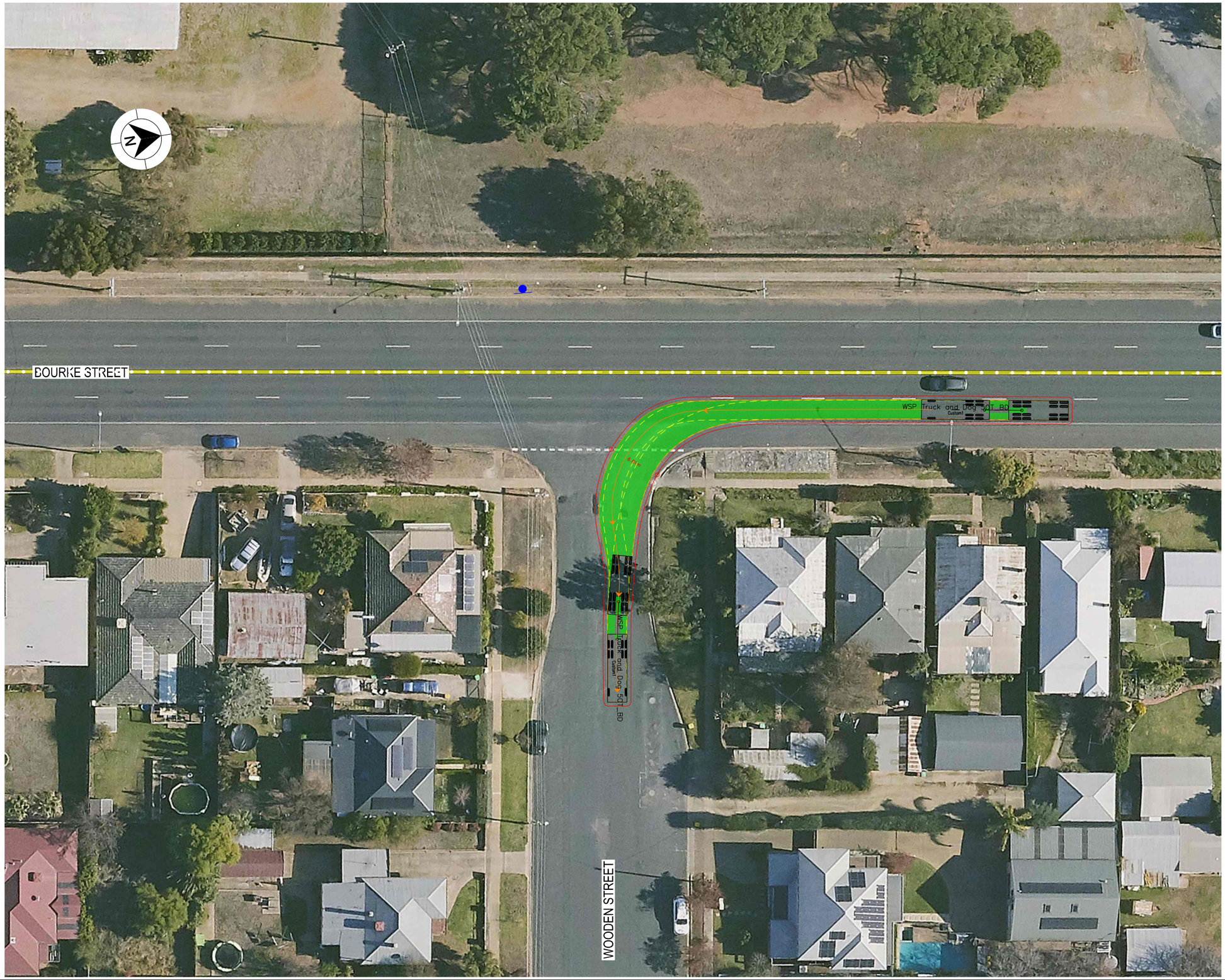
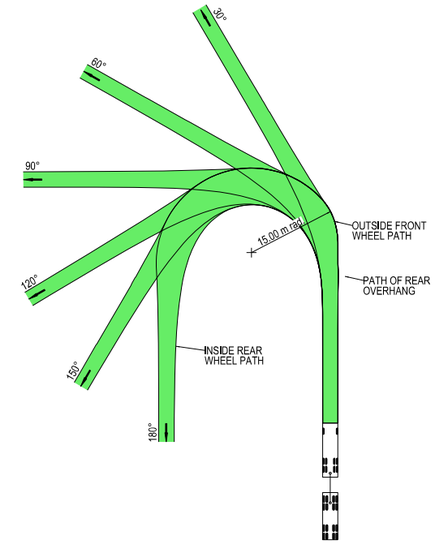


LEGEND

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

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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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: 24/09/2025
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	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
BOURKE STREET AND WOODEN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - BOURKE STREET AND WOODEN STREET - LI

A3

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WOODEN STREET

TREVOR STREET

WSP_Truck and Dog_50T_BD

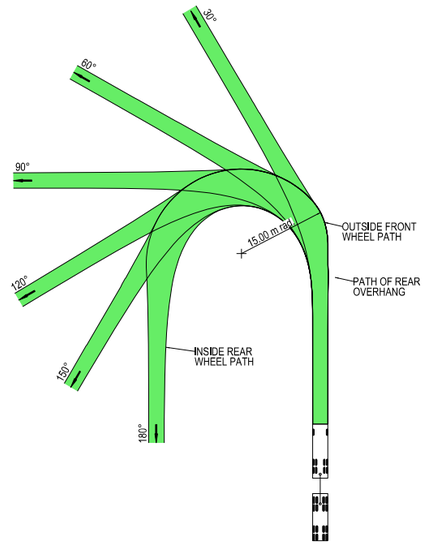
WSP_Truck and Dog_50T_BD

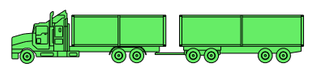
LEGEND

- 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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TURNING SPEED	5 - 15 km/h

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PLOT DATE / TIME 06/11/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WOODEN STREET AND TREVOR STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - WOODEN STREET AND TREVOR STREET - LI

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PART 1

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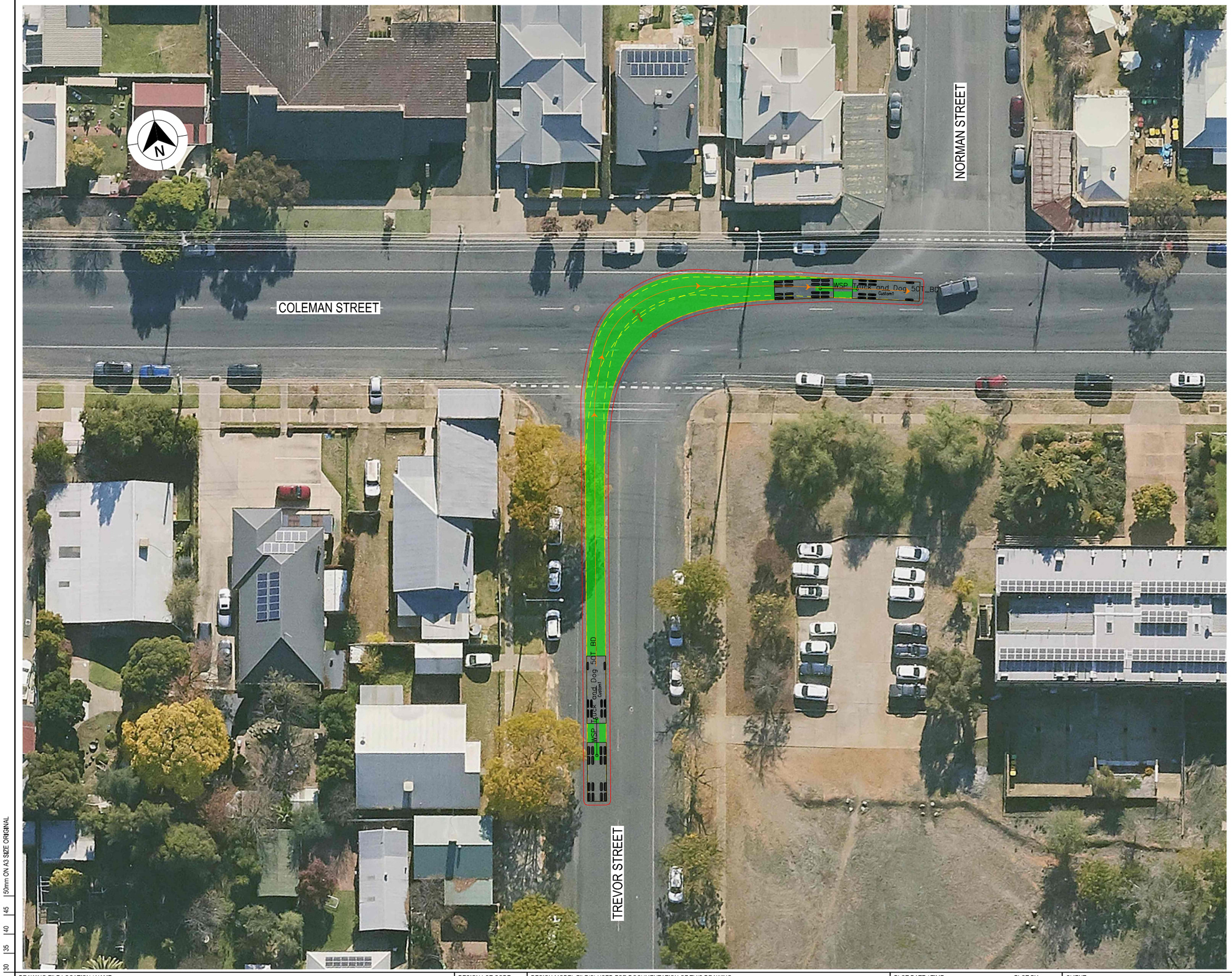


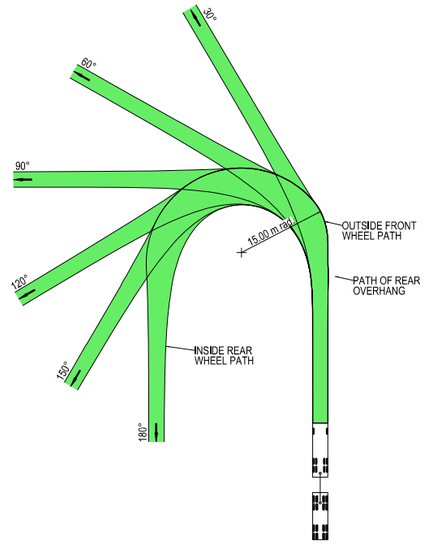
LEGEND

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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DESIGN LOT CODE

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

PLOT DATE / TIME: 24/09/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
TREVOR STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - TREVOR STREET AND COLEMAN STREET - RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-008
ISSUE 1

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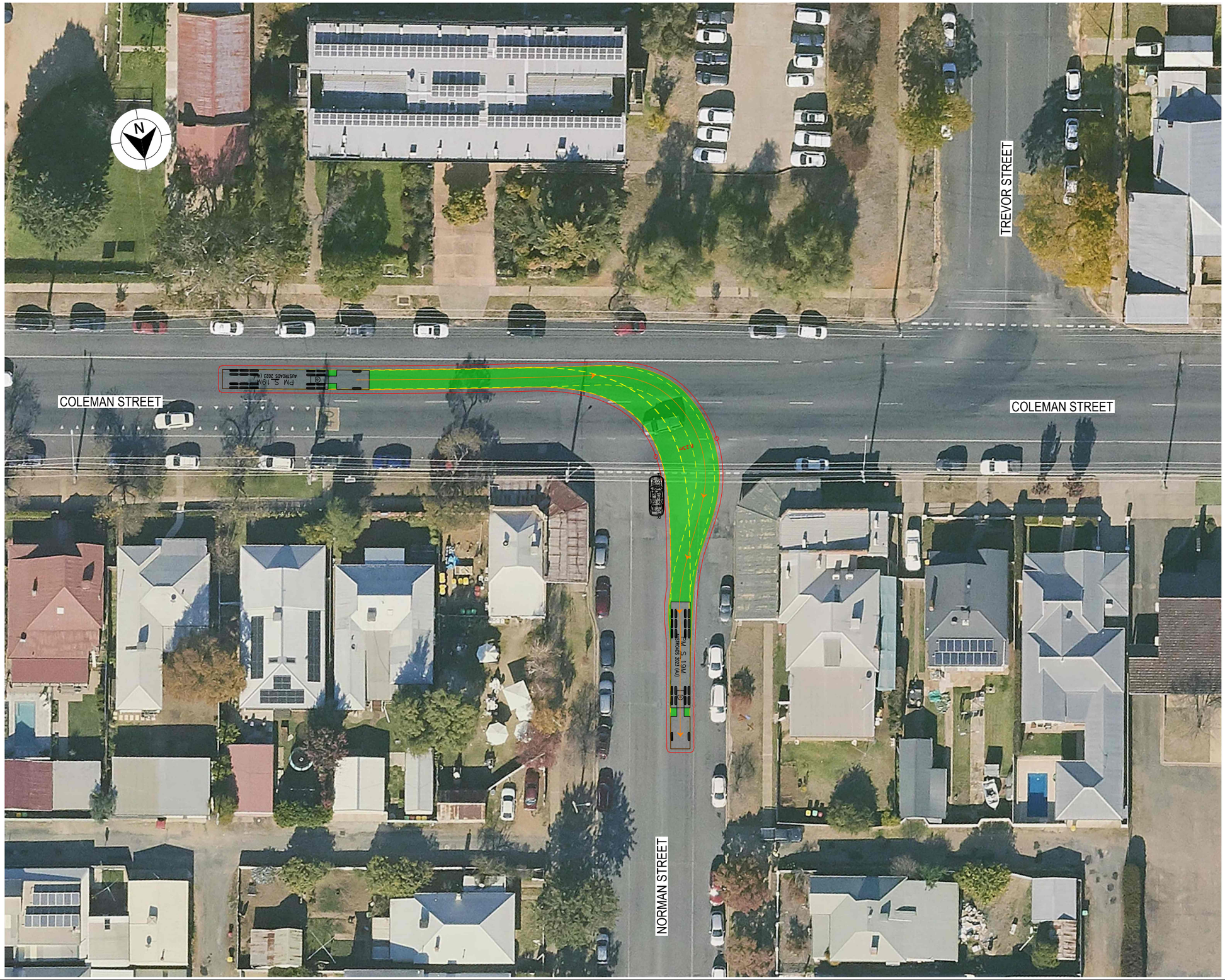


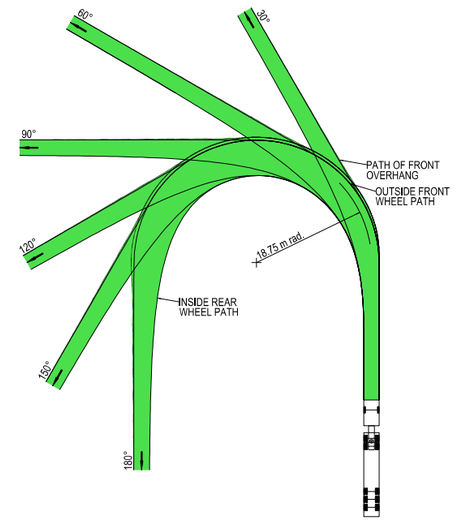
LEGEND

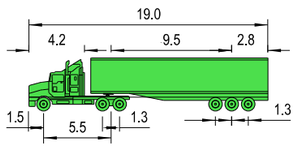
GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

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	18.75 m
TURNING SPEED	15 - 20 km/h

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

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PLOT DATE / TIME 24/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - NORMAN STREET AND COLEMAN STREET - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-009 — ISSUE 1

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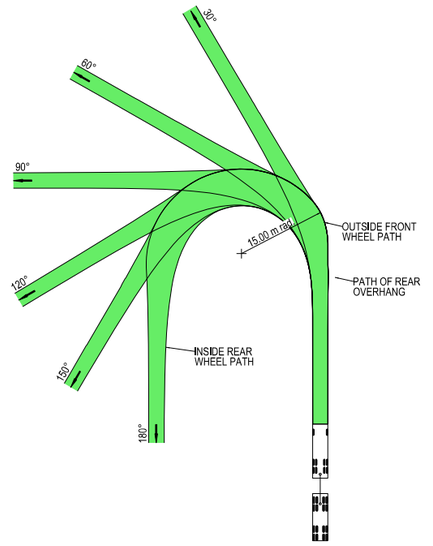
LEGEND

GDA 2020

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

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-010 ISSUE 1

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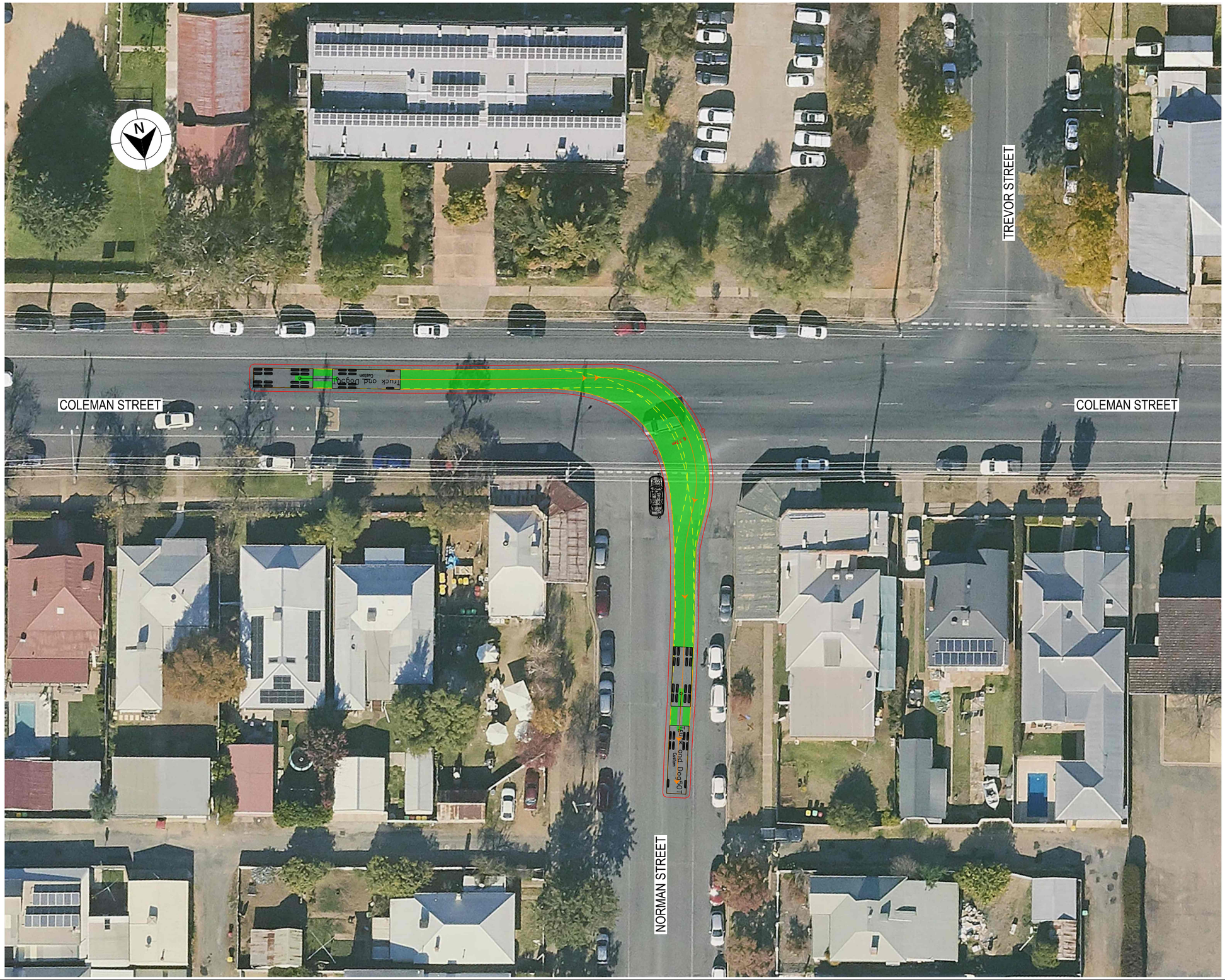
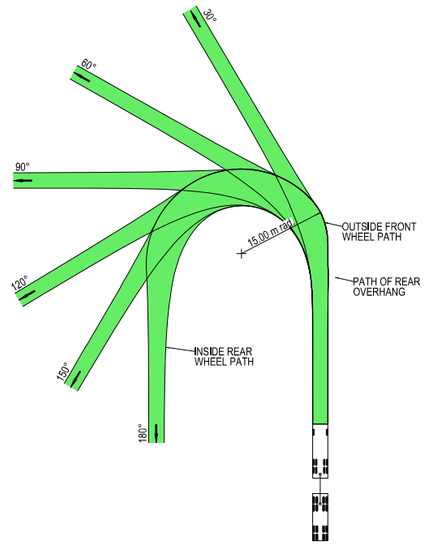


LEGEND

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 24/09/2025 — 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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-011 — ISSUE 1

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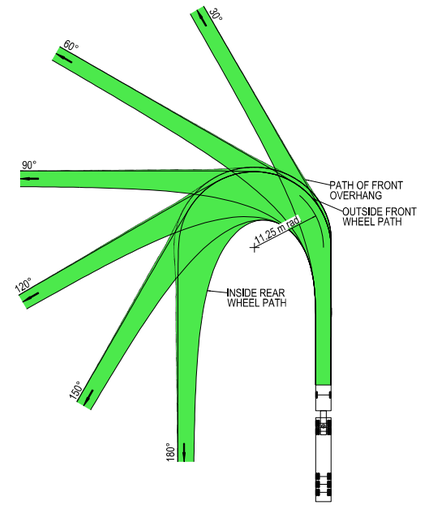
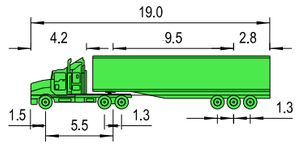
LEGEND

GDA 2020

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

AUSTROADS
DESIGN 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

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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	11.25 m
TURNING SPEED	0 - 5 km/h

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 - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 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

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
NORMAN ROAD AND CASSIDY PARADE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - NORMAN ROAD AND CASSIDY PARADE - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-012 ISSUE 1

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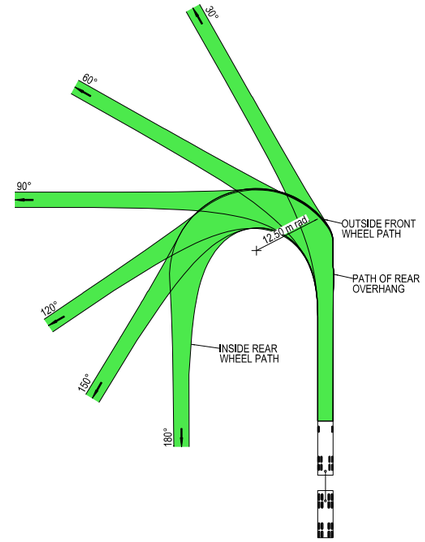
LEGEND

GDA 2020

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

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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 24/09/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
NORMAN ROAD AND CASSIDY PARADE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - NORMAN ROAD AND CASSIDY PARADE - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-013 — ISSUE 1

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

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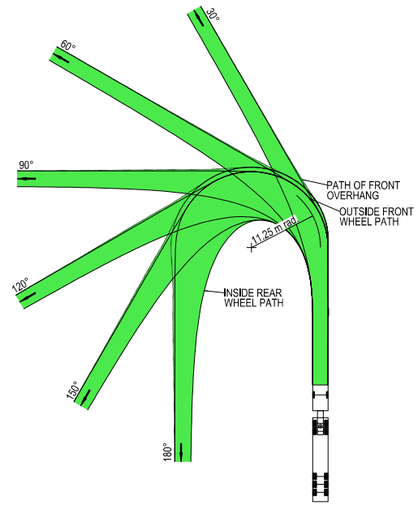
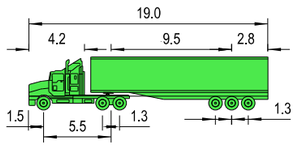
LEGEND

GDA 2020

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

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

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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

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DESIGN LOT CODE

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PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

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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

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DESIGN MNGR	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
CASSIDY PARADE AND KILDARE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - CASSIDY PARADE AND KILDARE STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-014 ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
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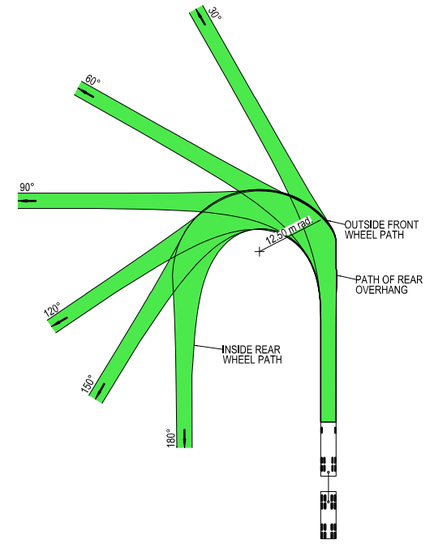
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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PLOT DATE / TIME 24/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
CASSIDY PARADE AND KILDARE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - CASSIDY PARADE AND KILDARE STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-015 — ISSUE 1

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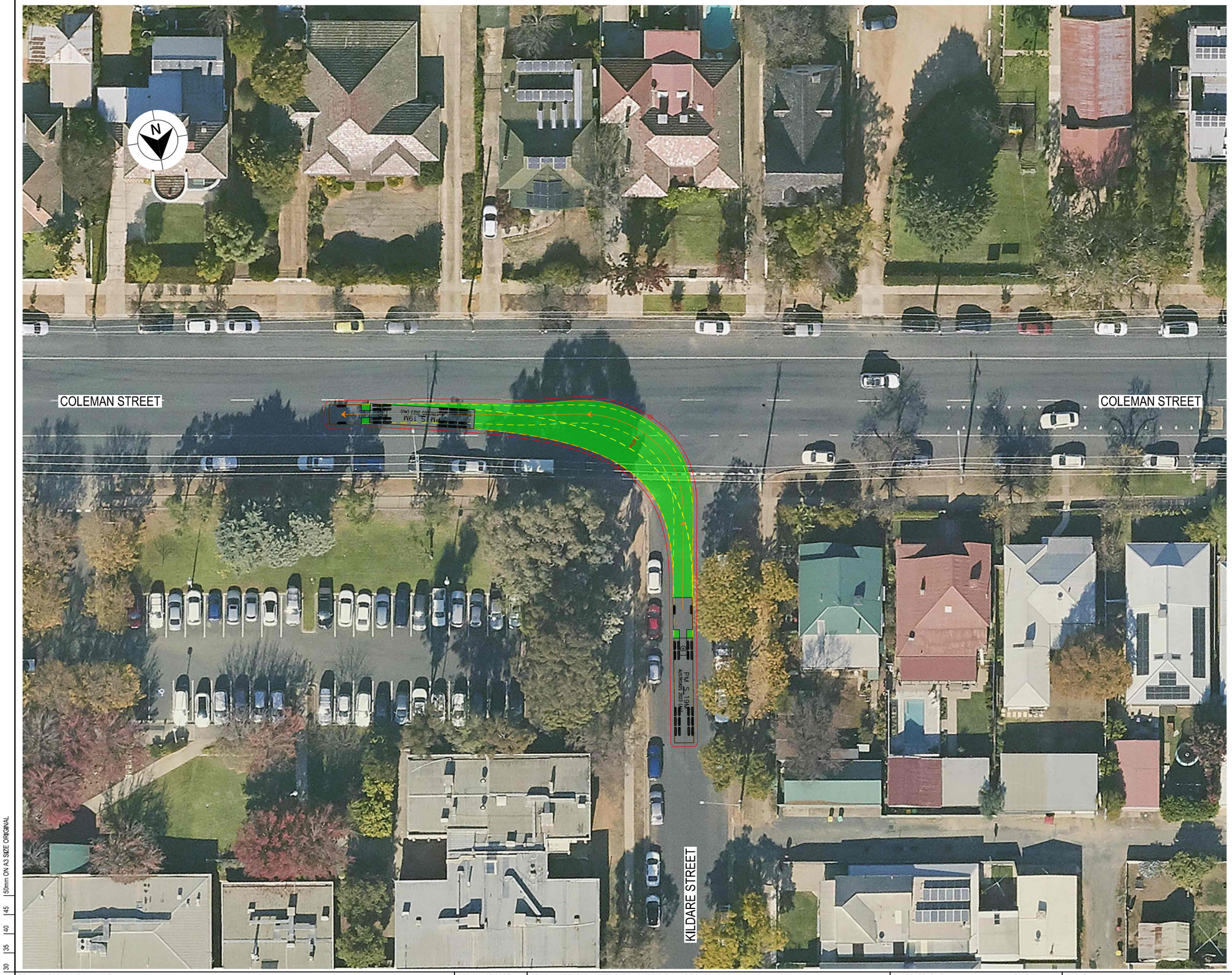


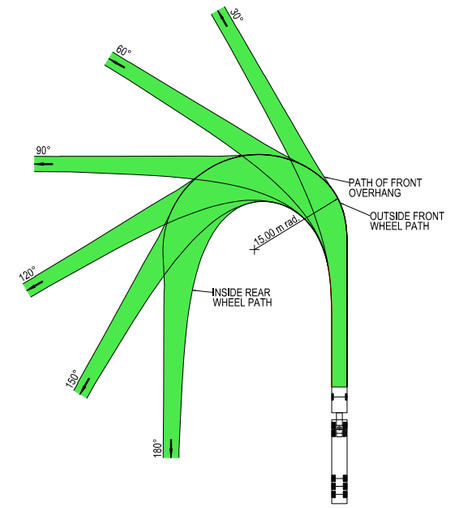
LEGEND

GDA 2020

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

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

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 24/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KILDARE STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - KILDARE STREET AND COLEMAN STREET- LO

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ISSUE STATUS — SHEET No. SW2-016 — ISSUE 1

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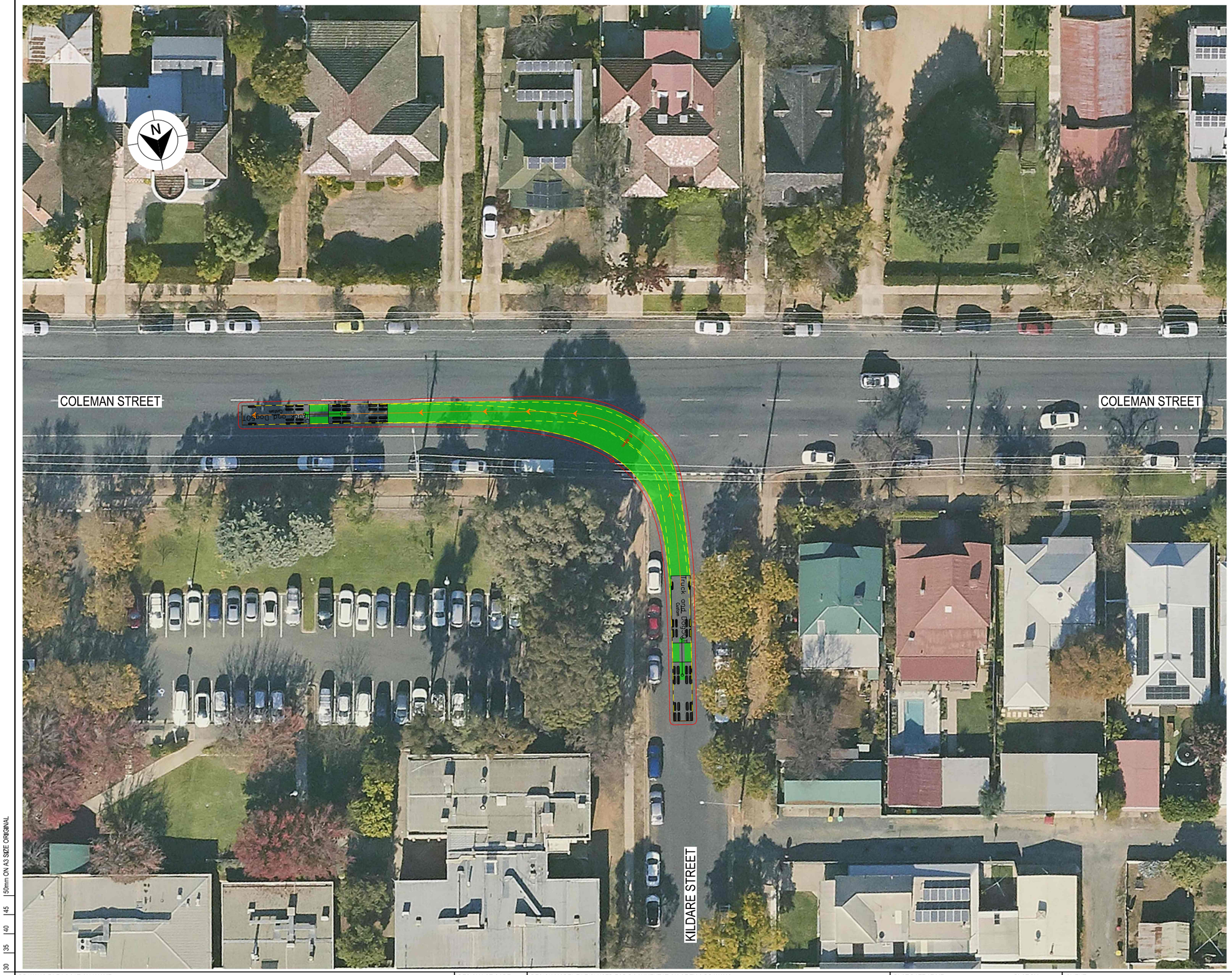

LEGEND

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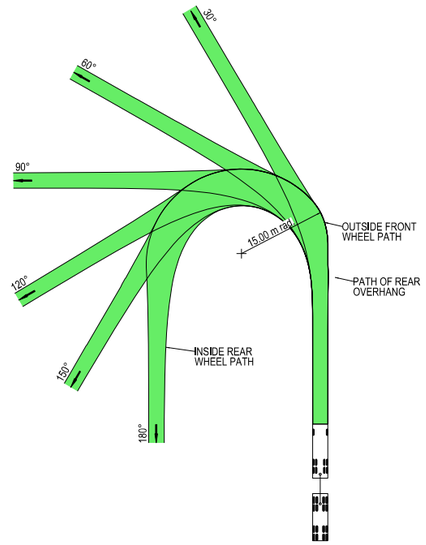
- STORED PASSENGER VEHICLE

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 24/09/2025 PLOT BY ThomHunter

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WAGGA CITY COUNCIL
KILDARE STREET AND COLEMAN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KILDARE STREET AND COLEMAN STREET - LO

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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PART 1
ISSUE STATUS
SHEET No. SW2-017
ISSUE 1

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COLEMAN STREET

MITCHELMORE STREET

VEHICLE COMPLETES MOVEMENT AT 5 km/h 12.5m RADIUS

EDMONDSON STREET

COLEMAN 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

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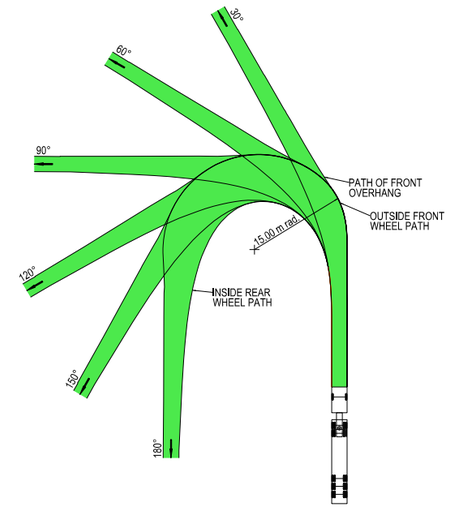
SCALE 1:1000m



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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 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
COLEMAN STREET AND EDMONSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - COLEMAN STREET AND EDMONSON STREET - LO 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-018 ISSUE 1

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COLEMAN STREET

MITCHELMORE STREET

EDMONDSON STREET

COLEMAN STREET

VEHICLE COMPLETES MOVEMENT AT 5 km/h 12.5m RADIUS

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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- 0.5m VEHICLE CLEARANCE
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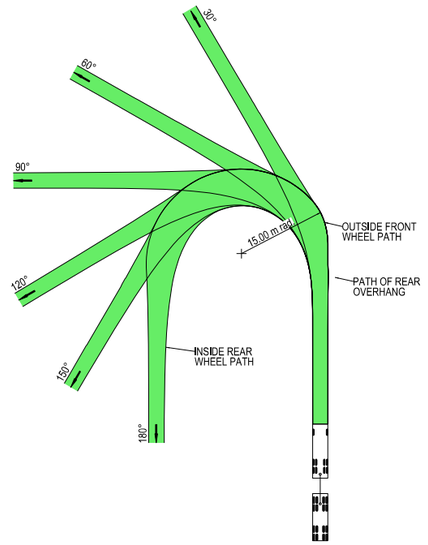
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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 24/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COLEMAN STREET AND EDMONSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - COLEMAN STREET AND EDMONSON STREET - LO RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-019 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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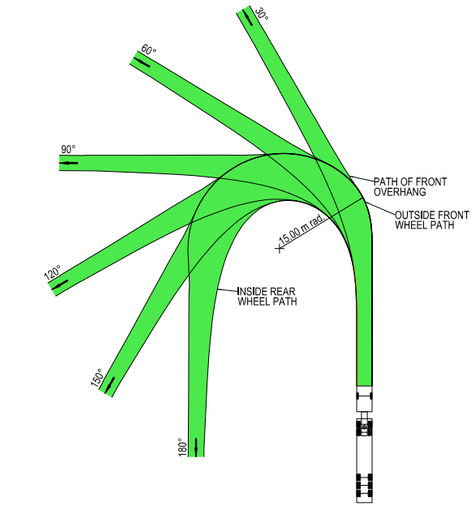
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 24/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EDMONDSON STREET AND ERIN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-020 — 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
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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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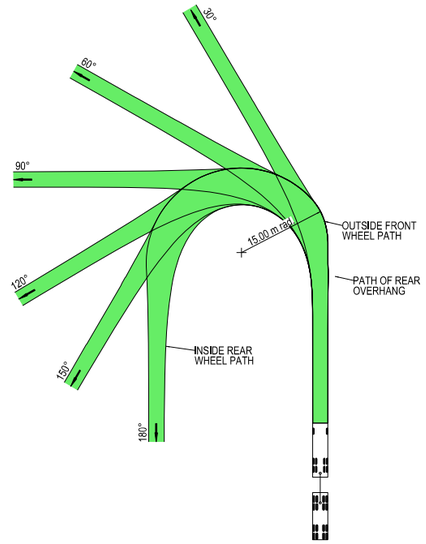

VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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DESIGN LOT CODE

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PLOT DATE / TIME 24/09/2025 — 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

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EDMONDSON STREET AND ERIN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-021 — ISSUE 1

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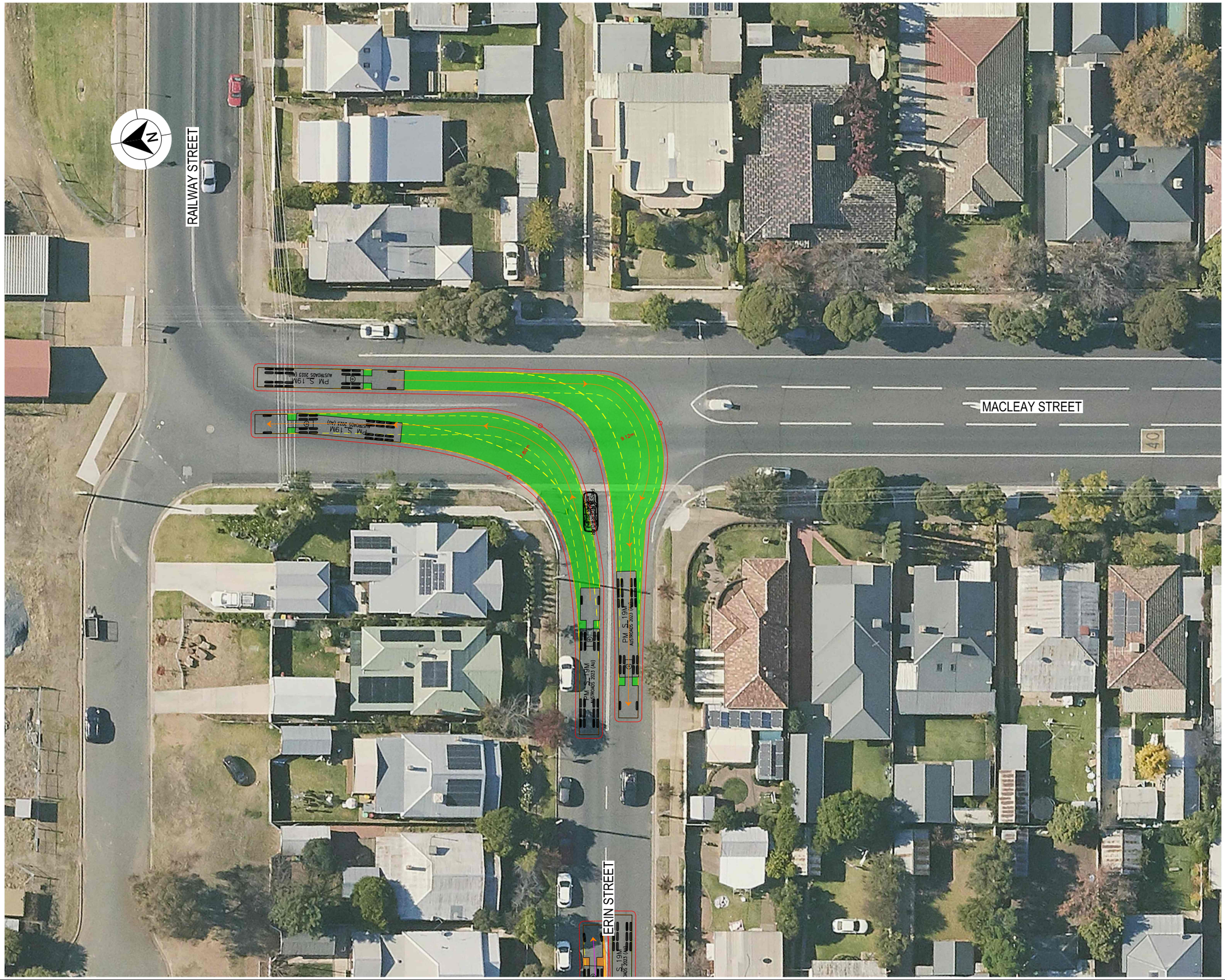

LEGEND

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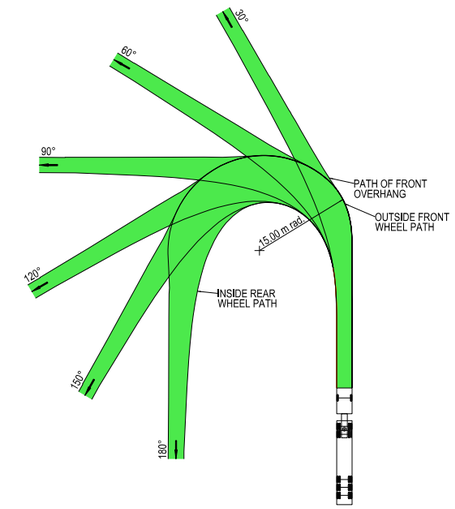
GDA 2020



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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 - Cassidy Parade Route Sheet Arrangement.dgn

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

PLOT DATE / TIME: 24/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - ERIN STREET AND MACLEAY STREET - RI LO

A3

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ISSUE STATUS SHEET No. SW2-022 ISSUE 1

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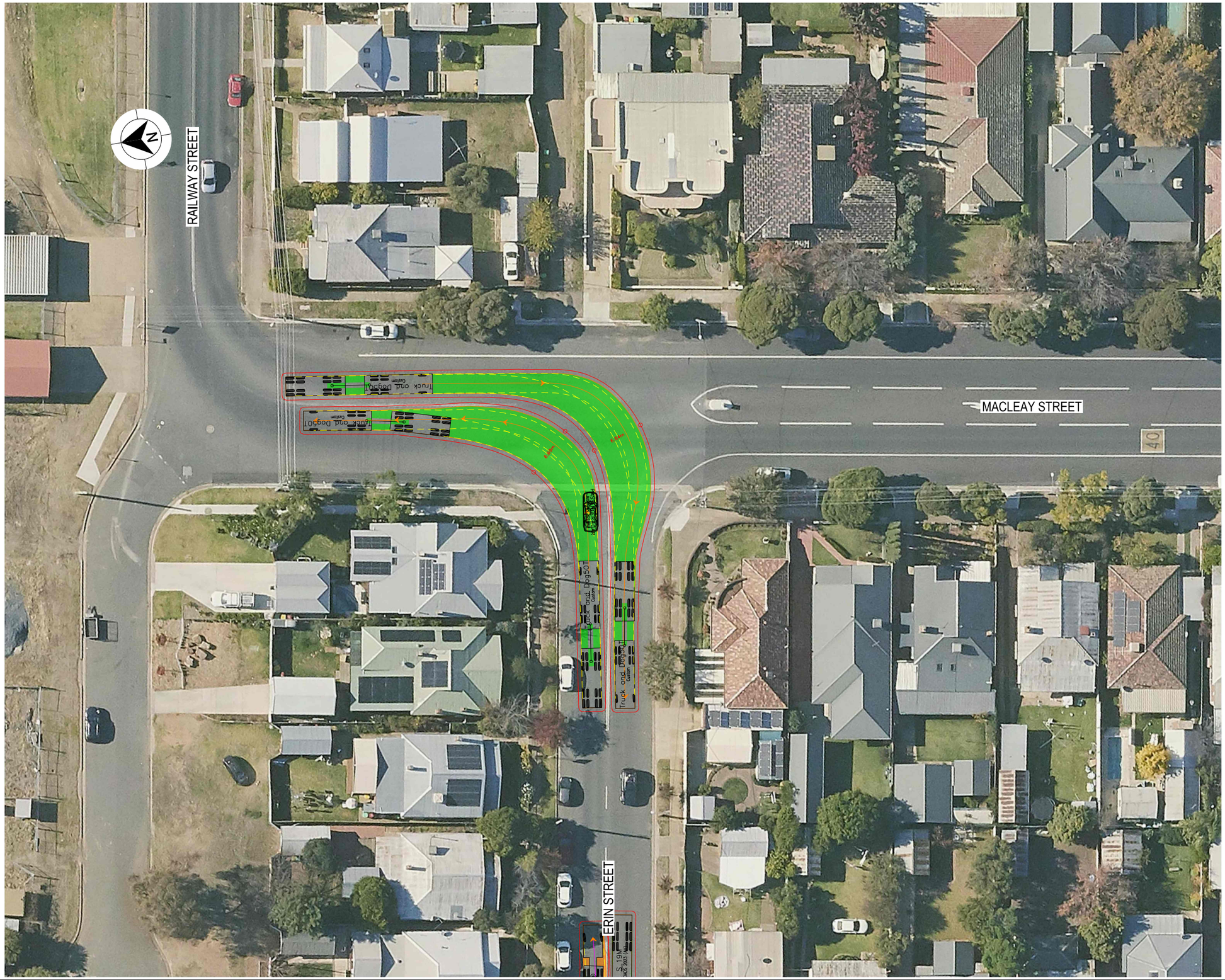


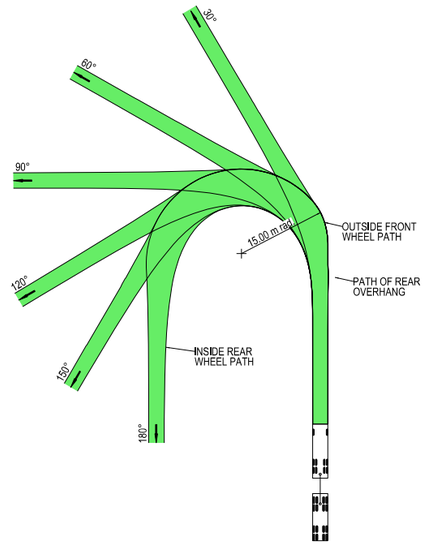
LEGEND

- 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

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 - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - ERIN STREET AND MACLEAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-023 — ISSUE 1

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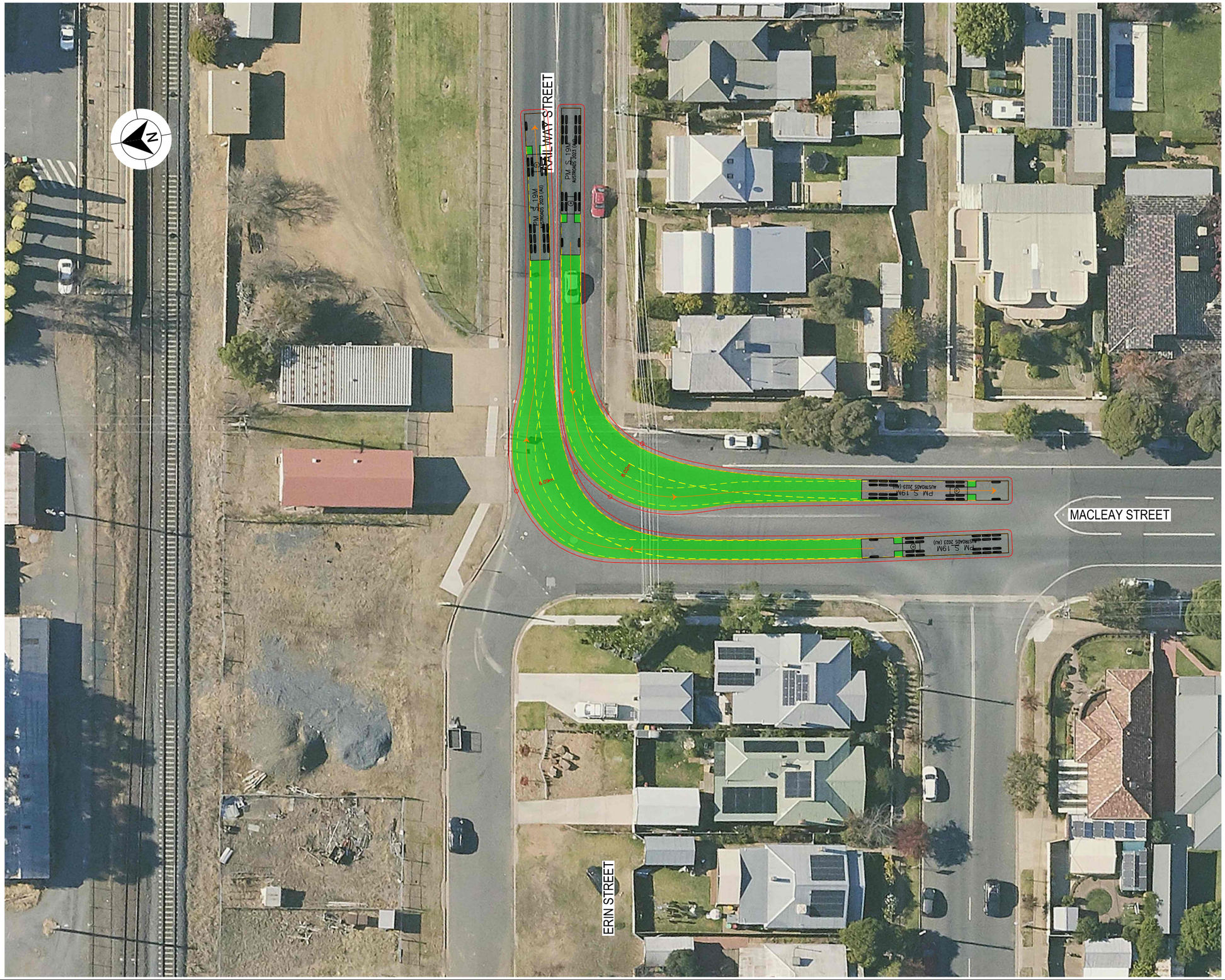

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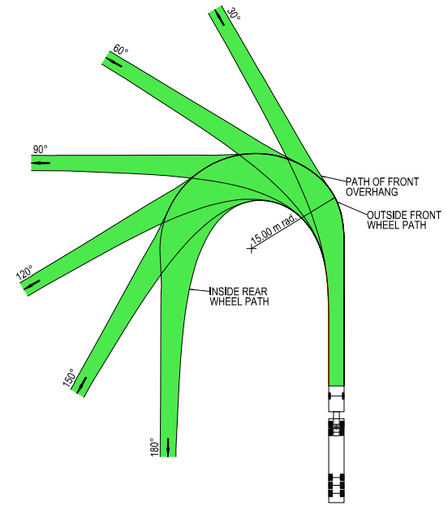
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



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SCALE 1:500m

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

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RIGORE ENGINEERING SERVICES

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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - MACLEAY STREET AND RAILWAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-024
ISSUE 1

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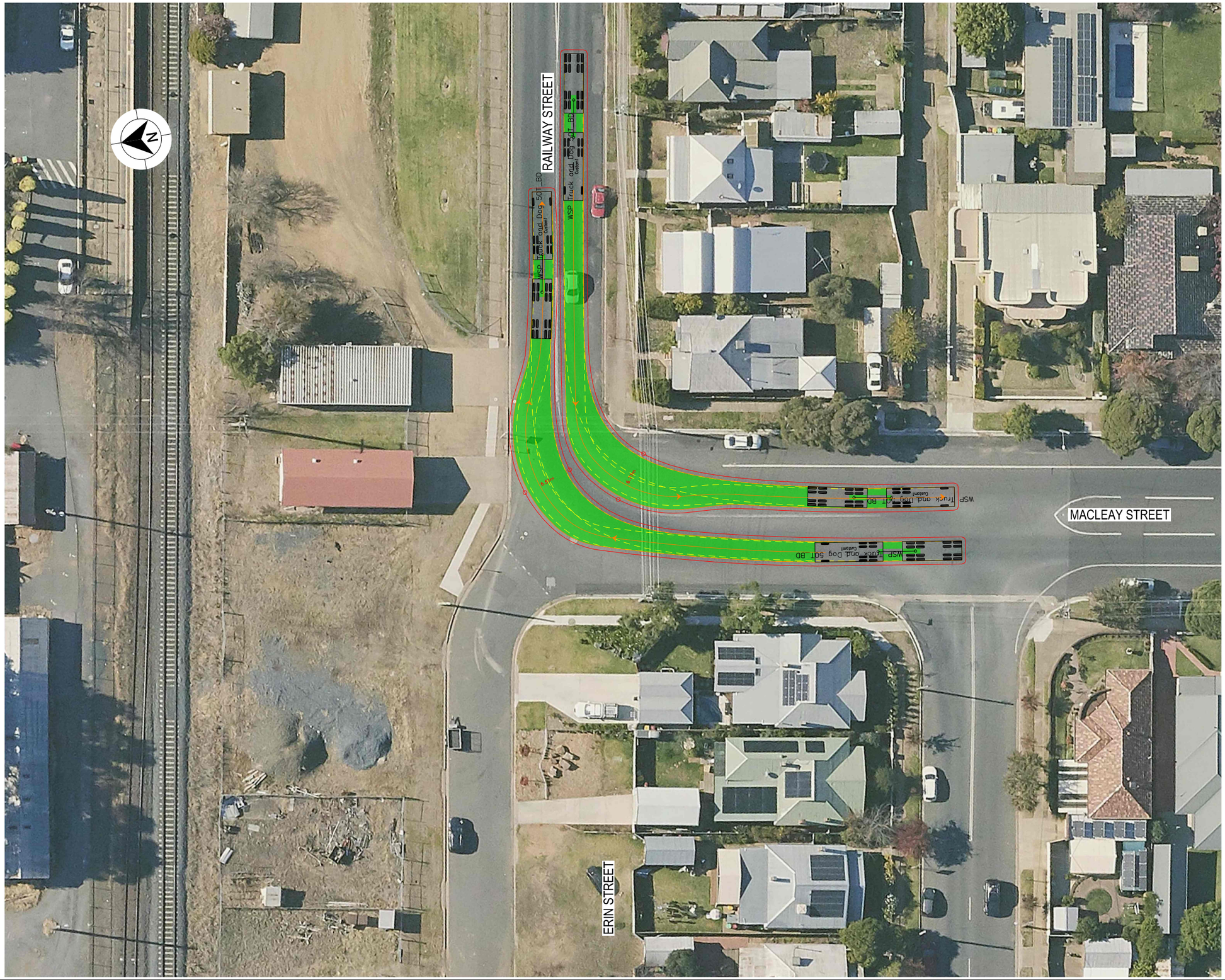

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RADIUS 15 m
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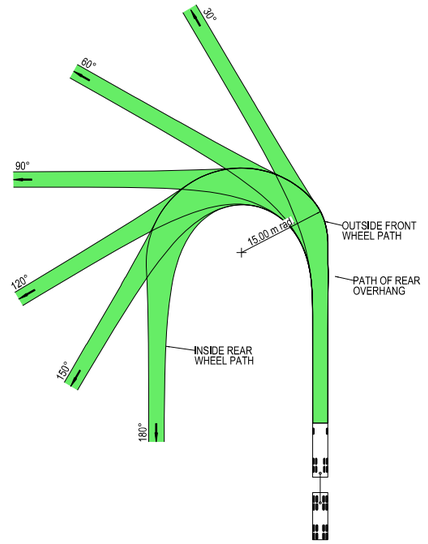

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PLOT DATE / TIME 28/07/2025 — PLOT BY ThomHunter

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	J.COLES	06/11/2025
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DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MACLEAY STREET AND RAILWAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-025 — ISSUE 1

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LAKE ALBERT ROAD

LAKE ALBERT ROAD

VEHICLE REQUIRED TO STRADDLE BOTH LANES TO COMPLETE MOVEMENT AT 5km/h AND 12.5m RADIUS

RAILWAY STREET

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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AUSTROADS
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RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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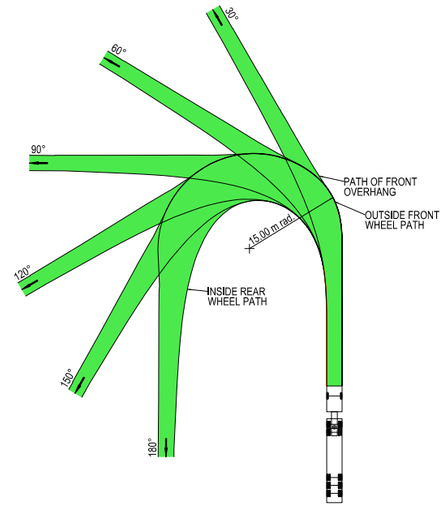
SCALE 1:1000m



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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RAILWAY STREET AND LAKE ALBERT ROAD - RI 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

TITLE	NAME	DATE
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DRG CHECK	J.GORRIE	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-026 ISSUE 1

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REMOVE, RESHAPE OR RECONSTRUCT

LAKE ALBERT ROAD

LAKE ALBERT ROAD

RAILWAY STREET

LEGEND

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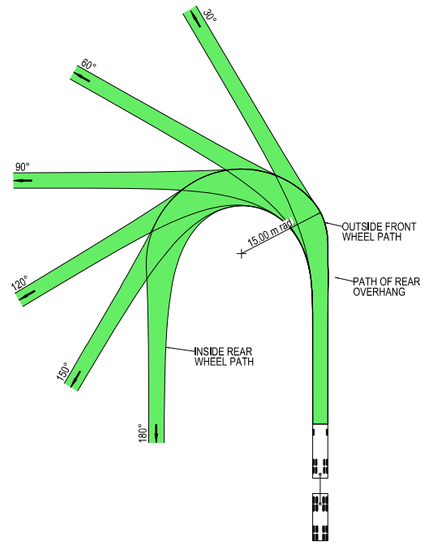
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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 28/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-027 — ISSUE 1

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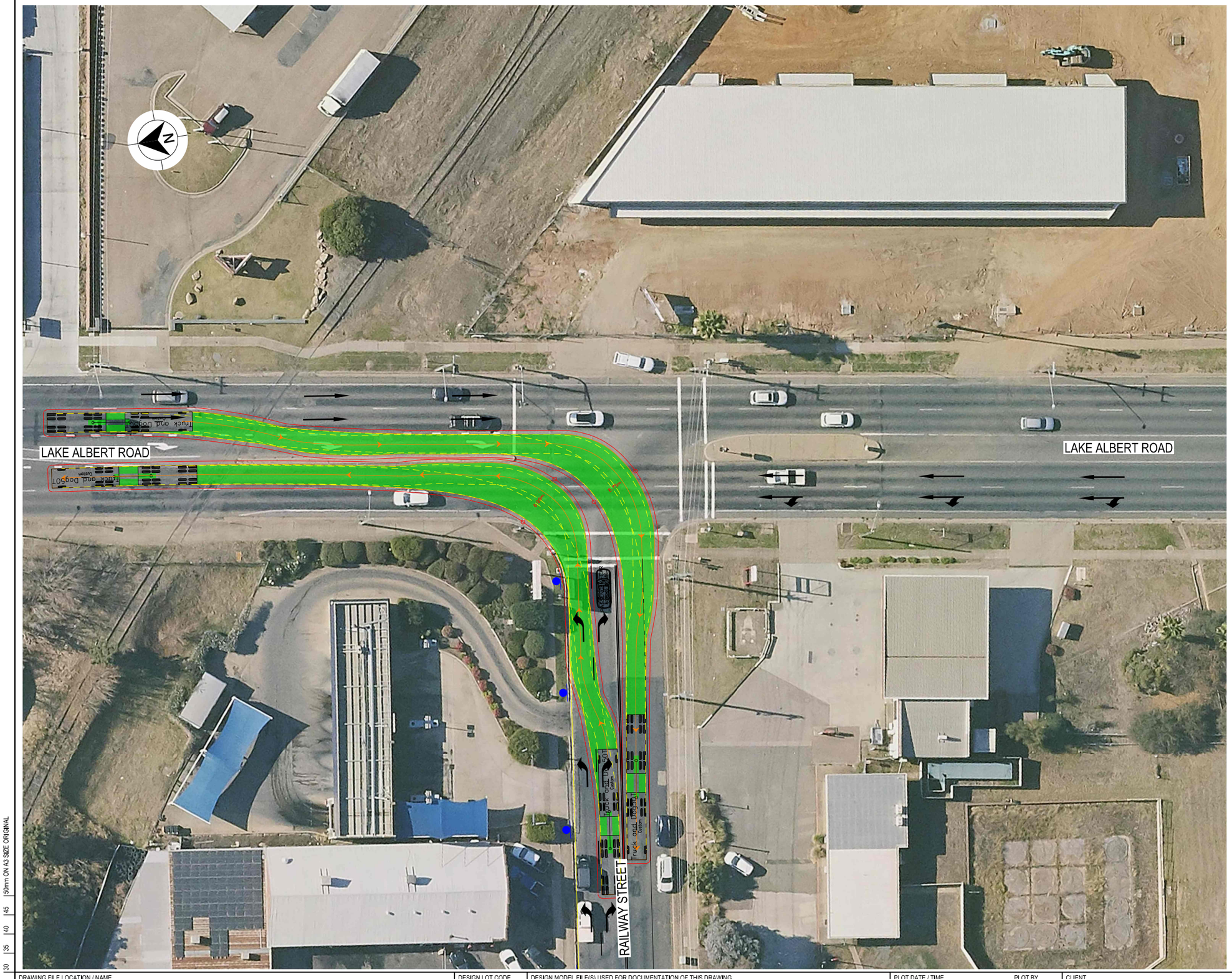

LEGEND

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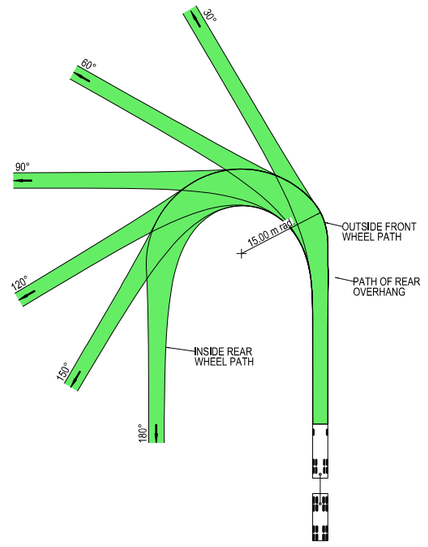

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SCALE 1:500m

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

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MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
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SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-028
ISSUE 1

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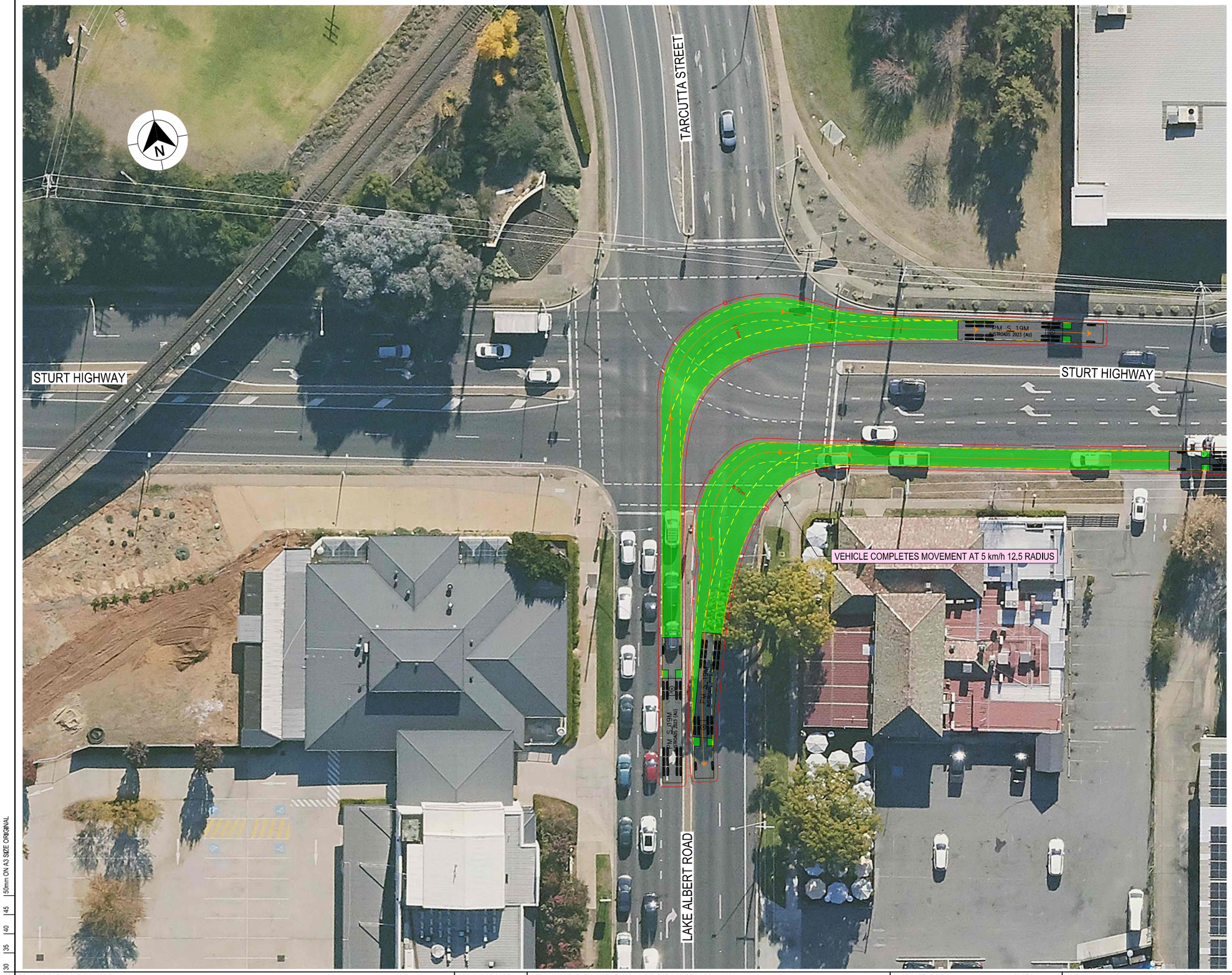

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GDA 2020

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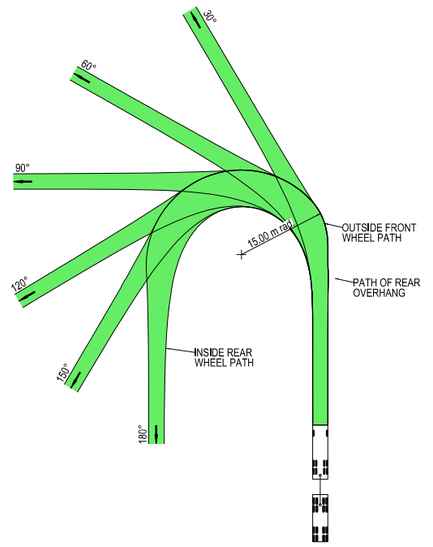

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DESIGN LOT CODE

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PLOT DATE / TIME 25/09/2025
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MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-029
ISSUE 1

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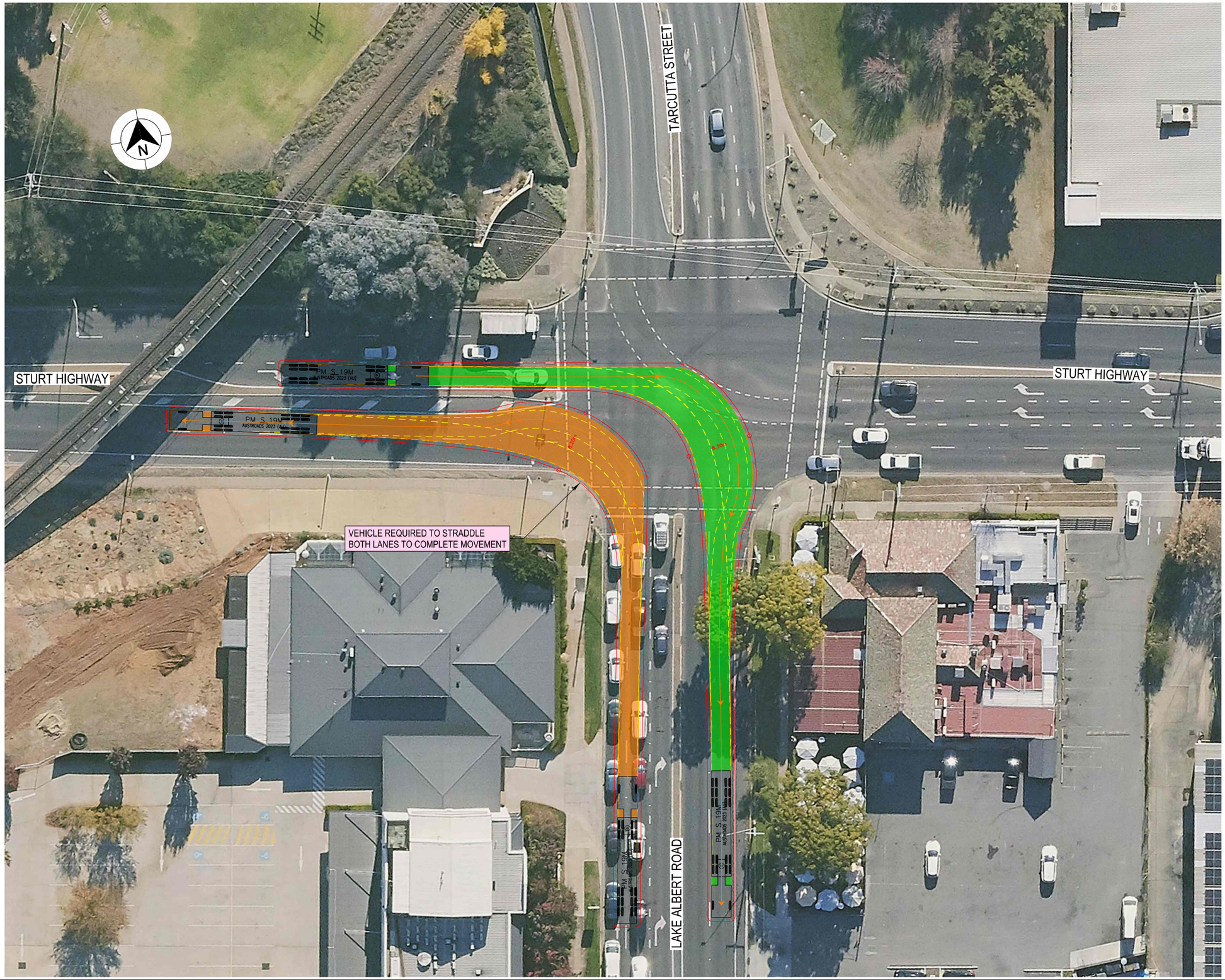


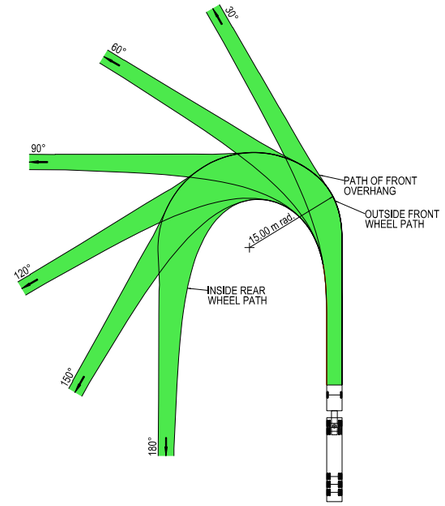
LEGEND

GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 25/09/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-030
ISSUE 1

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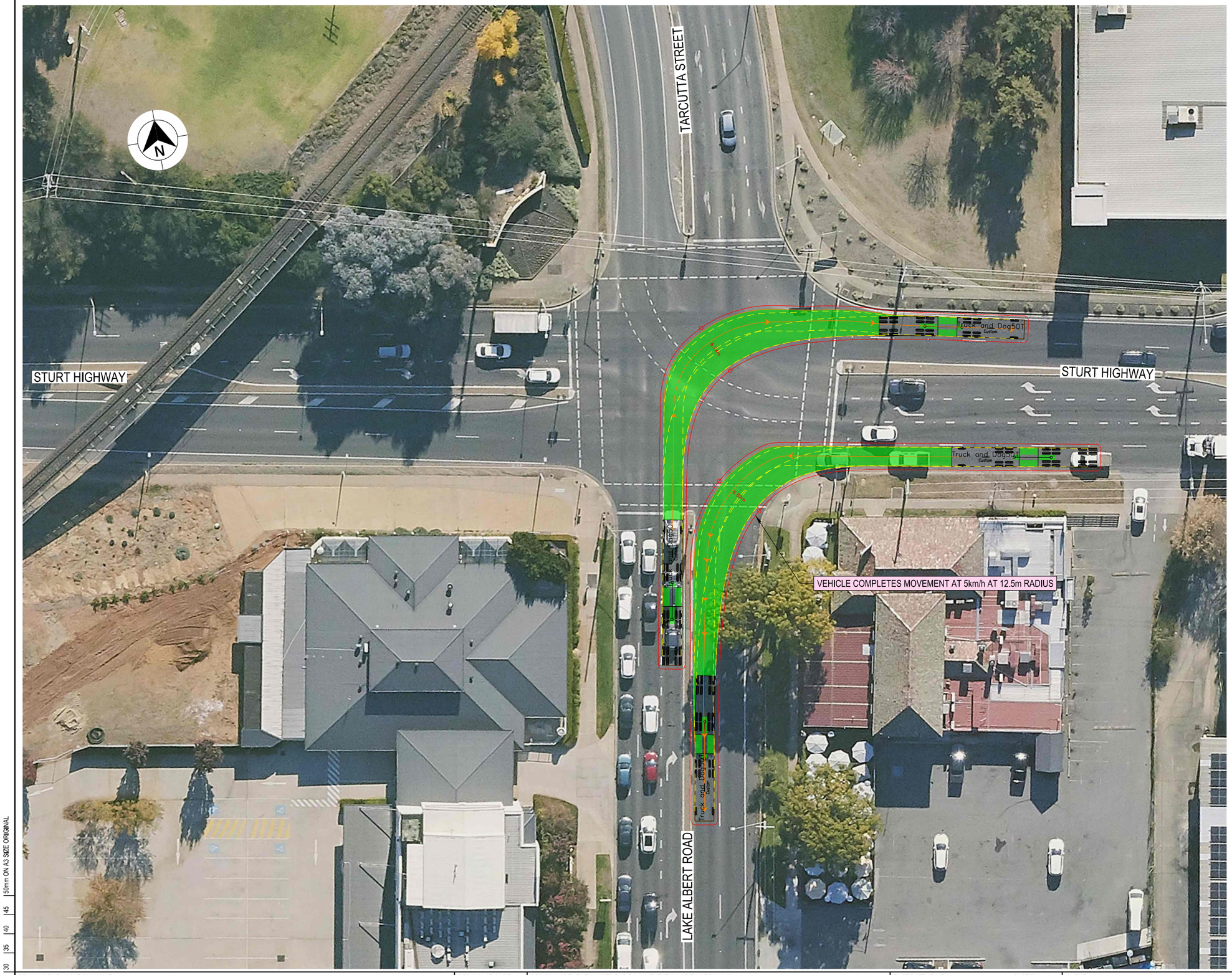

LEGEND

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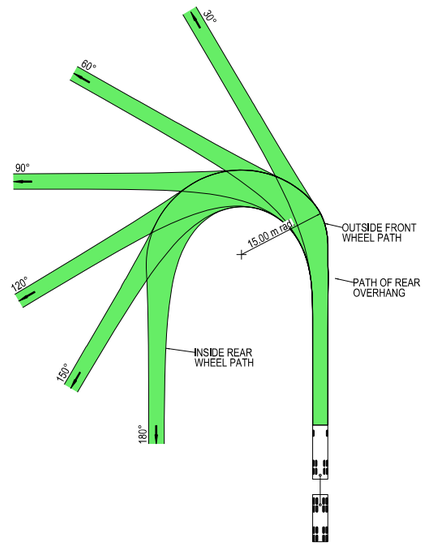
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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

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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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DRAWN	J.COLES	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO

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PART 1
ISSUE STATUS
SHEET No. SW2-031
ISSUE 1

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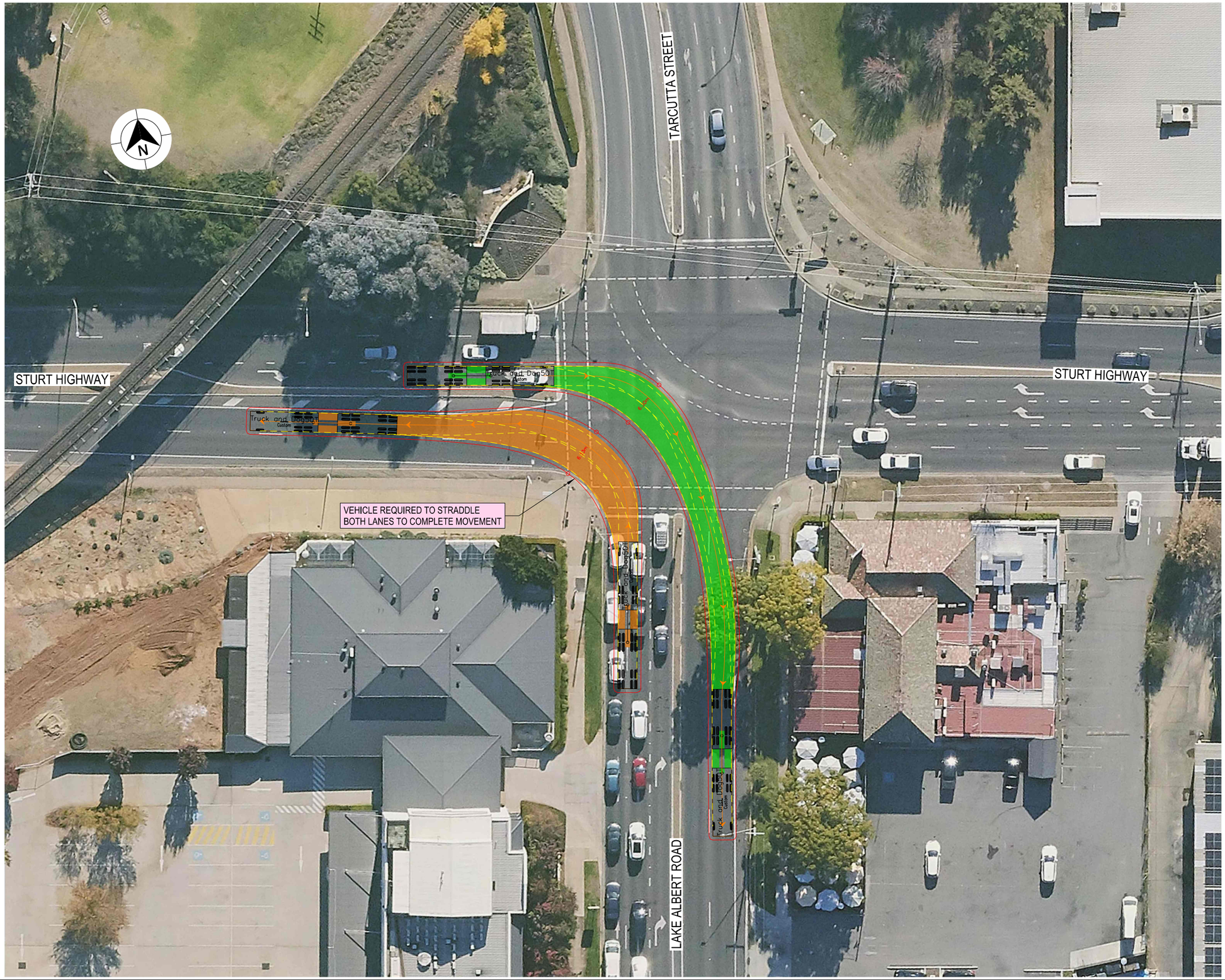

LEGEND

GDA 2020

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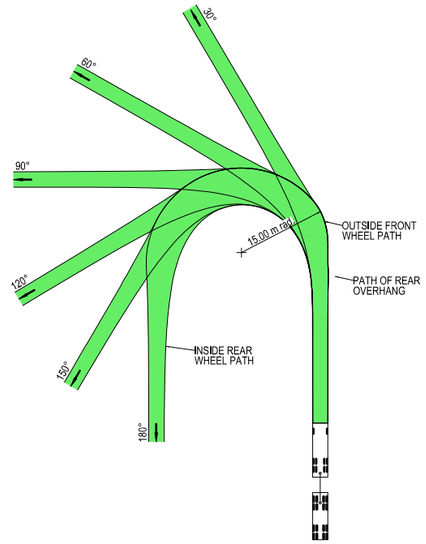
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 25/09/2025 — 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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY -RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-032 — ISSUE 1

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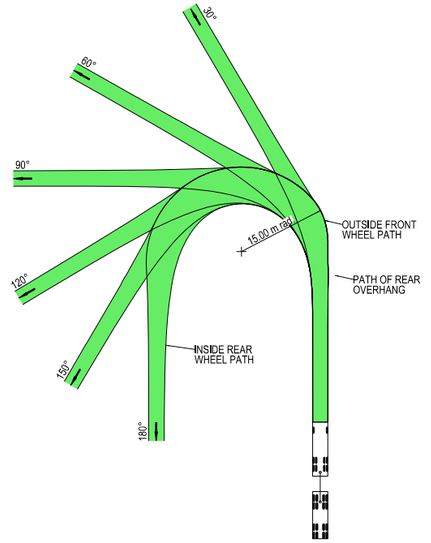
LEGEND

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

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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 24/09/2025
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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-033
ISSUE 1

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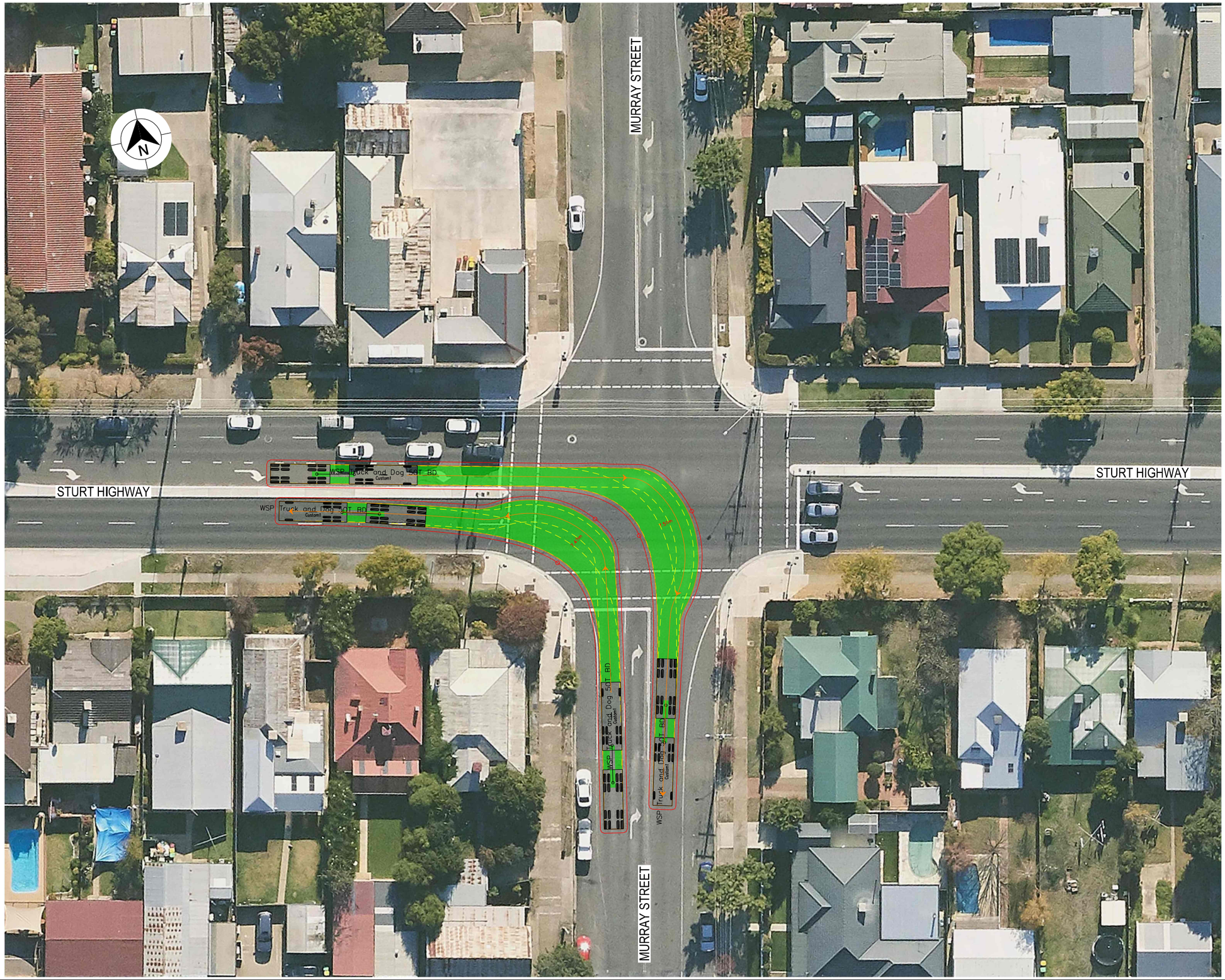

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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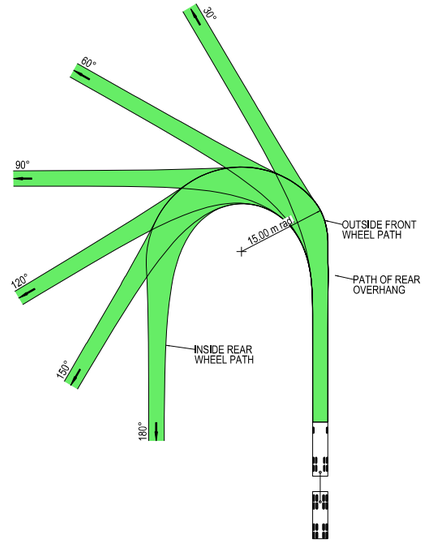
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PLOT DATE / TIME 24/07/2025
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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
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DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - RI LO

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PART 1
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SHEET No. SW2-034
ISSUE 1

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BROOKONG AVENUE

BROOKONG AVENUE

MURRAY STREET

LEGEND

GDA 2020

DESIGN VEHICLE COMPLETED SWEPT PATH

DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH

DESIGN VEHICLE FAILED SWEPT PATH

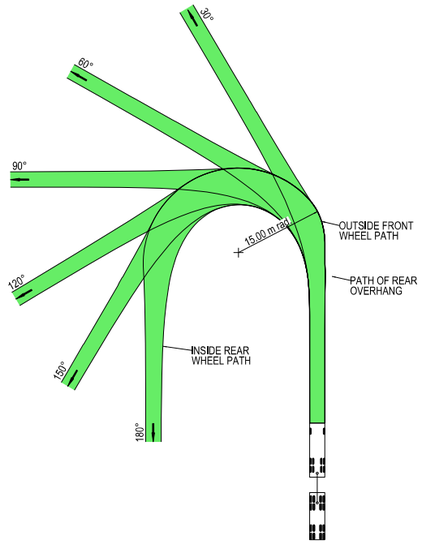
0.5m VEHICLE CLEARANCE

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)	
OVERALL LENGTH	19.00 m
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DESIGN LOT CODE

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PLOT DATE / TIME 24/07/2025 — 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	J.COLES	06/11/2025
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DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MURRAY STREET AND BROOKONG AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MURRAY STREET AND BROOKONG AVENUE - RI LO

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STURT HIGHWAY

STURT HIGHWAY

FOX STREET

VEHICLE REQUIRED TO STRADDLE BOTH LANES TO COMPLETE MOVEMENT AT 5km/h WITH 12.5m TURNING RADIUS

LEGEND

- 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)
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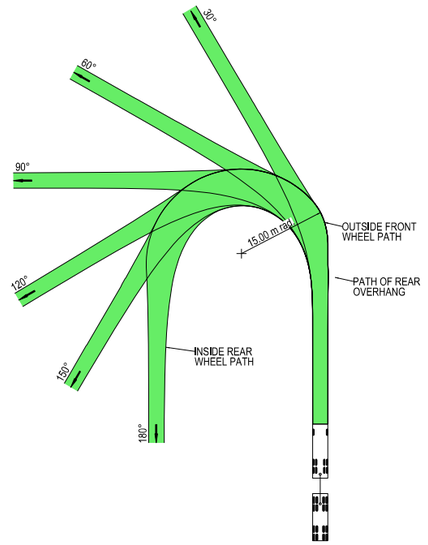

VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 — 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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TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & FOX STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - LI RO

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ISSUE STATUS — SHEET No. SW2-036 — ISSUE 1

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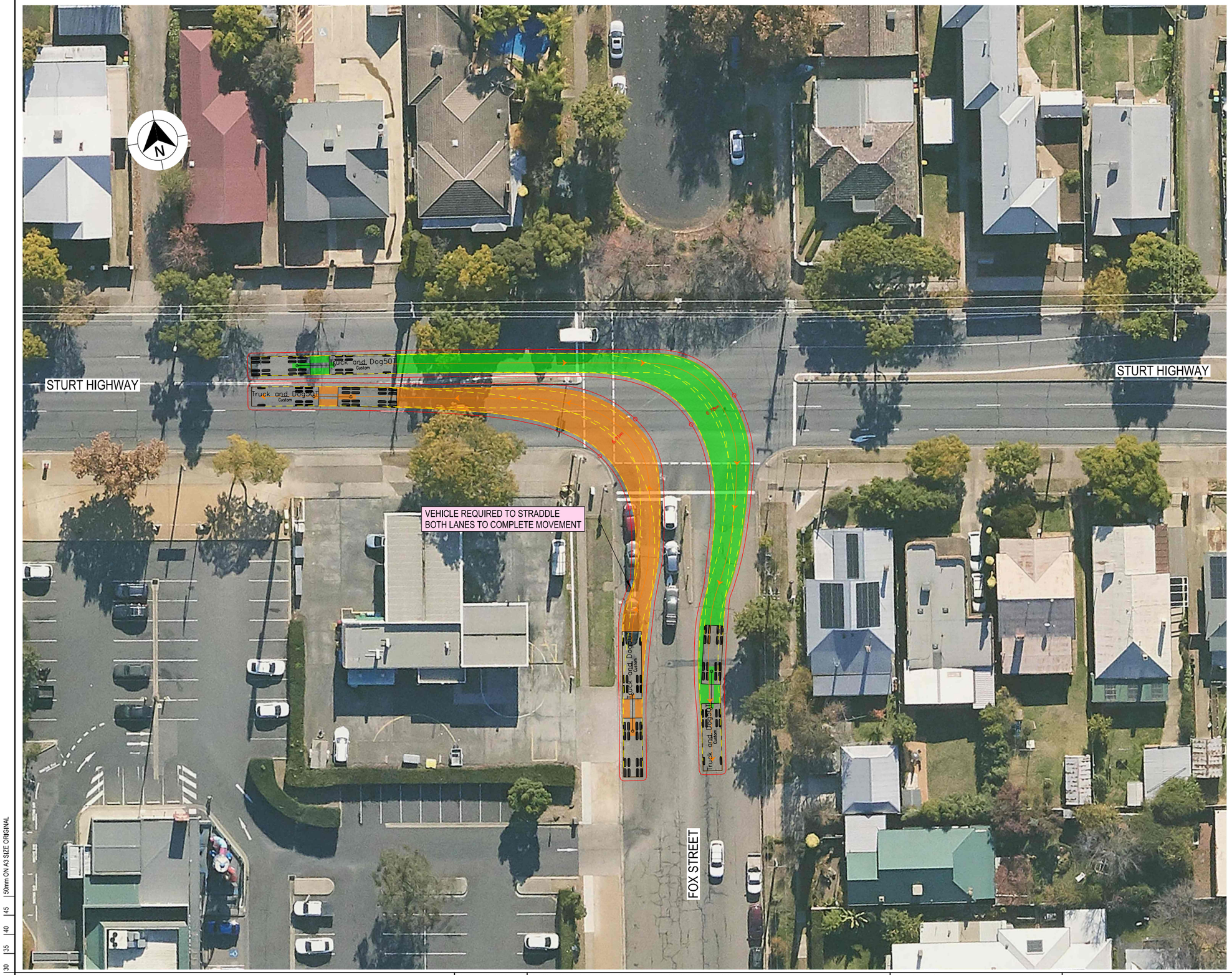
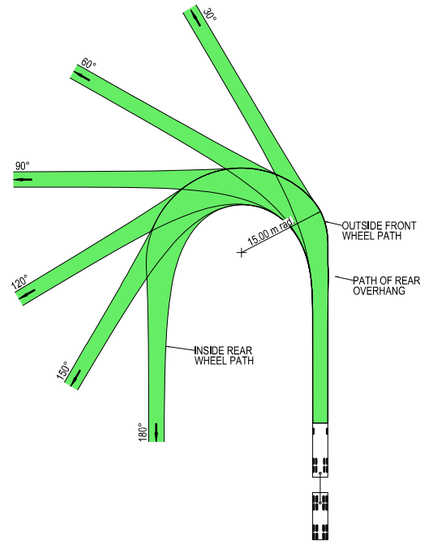


LEGEND

- 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

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 24/07/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & FOX STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-037
ISSUE 1

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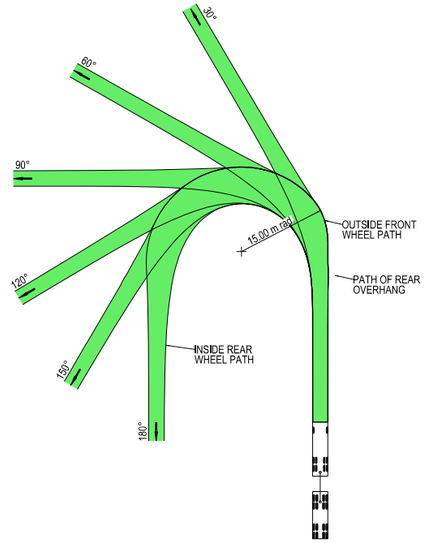
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-038 — ISSUE 1

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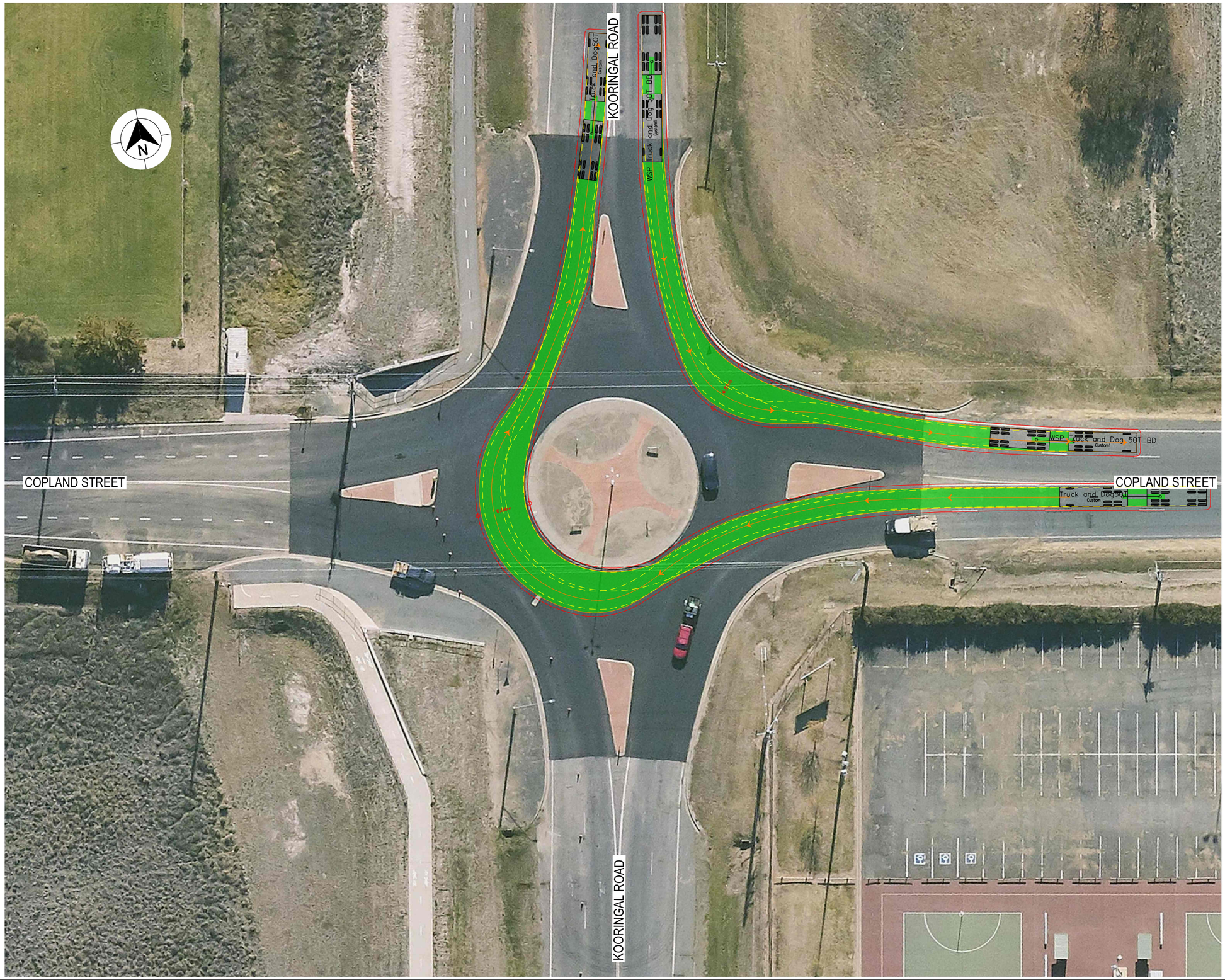


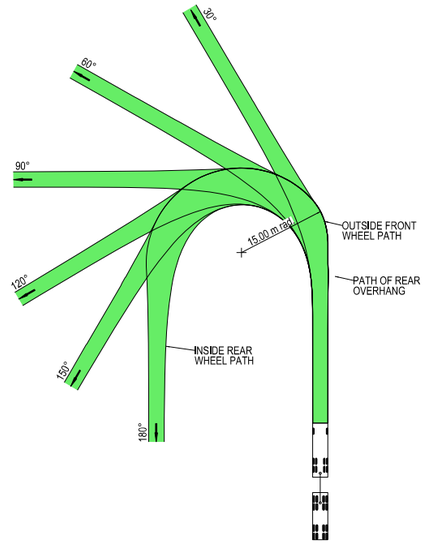
LEGEND

- 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

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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 28/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - NORTH

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-039 ISSUE 1

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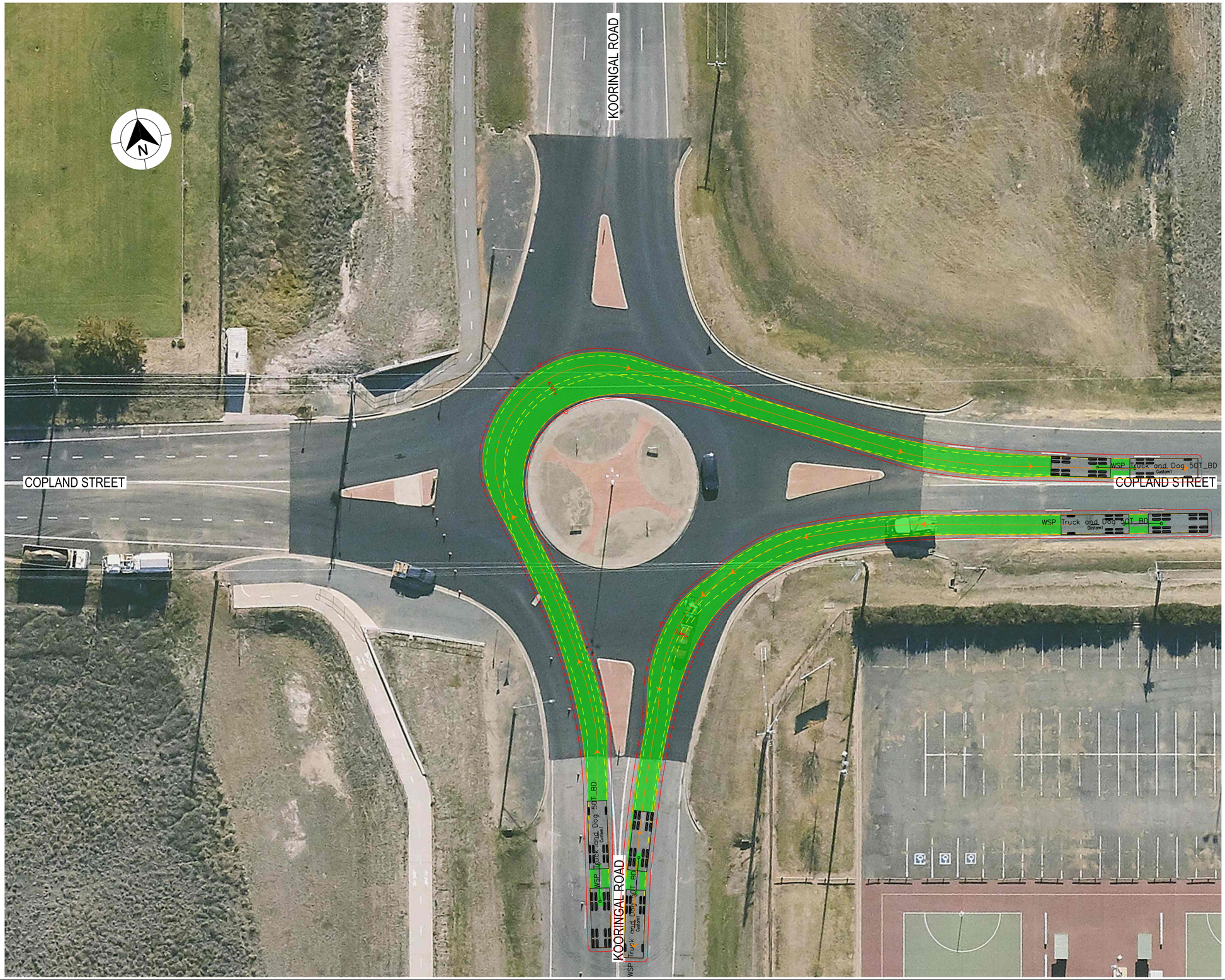


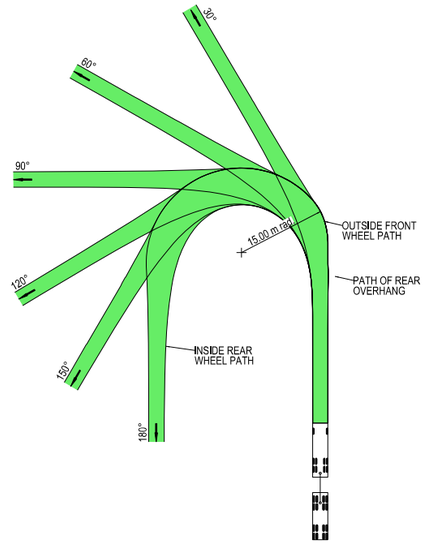
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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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 MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 28/07/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - SOUTH

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-040
ISSUE 1

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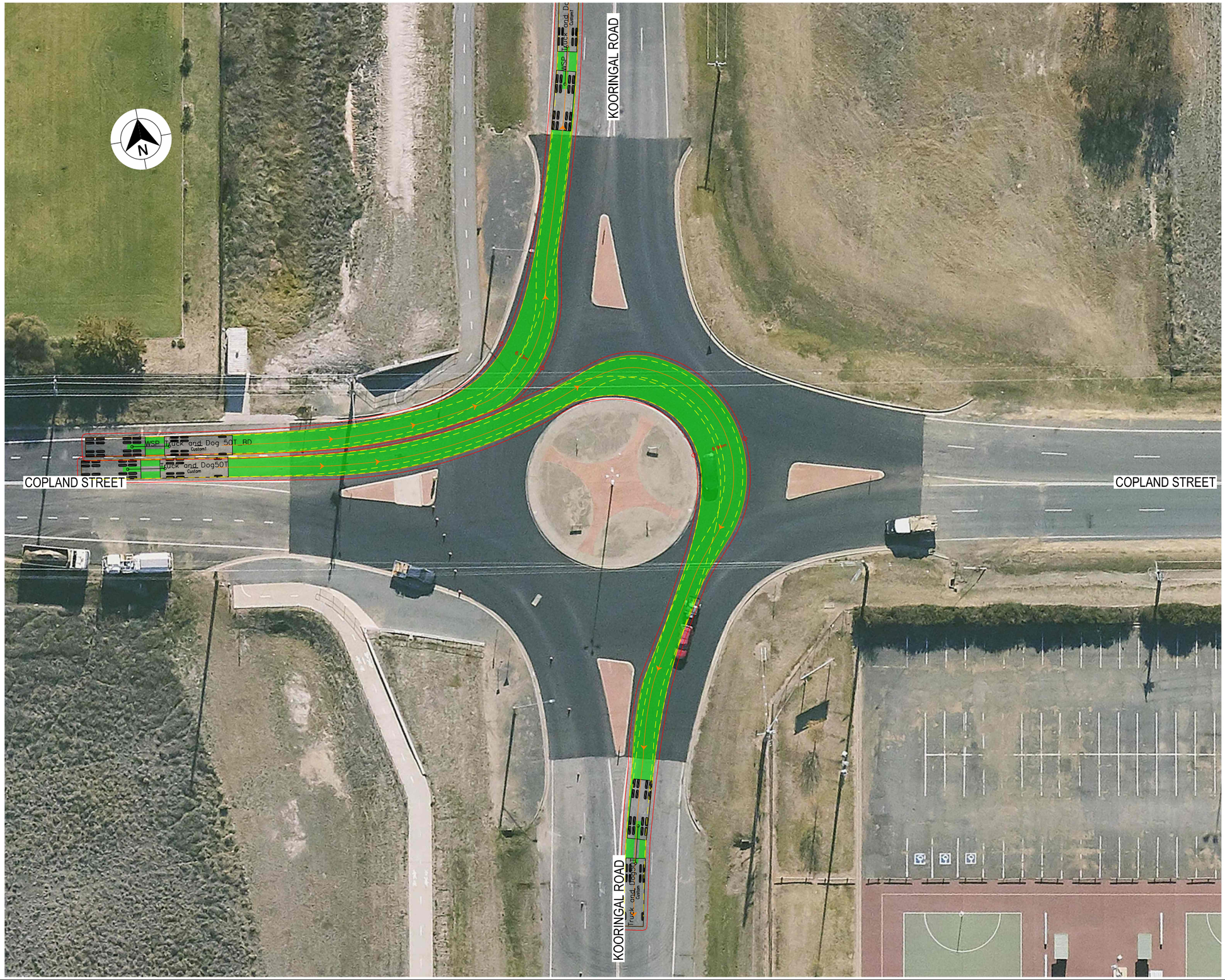

LEGEND

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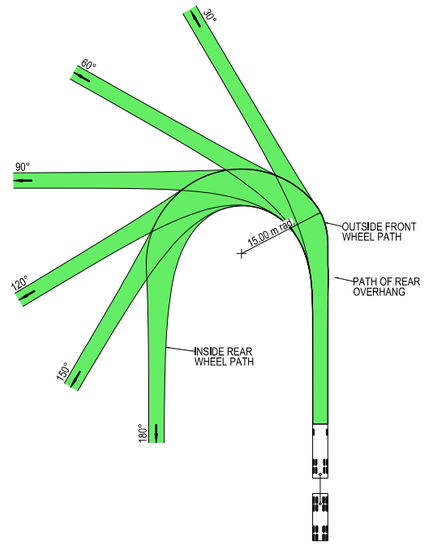
- STORED PASSENGER VEHICLE

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

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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 28/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - WEST

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-041
ISSUE 1

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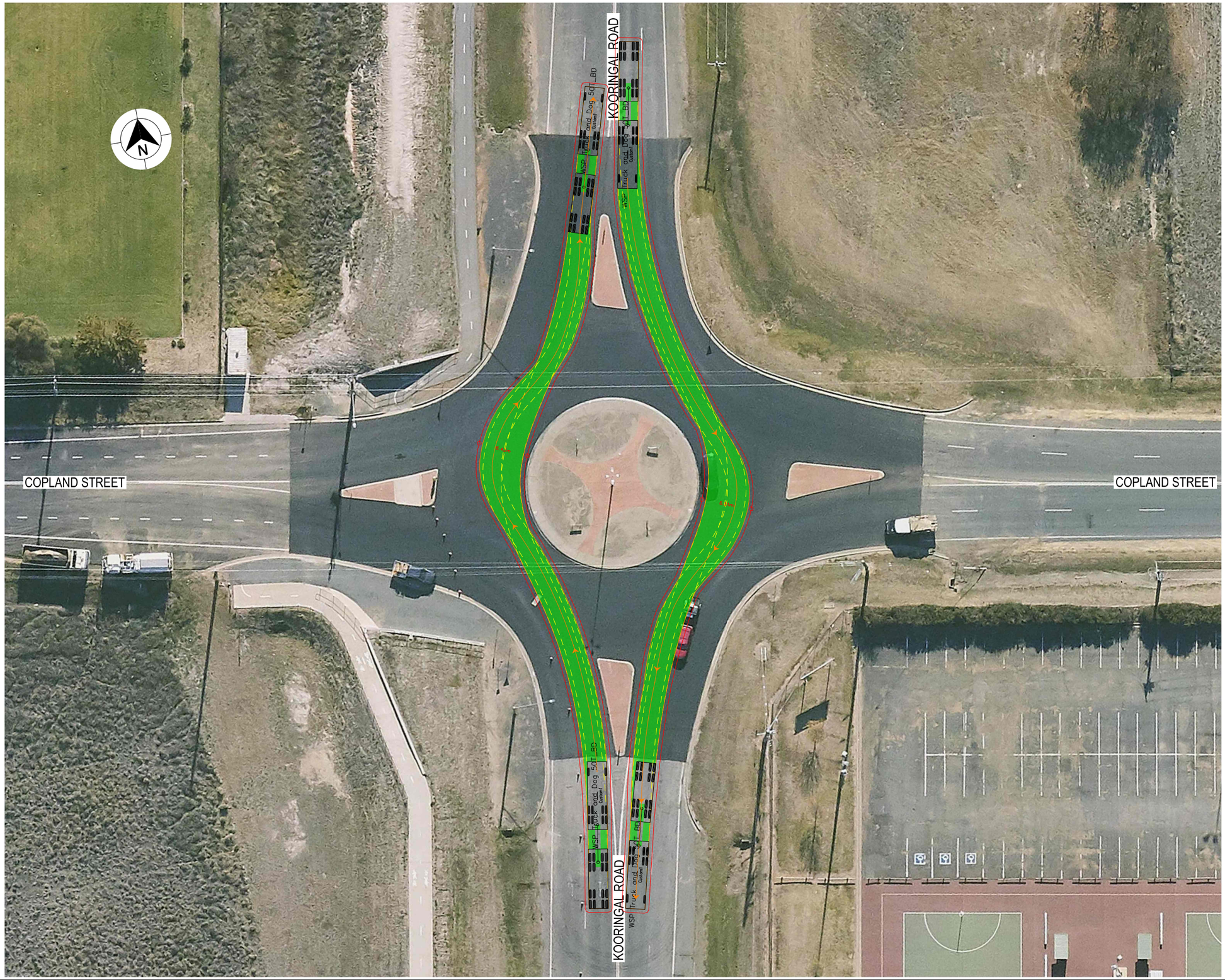

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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- 0.5m VEHICLE CLEARANCE
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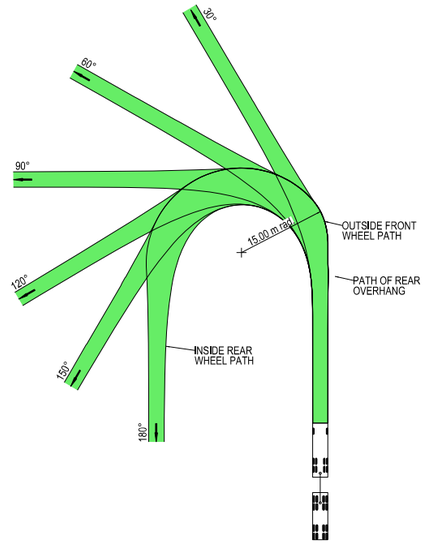
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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 28/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH NS

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-042 ISSUE 1

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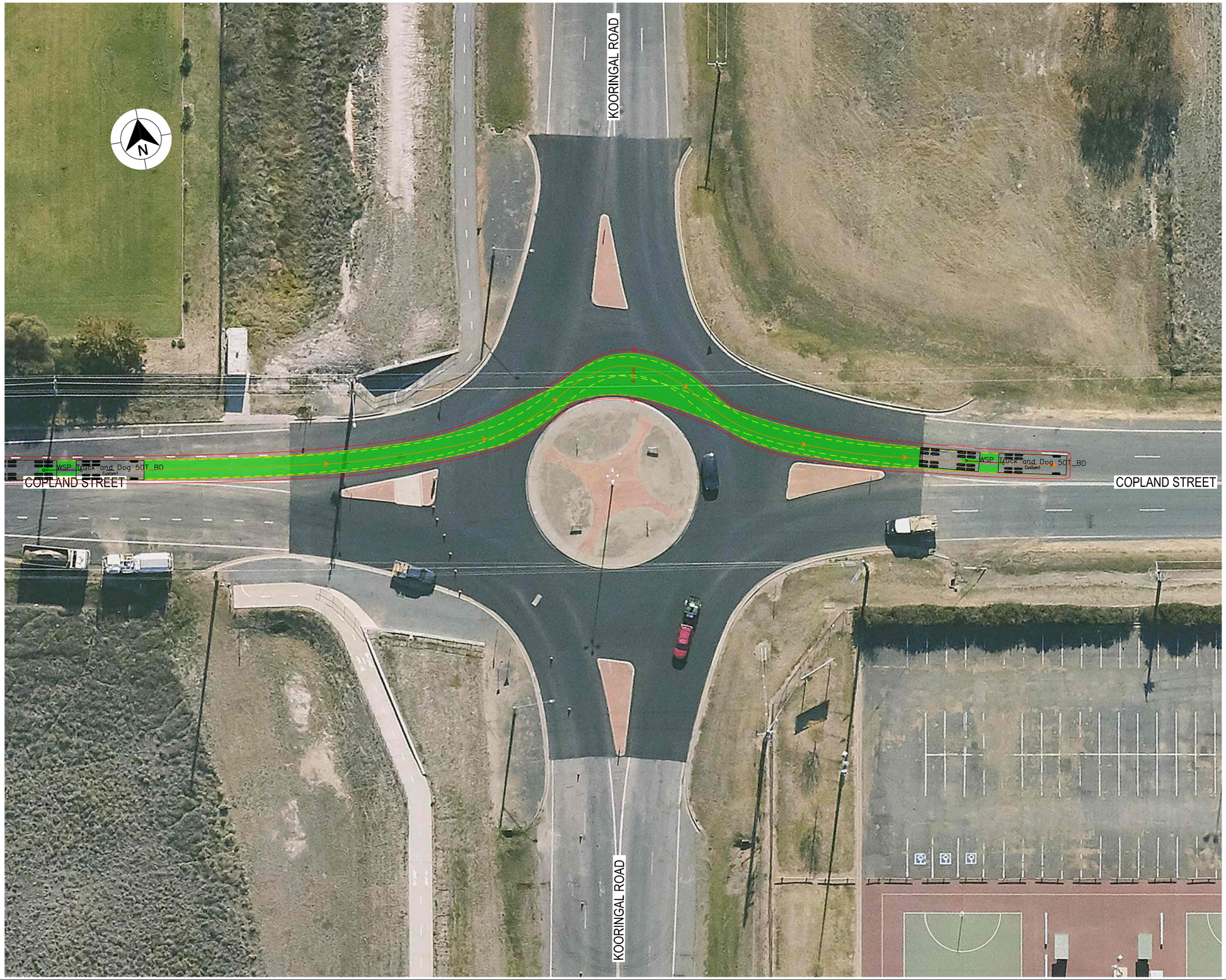

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
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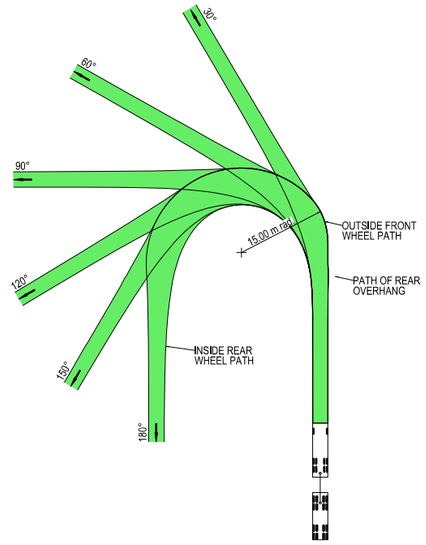
SCALE 1:1000m



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 28/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH EW

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-043 ISSUE 1

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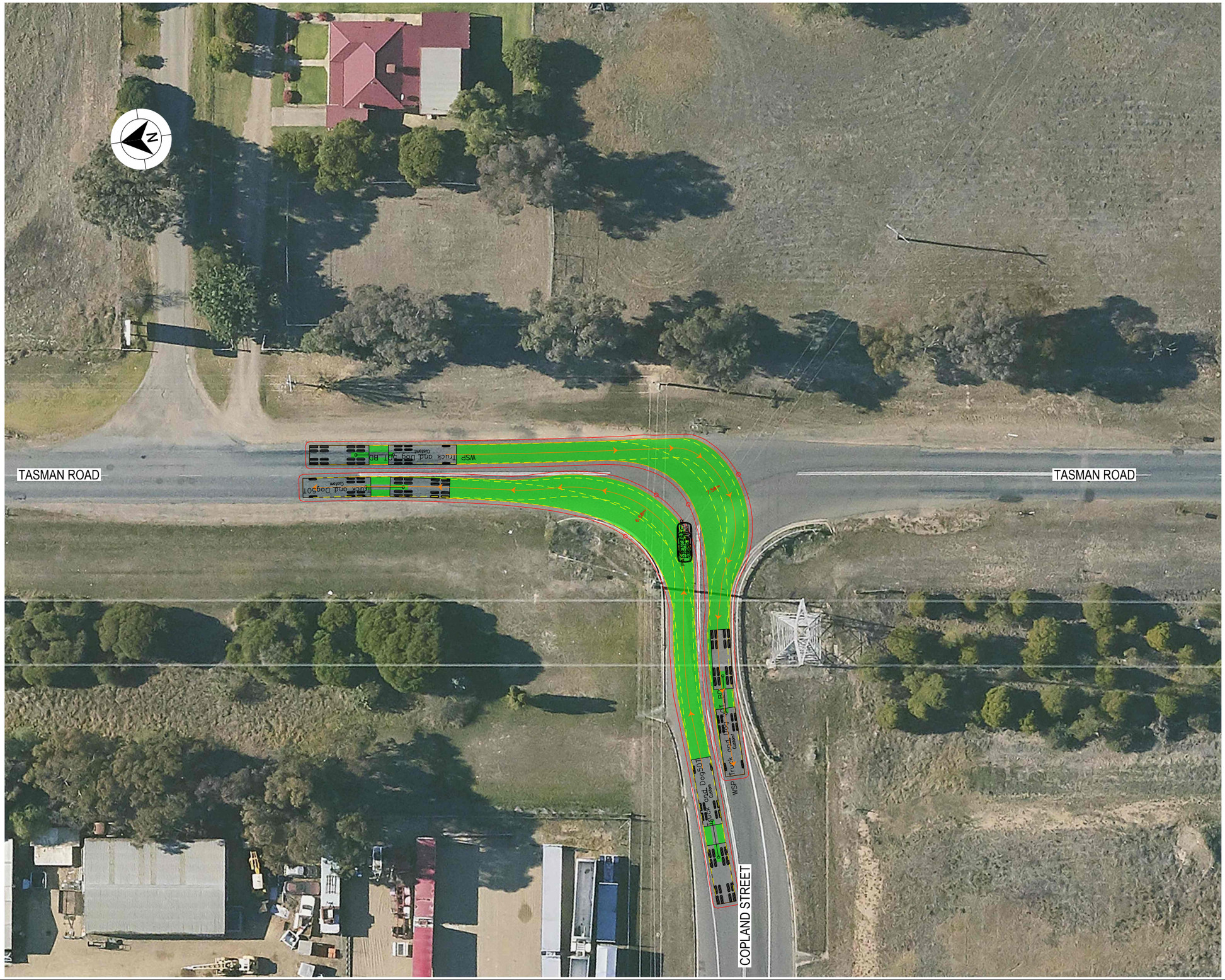

LEGEND

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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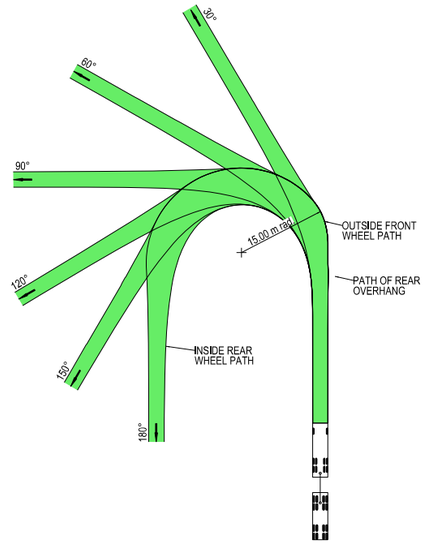
SCALE 1:1000m



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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - COPLAND STREET AND TASMAN ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-044 — ISSUE 1

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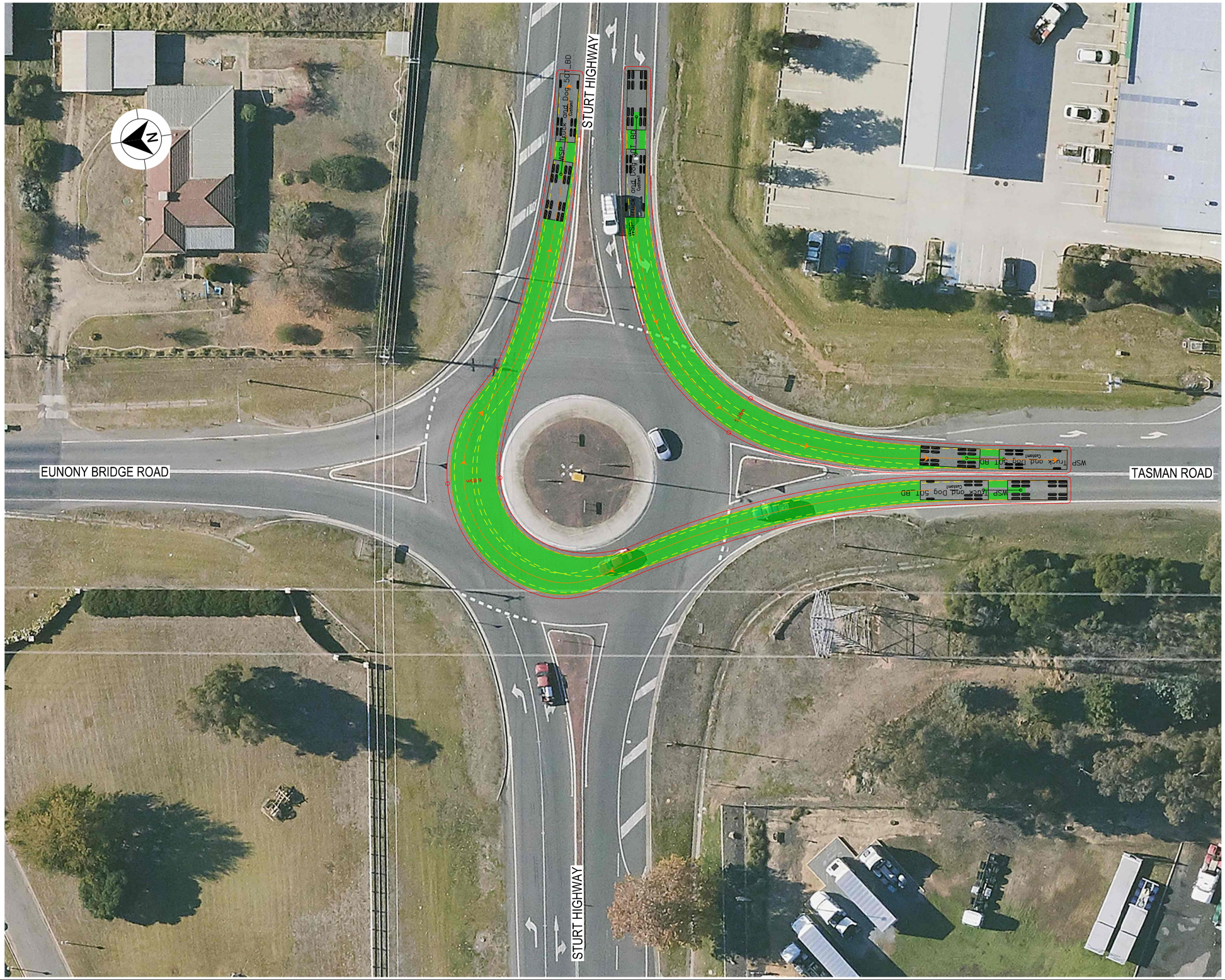
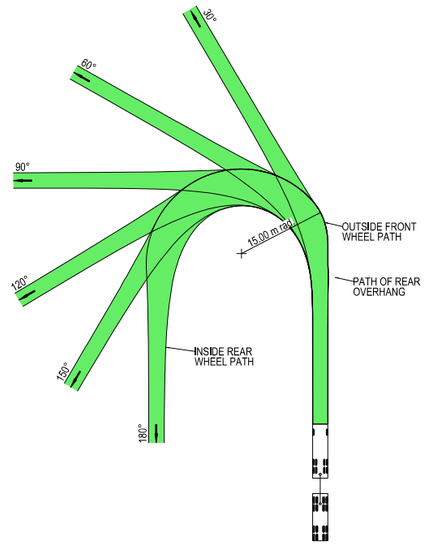


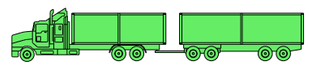
LEGEND

- 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

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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-045
ISSUE 1

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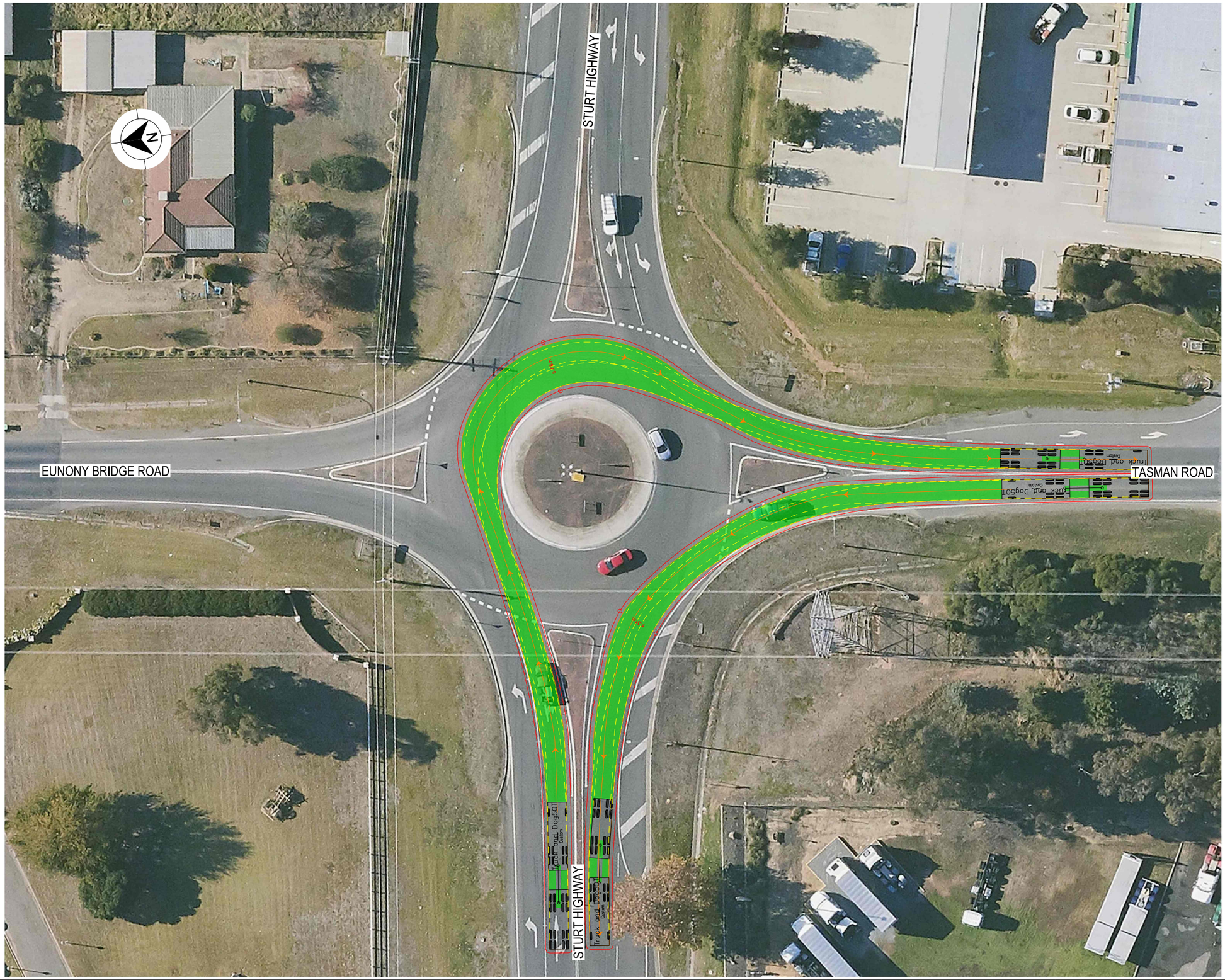

LEGEND

GDA 2020

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- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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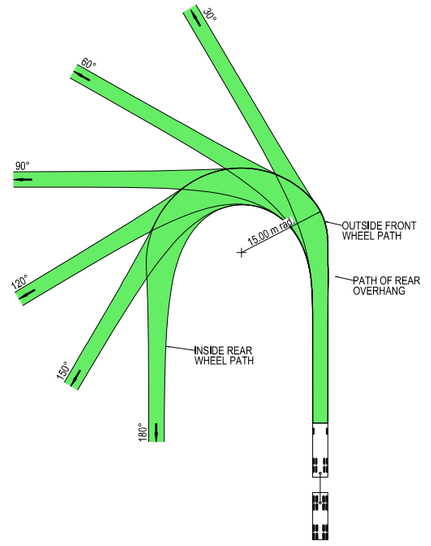

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PLOT BY ThomHunter

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

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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-046
ISSUE 1

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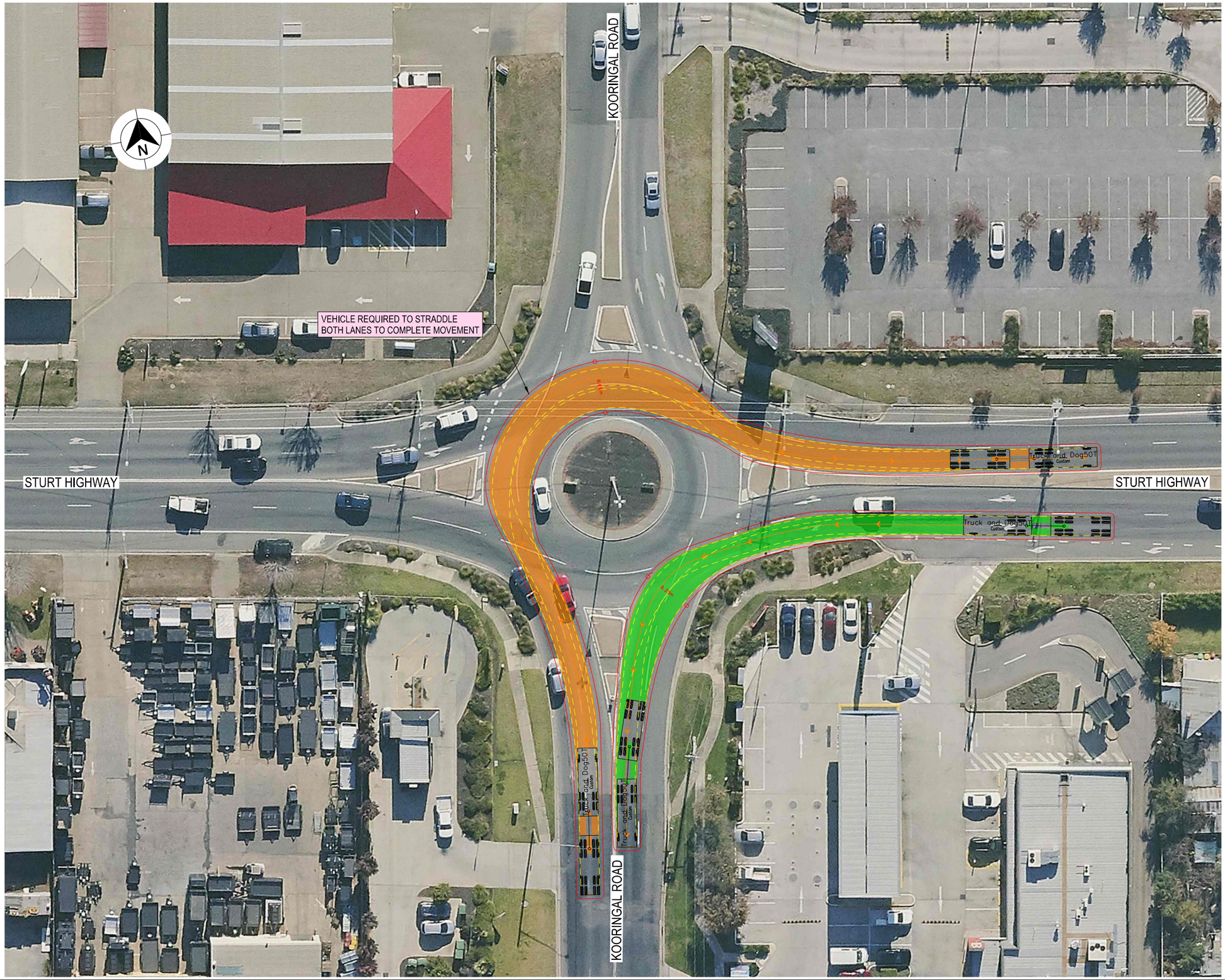

LEGEND

GDA 2020

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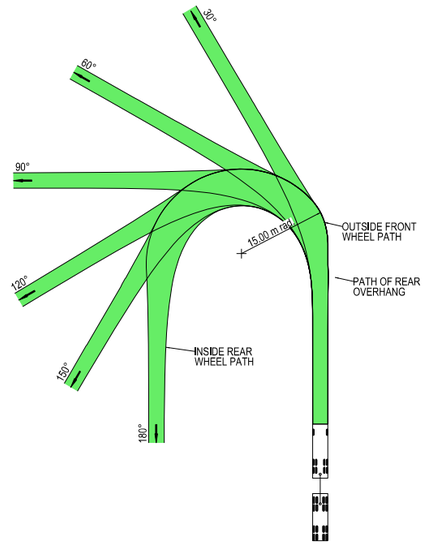

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
STURT HIGHWAY AND KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS | SHEET No.: SW2-047 | ISSUE: 1

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KOORINGAL ROAD

STURT HIGHWAY

STURT HIGHWAY

KOORINGAL ROAD

VEHICLE REQUIRED TO STRADDLE
BOTH LANES TO COMPLETE MOVEMENT

Truck and Dog50

Truck and Dog50

Truck and Dog50

Truck and Dog50

LEGEND

- 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
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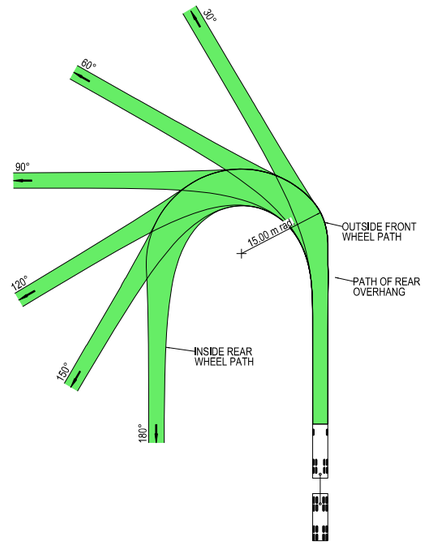

VEHICLE PROFILE NOT TO SCALE

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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 24/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-048 ISSUE 1

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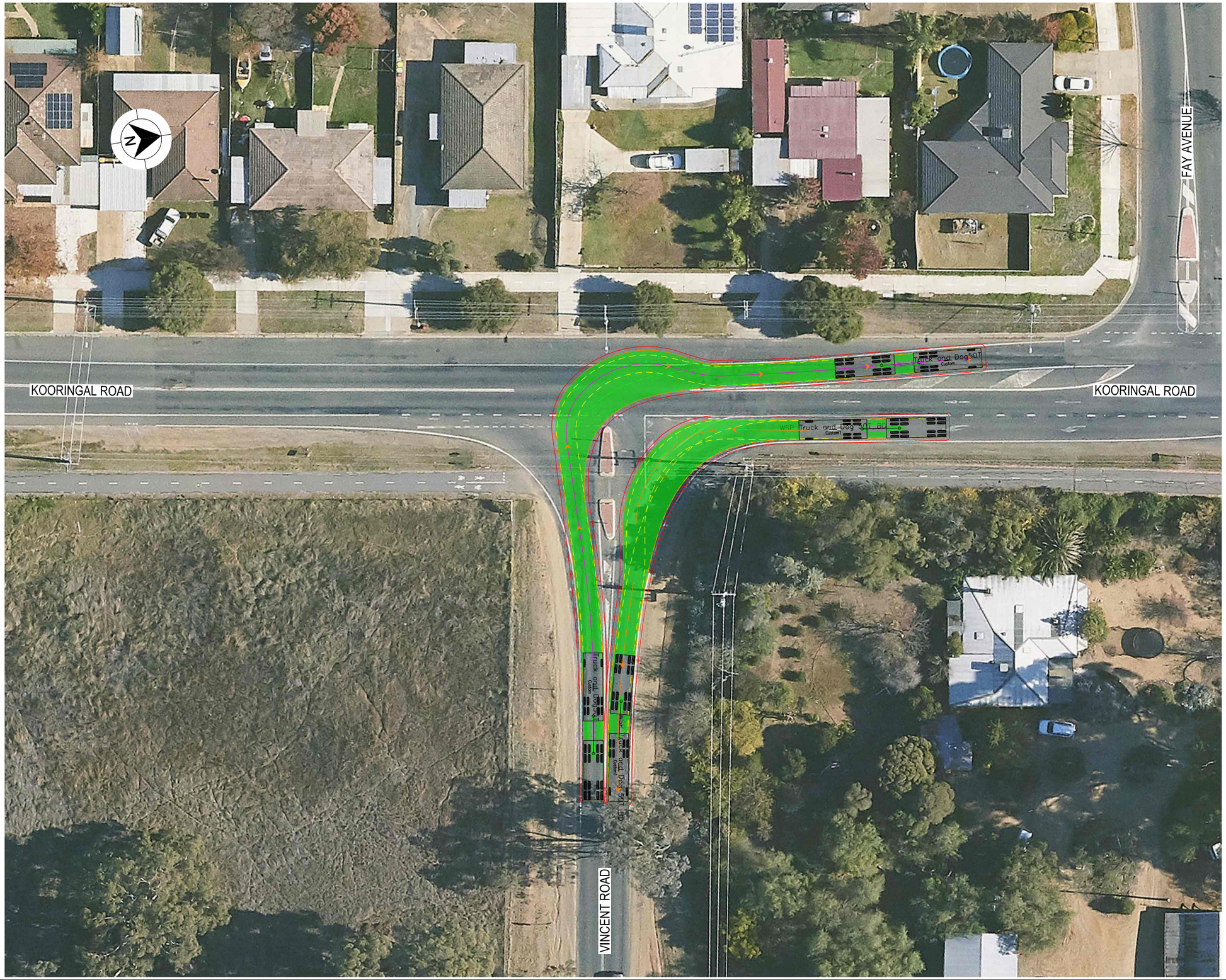

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
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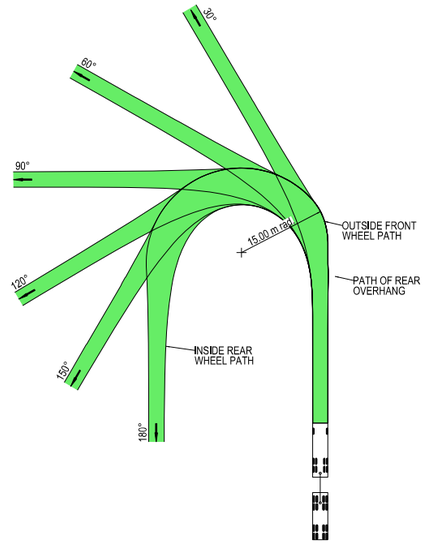

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DESIGN LOT CODE

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

PLOT DATE / TIME 22/08/2025 — PLOT BY B.DENNETT

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND VINCENT ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND VINCENT ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-049 — ISSUE 1

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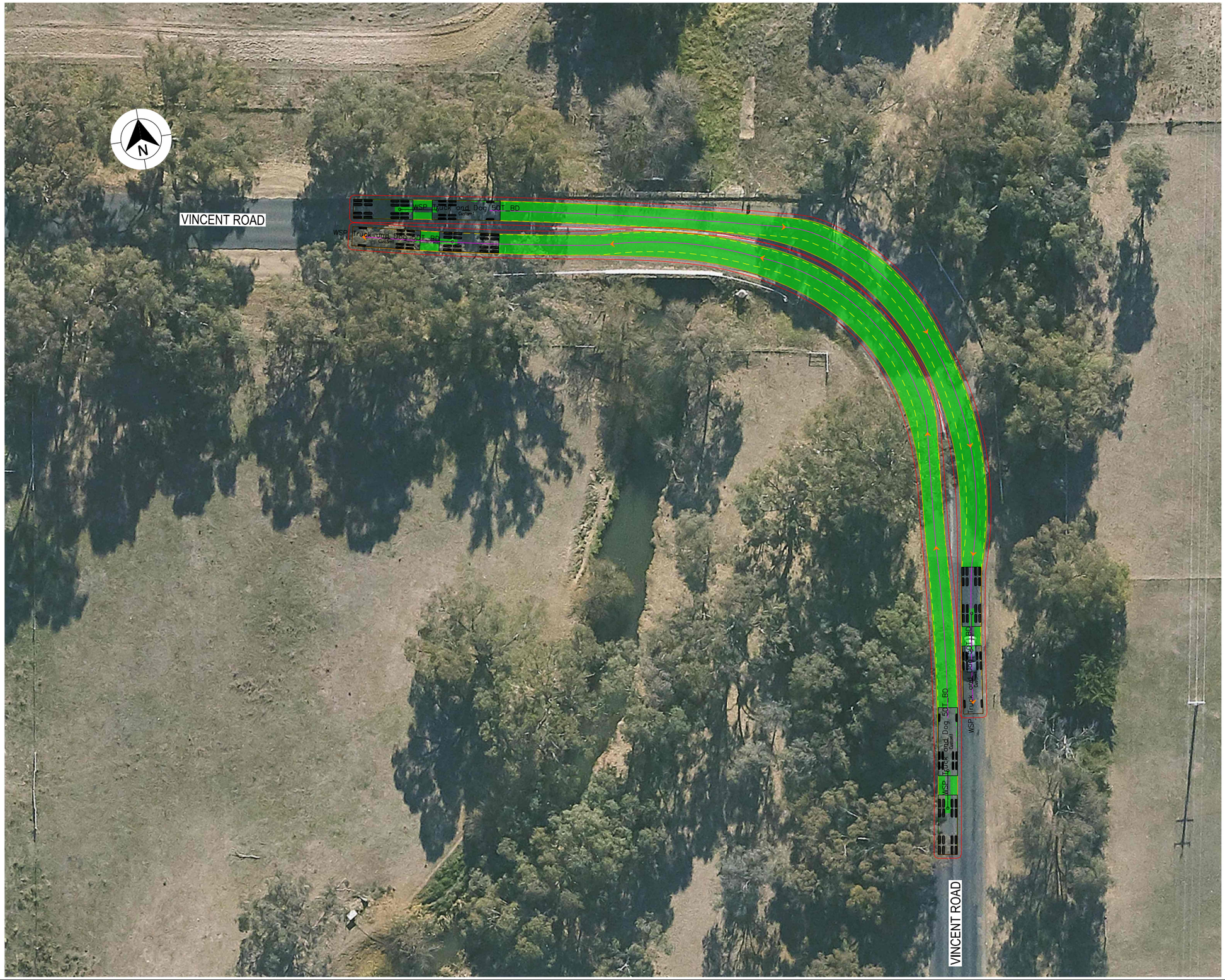

LEGEND

GDA 2020

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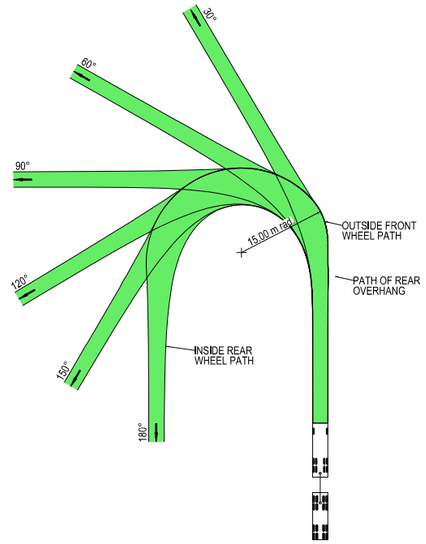

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PLOT DATE / TIME 24/07/2025 — PLOT BY B.DENNETT

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MARTINUS

WAGGA CITY COUNCIL
VINCENT ROAD
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SWEPT PATH ANALYSIS
SWEPT PATH - TD - VINCENT ROAD - LI RO

A3

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ISSUE STATUS — SHEET No. SW2-050 — ISSUE 1

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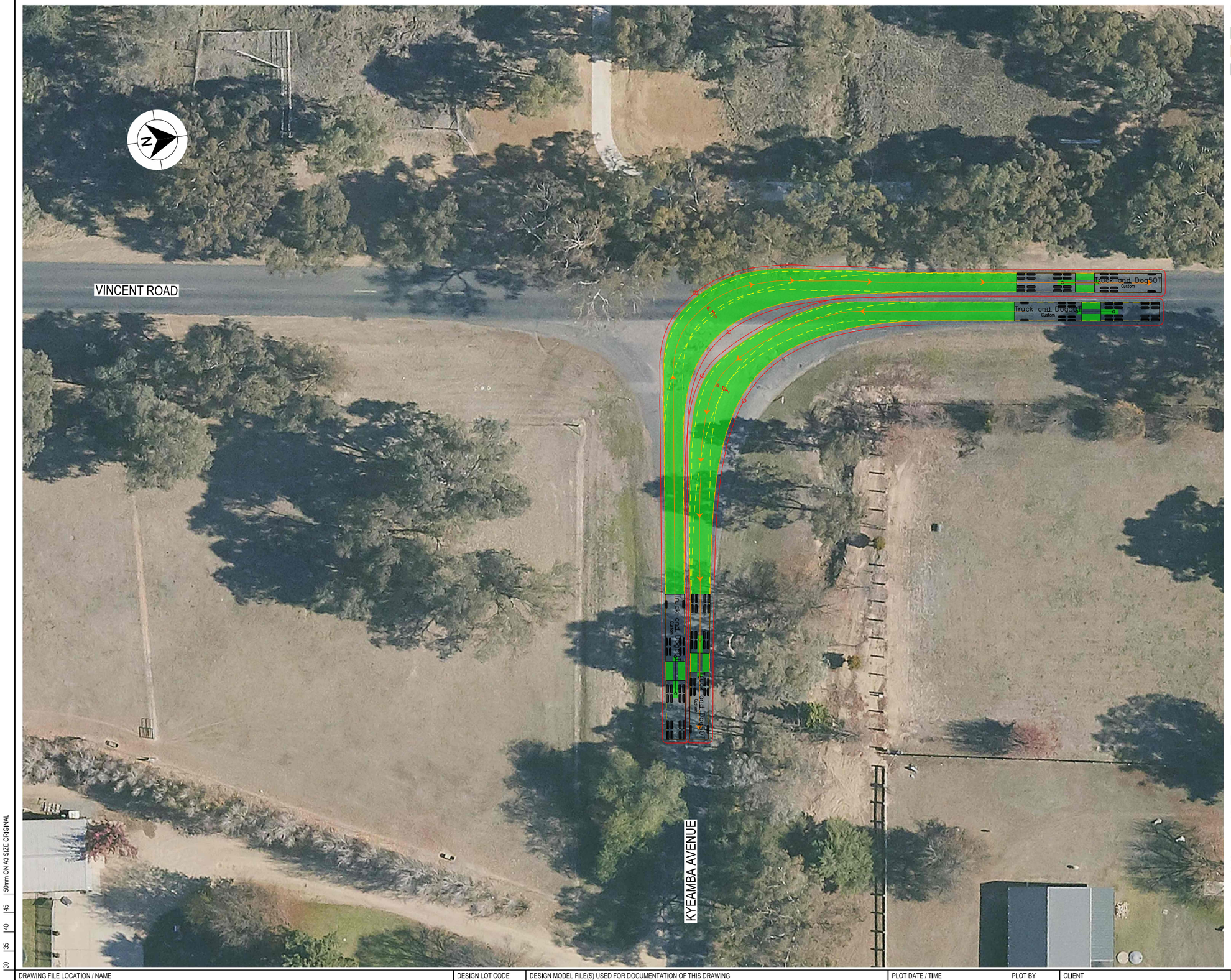


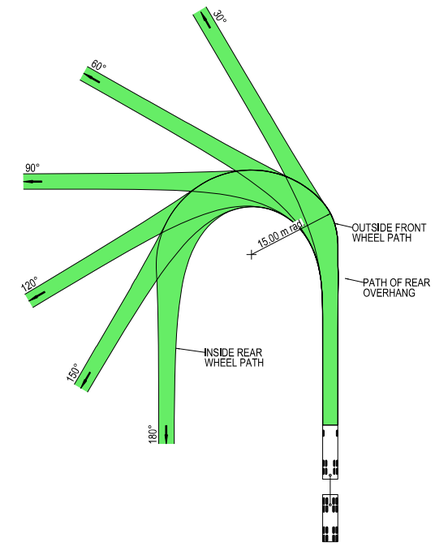
LEGEND

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

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 - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 24/07/2025
PLOT BY B.DENNETT

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
VINCENT ROAD AND KYEAMBA AVENUE
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - VINCENT ROAD AND KYEAMBA AVENUE - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-051
ISSUE 1

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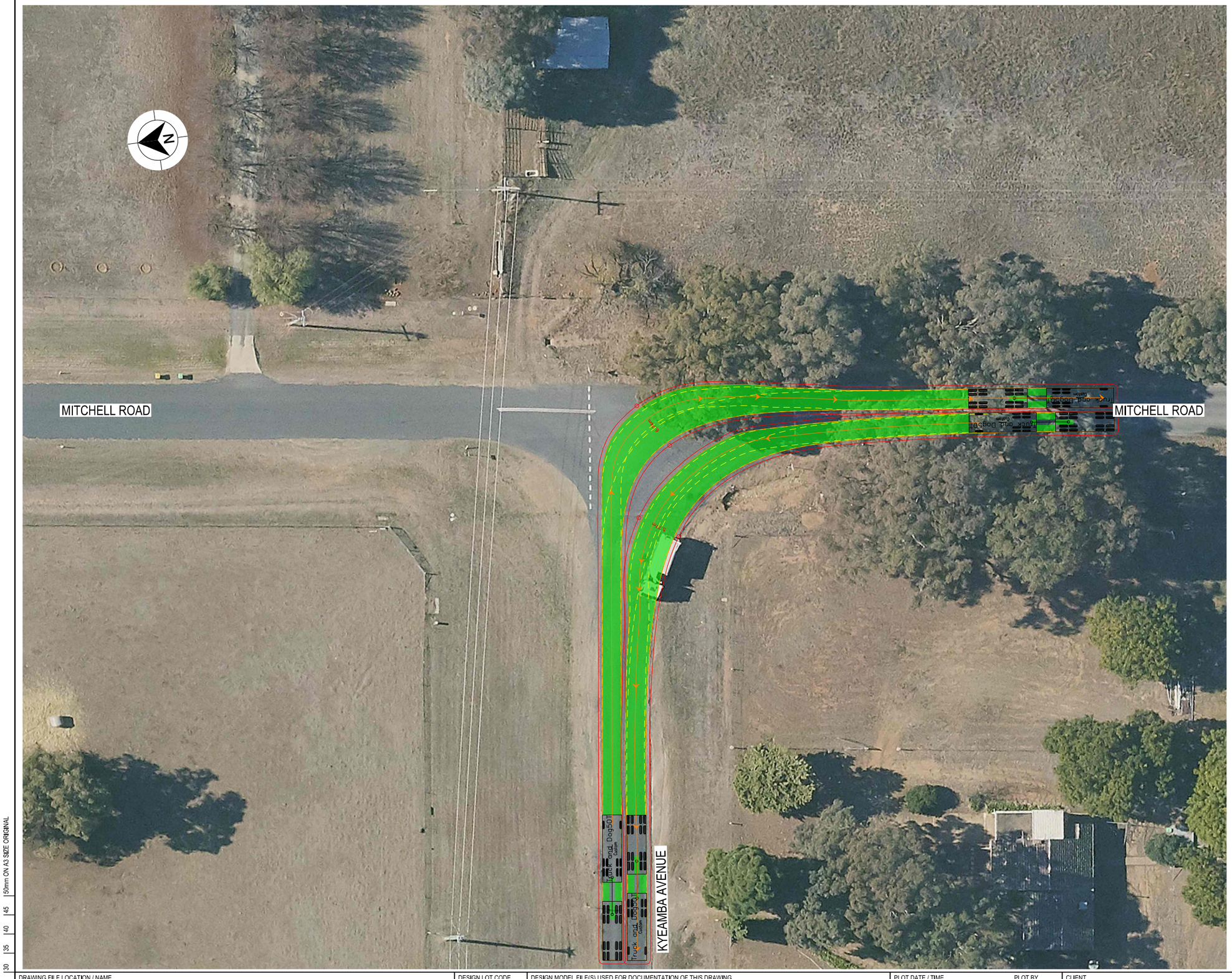


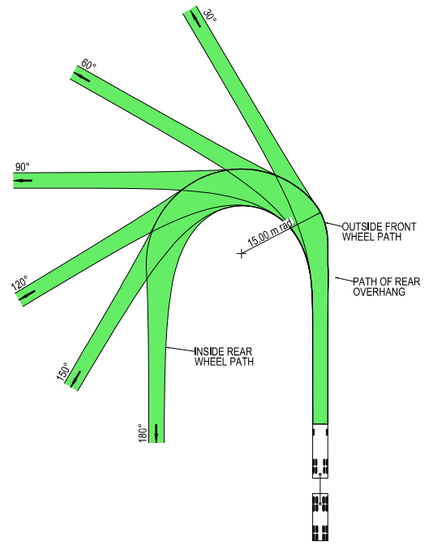
LEGEND

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

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 24/07/2025
PLOT BY B.DENNETT

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MITCHELL ROAD AND KYEAMBA AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-052
ISSUE 1

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MITCHELL ROAD

GREGADOO ROAD

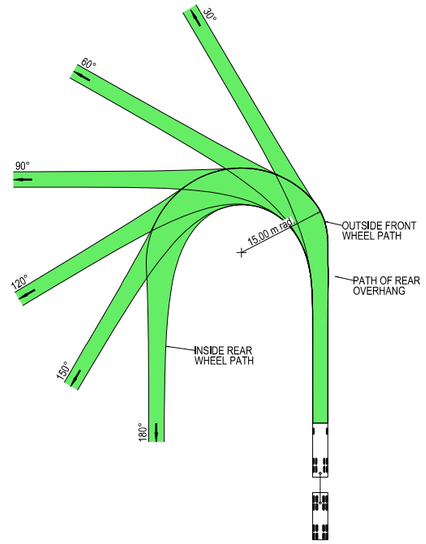
ASHFORDS ROAD

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

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 24/07/2025 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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MITCHELL ROAD & ASHFORDS ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD- RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-053 ISSUE 1

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ASHFORDS ROAD

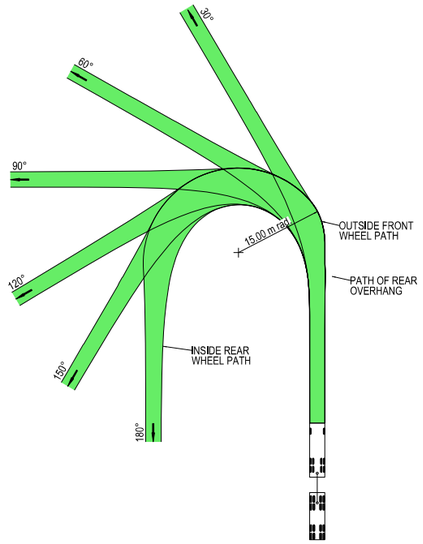
GREGADOO WASTE MANAGEMENT CENTRE

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

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 24/07/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
ASHFORDS ROAD AND GREGADOO WASTE MANAGEMENT CENTER

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GREGADOO WASTE MANAGEMENT FACILITY - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-054
ISSUE 1

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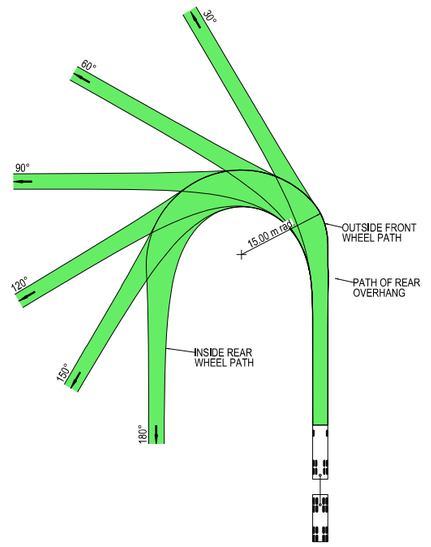
LEGEND

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BROOKONG AVENUE GATE C1 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-055 ISSUE 1

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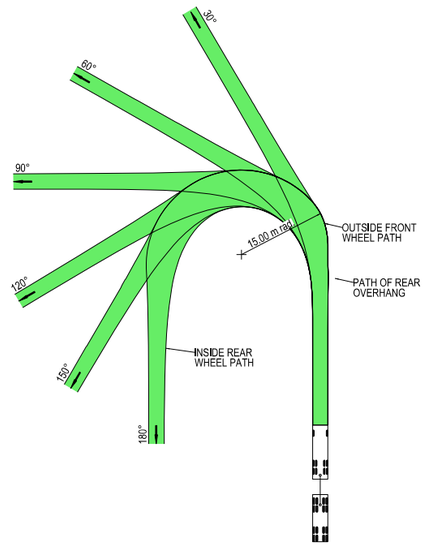
LEGEND

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

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 24/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BROOKONG AVENUE GATE C1 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-056 — ISSUE 1

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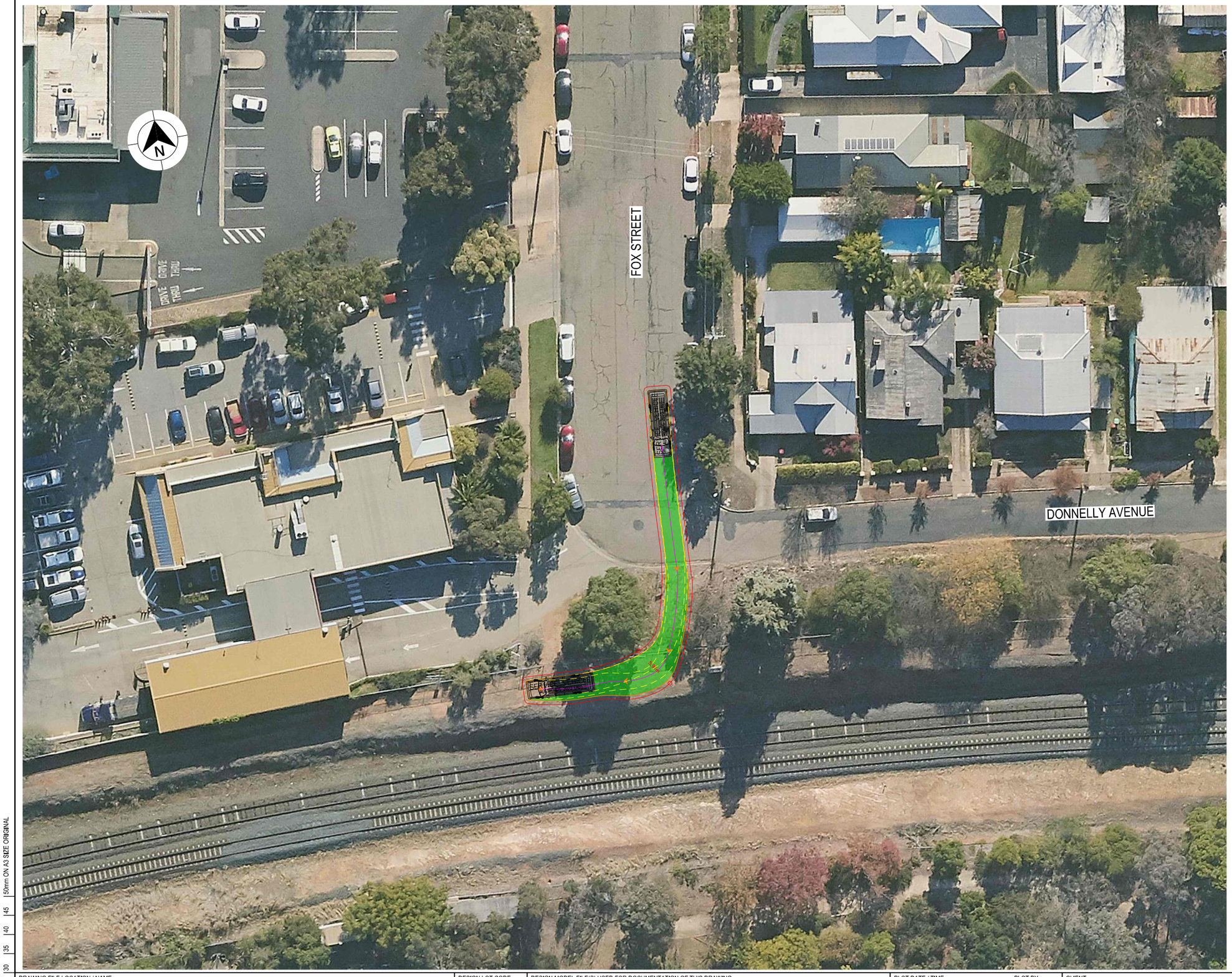


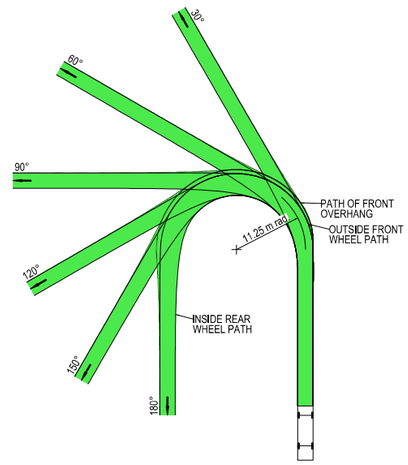
LEGEND

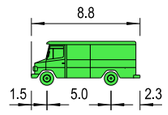
GDA 2020

- 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

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 - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 25/09/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - FOX STREET GATE C2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-057 — ISSUE 1

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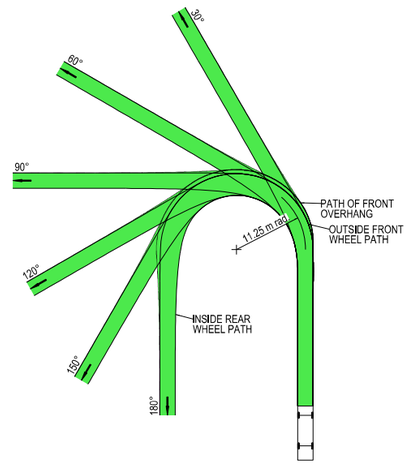
LEGEND

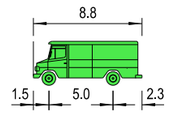
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN 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

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 - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 24/07/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - FOX STREET GATE C2 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-058
ISSUE 1

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MARTINUS

WAGGA WAGGA CITY COUNCIL
CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
URANQUINTY

LOCALITY PLAN

© GOOGLE MAPS

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 - Uranquinty Route Sheet Arrangement.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 23/07/2025 8:41:16 AM PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE ENGINEERING SERVICES

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW4-001
ISSUE 1

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CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	6				
	MM	11				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW4	SWEPT PATH ANALYSIS (37 SHEETS)					
SW4-001	COVER SHEET					
SW4-002	INDEX					
SW4-003	KEY PLAN					
SW4-004	SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO					PASS
SW4-005	SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-006	SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-007	SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-008	SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO					PASS
SW4-009	SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-010	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LI					PASS
SW4-011	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LO					PASS
SW4-012	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RI					PASS
SW4-013	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RO					PASS
SW4-014	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LI					CONDITIONAL PASS
SW4-015	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LO					CONDITIONAL PASS
SW4-016	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RI					PASS
SW4-017	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RO					PASS
SW4-018	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LI					PASS
SW4-019	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LO					CONDITIONAL PASS
SW4-020	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RI					PASS
SW4-021	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RO					PASS
SW-0022	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LI					PASS
SW-0023	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LO					PASS
SW-0024	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RI					PASS
SW-0025	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RO					PASS
SW-0026	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LI					CONDITIONAL PASS
SW-0027	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LO					CONDITIONAL PASS
SW-0028	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RI					PASS
SW-0029	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RO					PASS
SW-0030	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LI					PASS
SW-0031	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LO					PASS
SW-0032	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RI					PASS
SW-0033	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RO					PASS
SW-0034	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - LI					PASS
SW-0035	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - LO					PASS
SW-0036	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - RI					PASS
SW-0037	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - RO					PASS

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DESIGN LOT CODE

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

PLOT DATE / TIME 06/11/2025 8:41:16 AM

PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL

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

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

SHEET INDEX
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
INDEX

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW4-002

ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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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 - Uranquinty Route Sheet Arrangement.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 06/11/2025 8:41:16 AM	PLOT BY ThomHunter
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING 0 50 100 150 200 SCALE 1:5000m	DRAWINGS / DESIGN PREPARED BY RIGORE ENGINEERING SERVICES	CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT

MARTINUS

WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-003 — ISSUE 1

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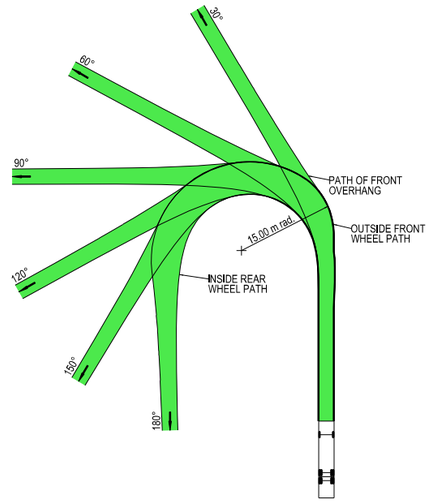
LEGEND

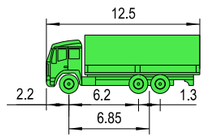
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO

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

ISSUE STATUS — SHEET No.: SW4-004 — ISSUE: 1

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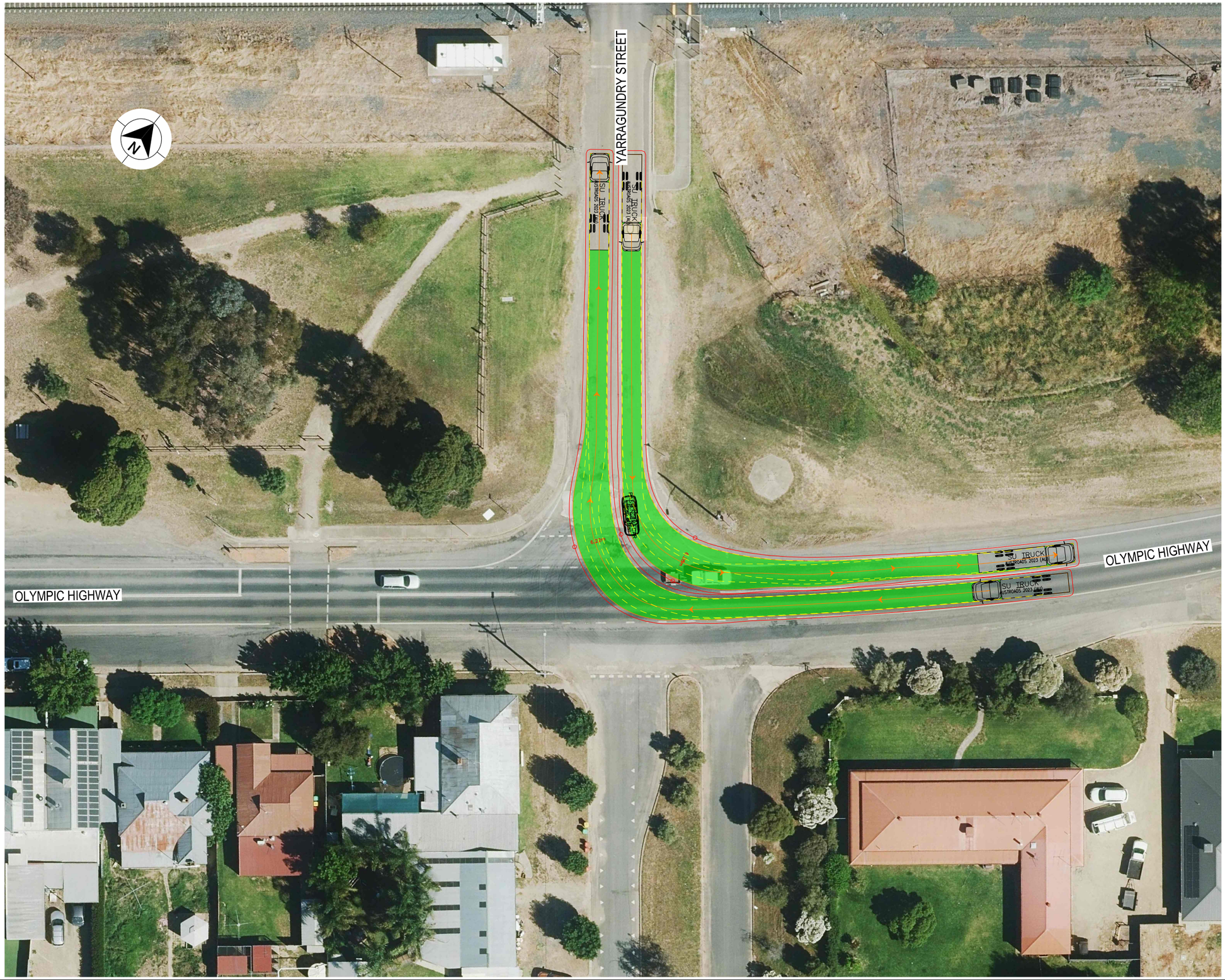


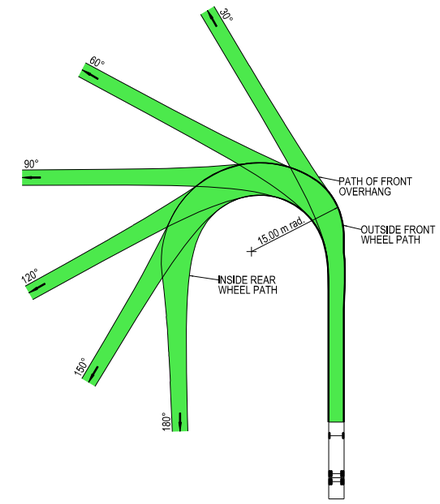
LEGEND

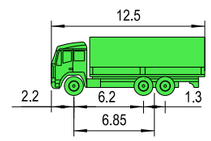
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 25/08/2025 — 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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO

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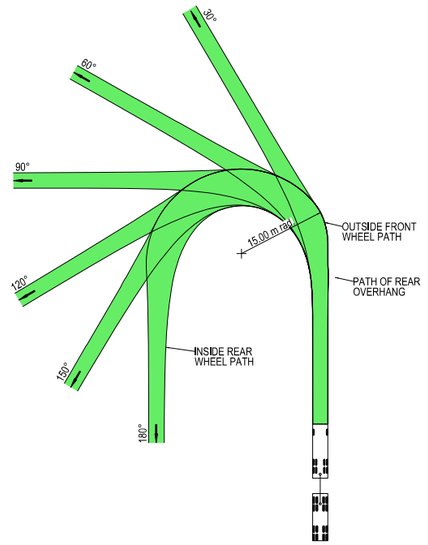
LEGEND

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

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 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-006 — ISSUE 1

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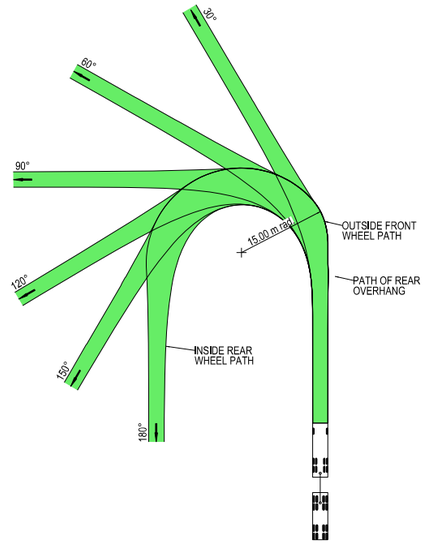
LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-007 — ISSUE 1

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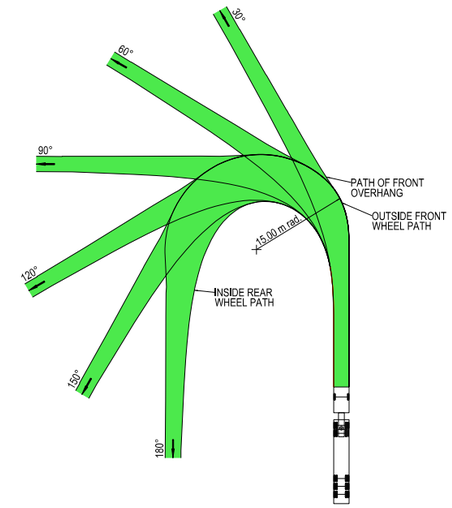
LEGEND

GDA 2020

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

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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DESIGN LOT CODE

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

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RC

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-008 — ISSUE 1

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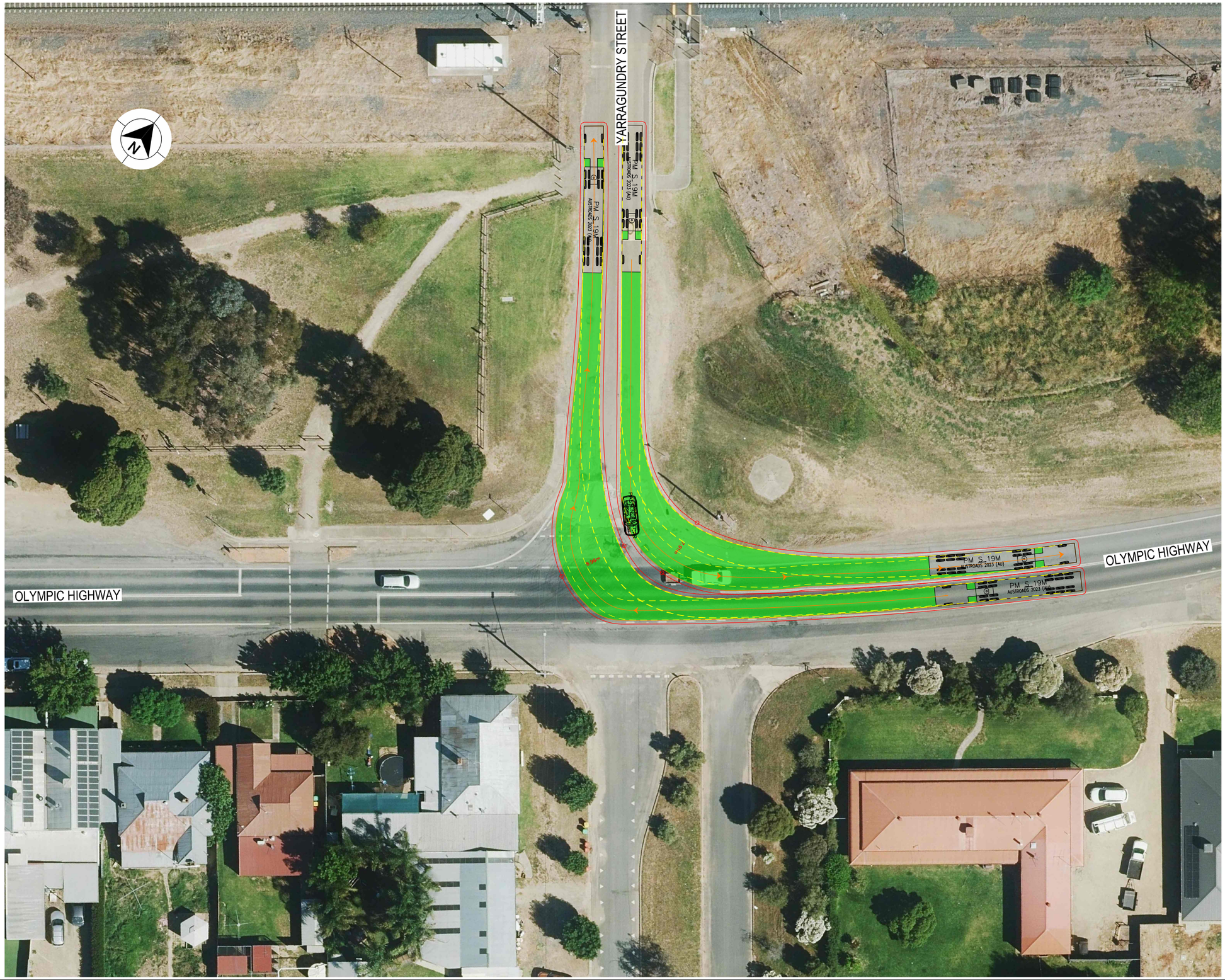

LEGEND

GDA 2020

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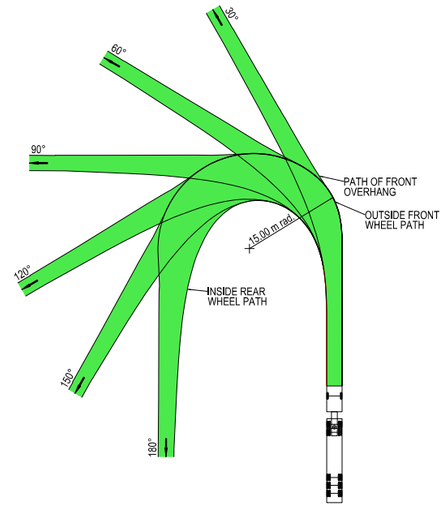

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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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MARTINUS

WAGGA CITY COUNCIL
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SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-009 — ISSUE 1

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LEGEND

GDA 2020

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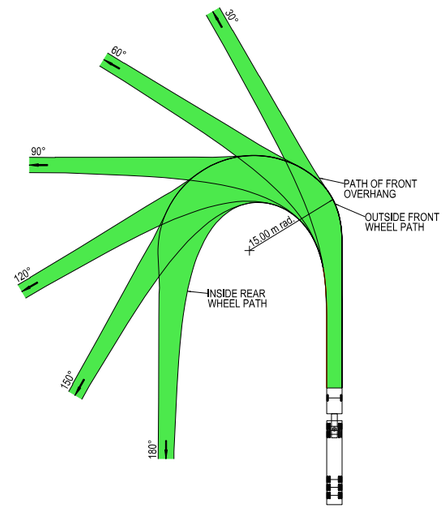

VEHICLE PROFILE NOT TO SCALE

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PLOT DATE / TIME 25/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-010
ISSUE 1

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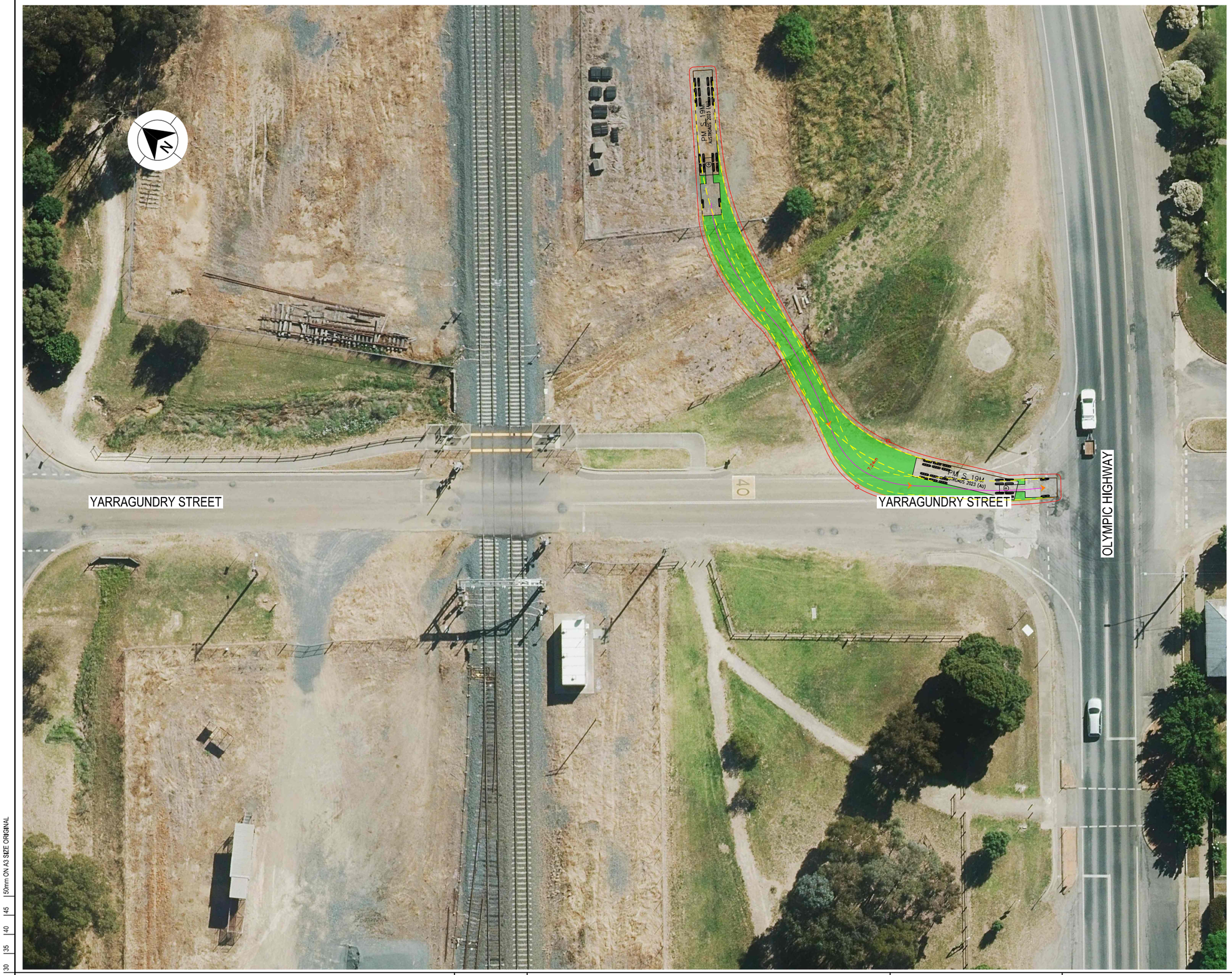

LEGEND

GDA 2020

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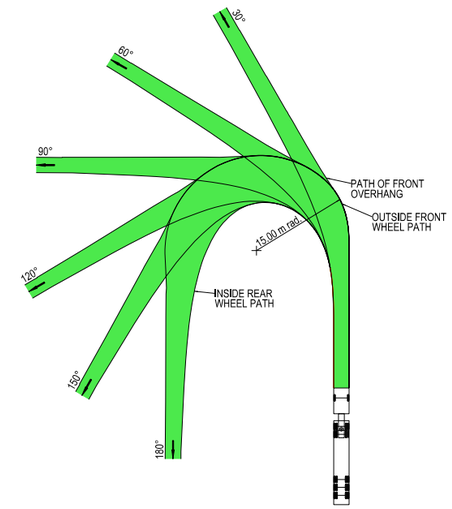

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PLOT DATE / TIME: 25/08/2025
PLOT BY: ThomHunter

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
TITLE		
DRAWN	J.COLES	06/11/2025
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WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-011
ISSUE 1

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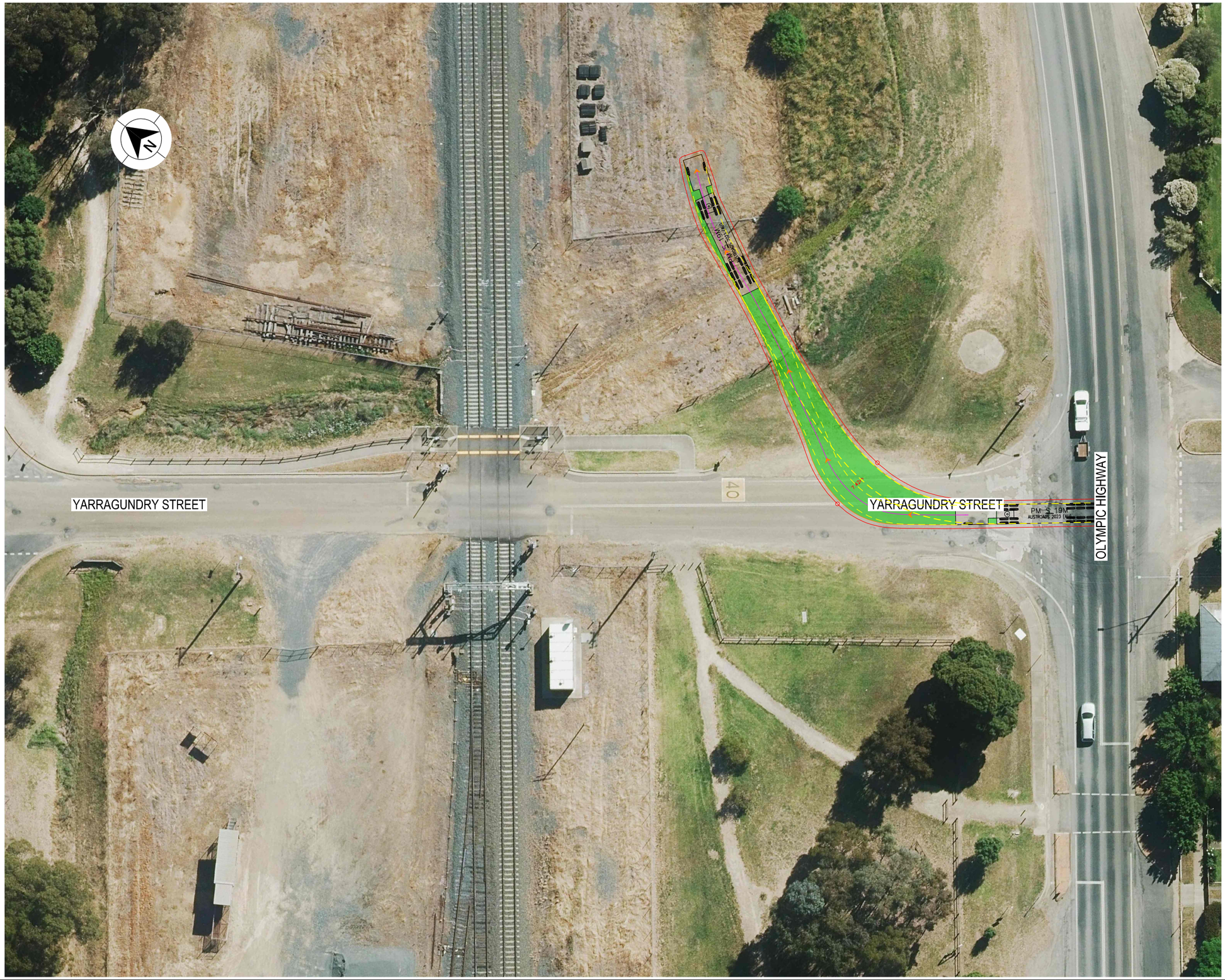

LEGEND

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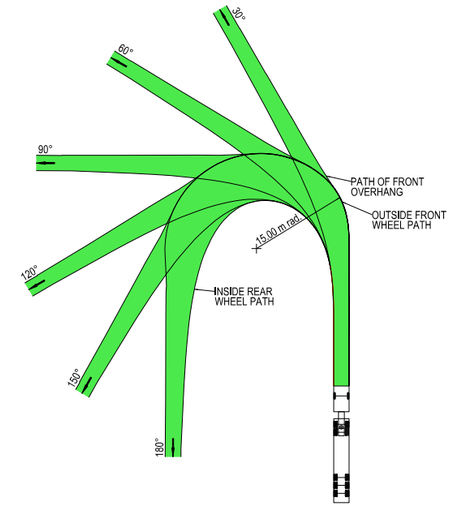

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SCALES ON A3 SIZE DRAWING
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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A3

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SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RI

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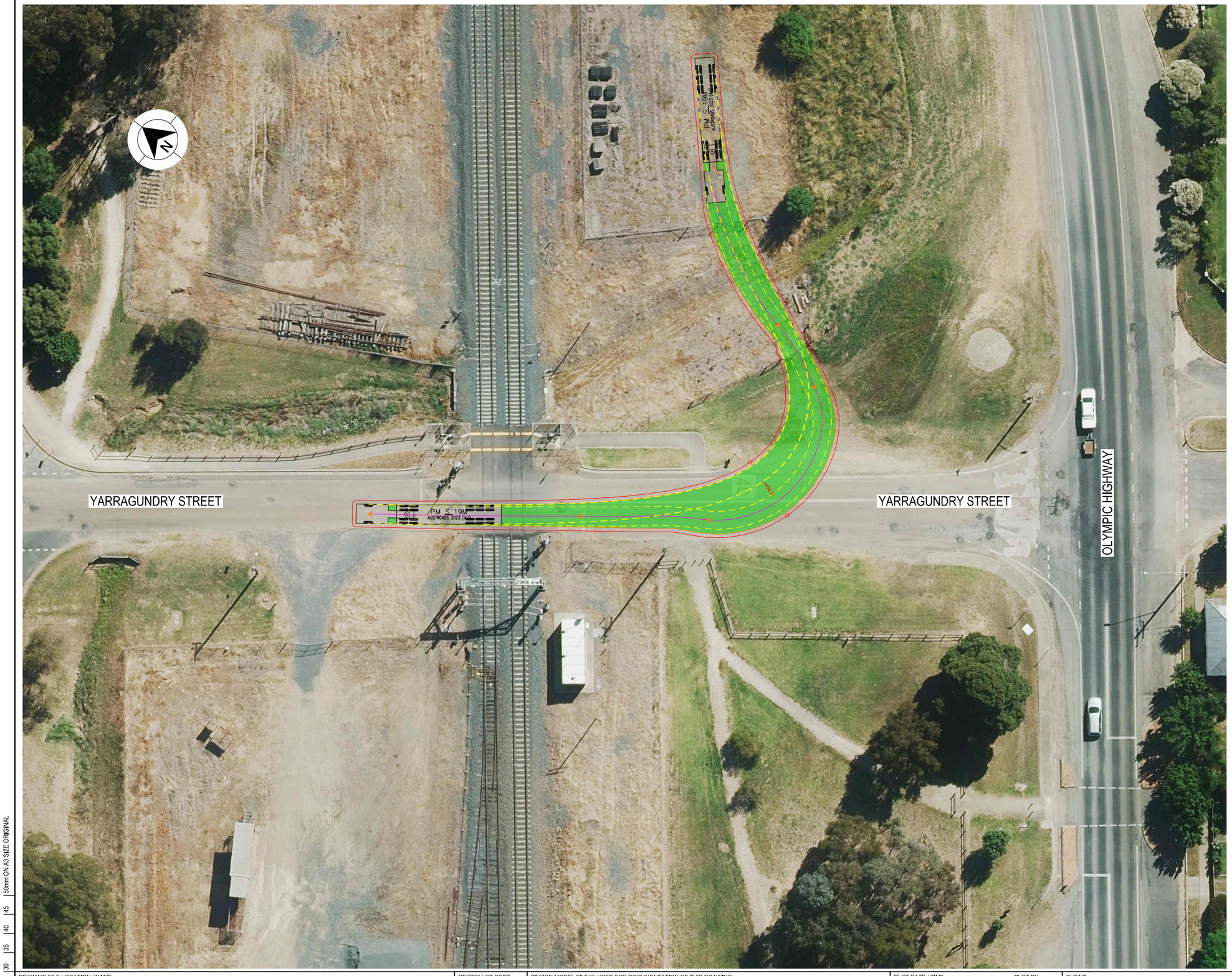

LEGEND

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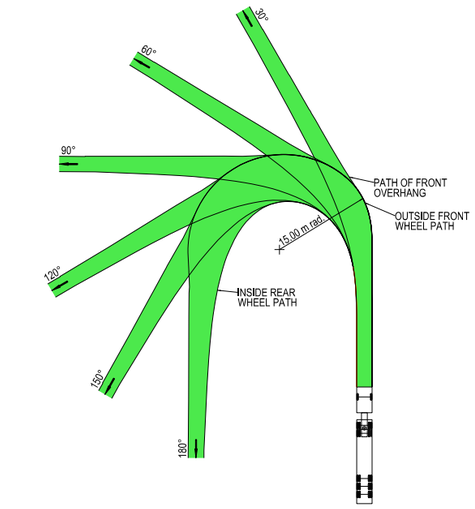

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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A3

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SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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LEGEND

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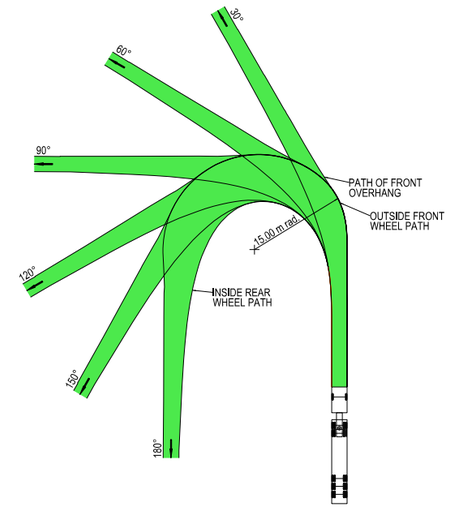

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PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

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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

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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-014 — ISSUE 1

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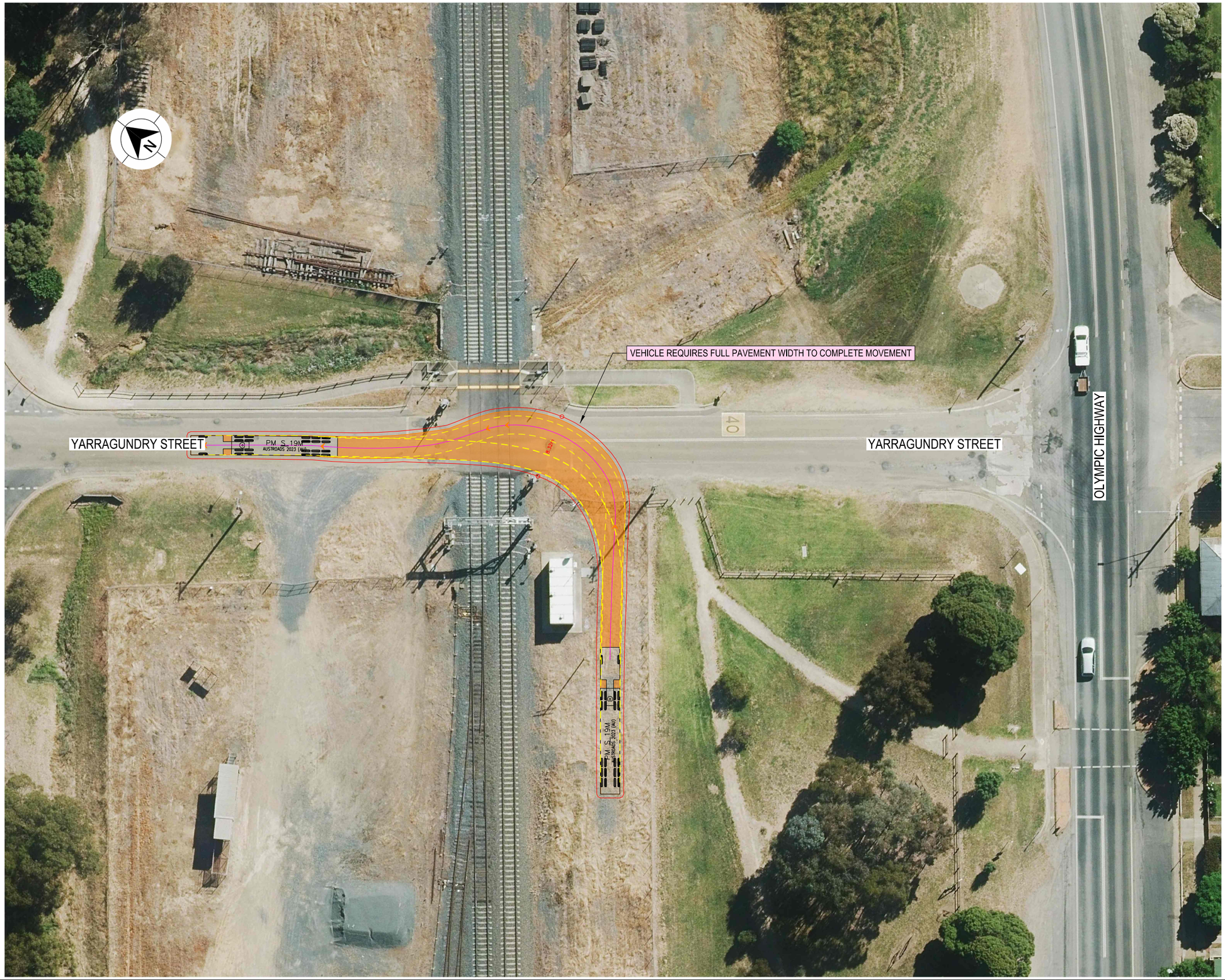


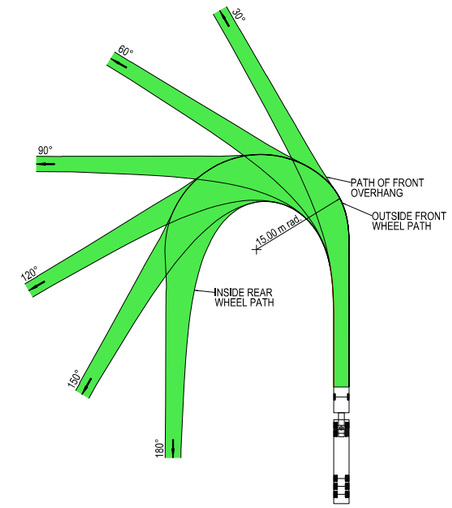
LEGEND

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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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 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LO

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ISSUE STATUS — SHEET No. SW4-015 — ISSUE 1

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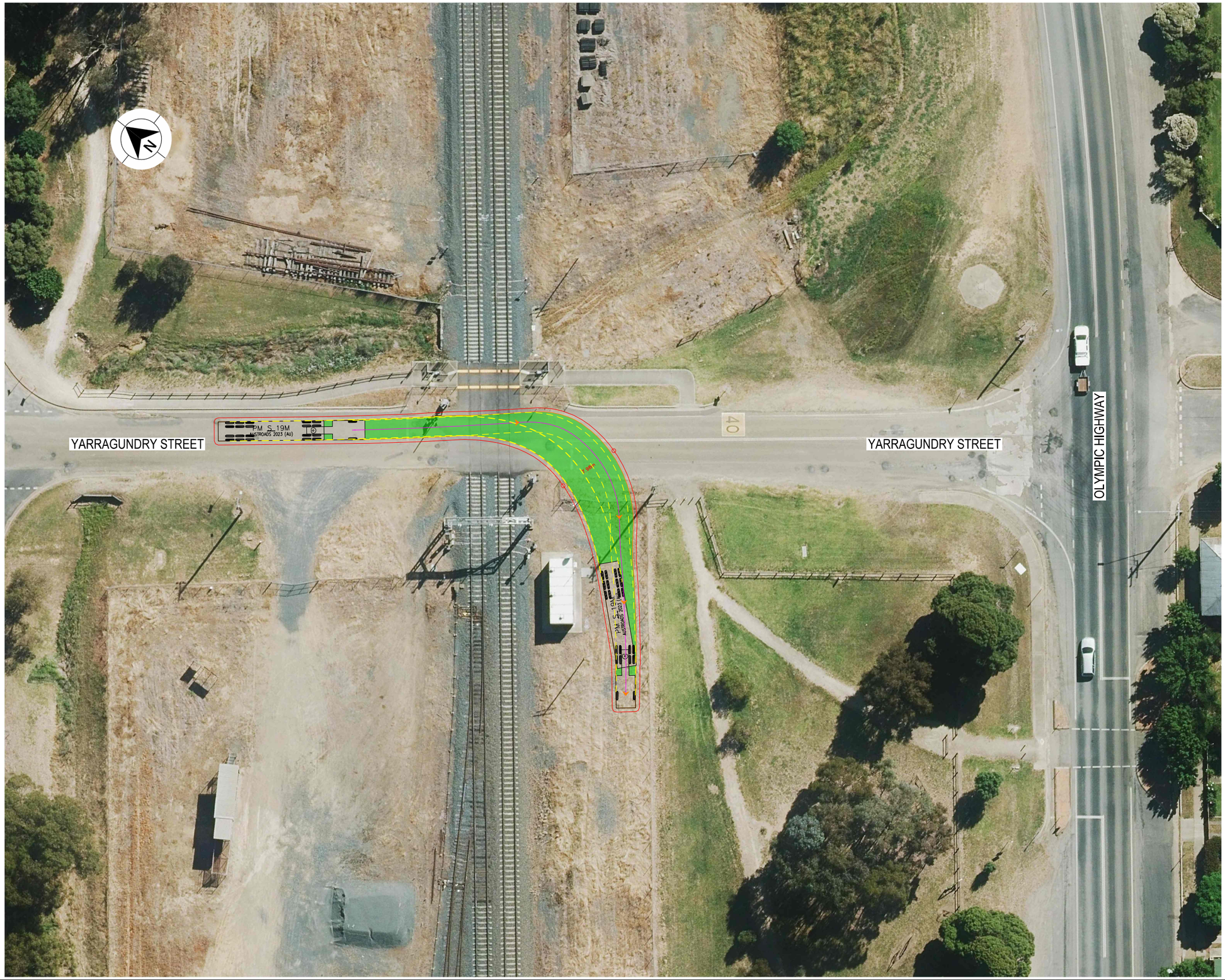

LEGEND

GDA 2020

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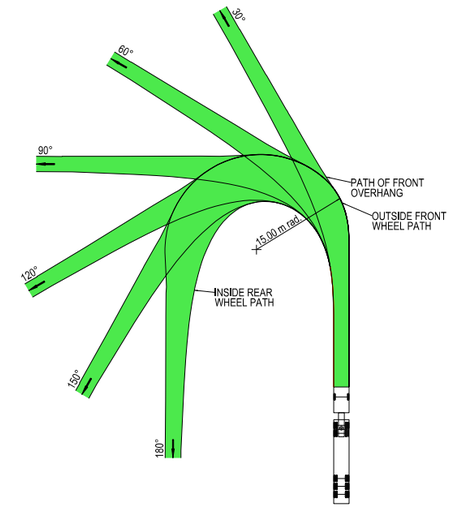

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DRAWING FILE LOCATION / NAME
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SCALE 1:500m

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

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TITLE		
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

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YARRAGUNDRY STREET - GATE ACCESS U2

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A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RI

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ISSUE STATUS — SHEET No. SW4-016 — ISSUE 1

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LEGEND

GDA 2020

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RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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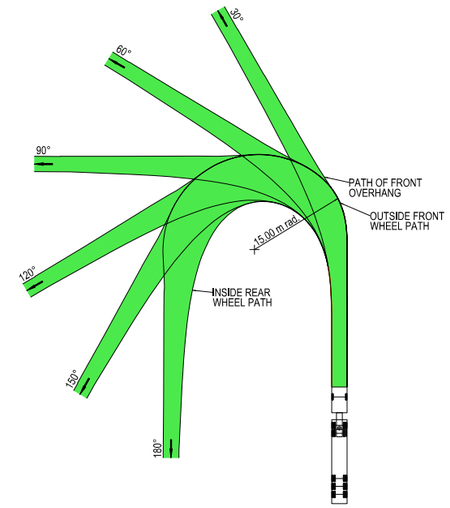
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RO

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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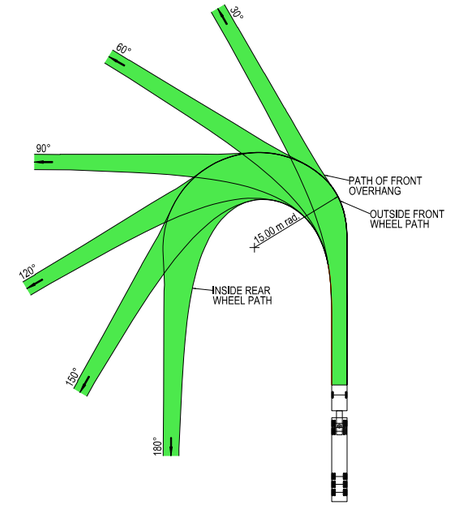

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 25/08/2025 — 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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LI

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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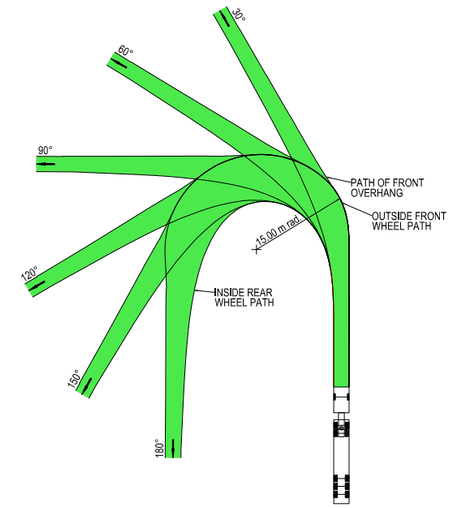

VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

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PLOT DATE / TIME 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-019 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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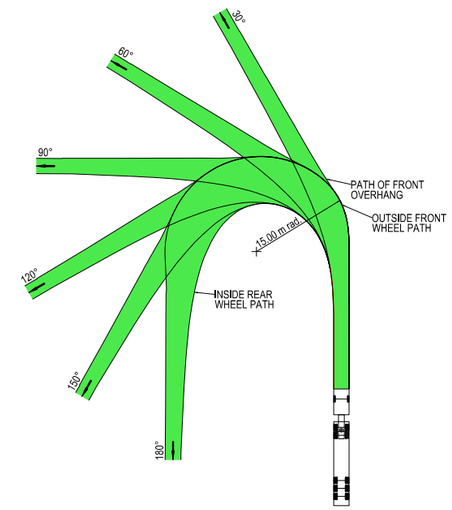

VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

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PLOT DATE / TIME 25/08/2025 — 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	J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3
A2I CTTAMP
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SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RI

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RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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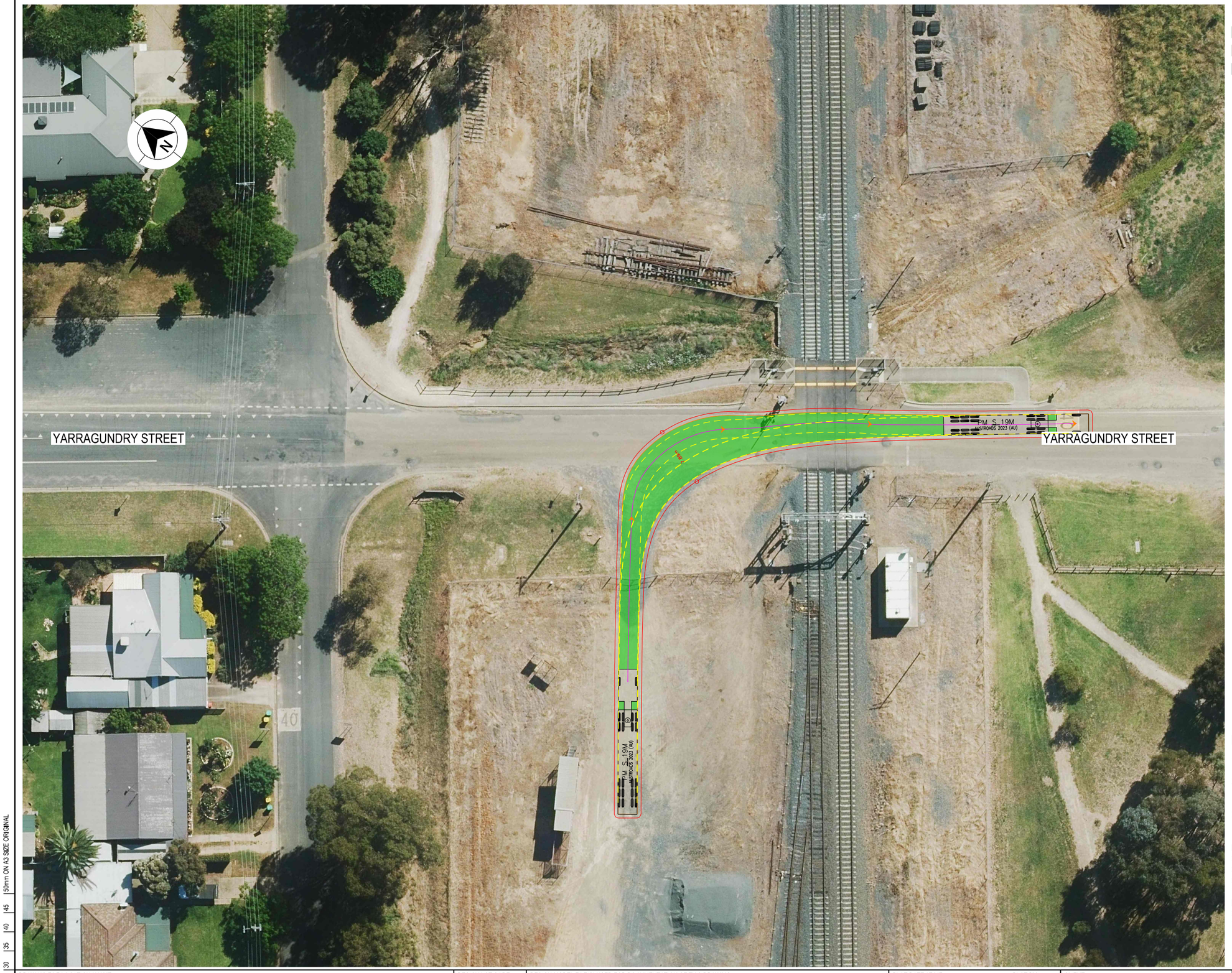

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GDA 2020

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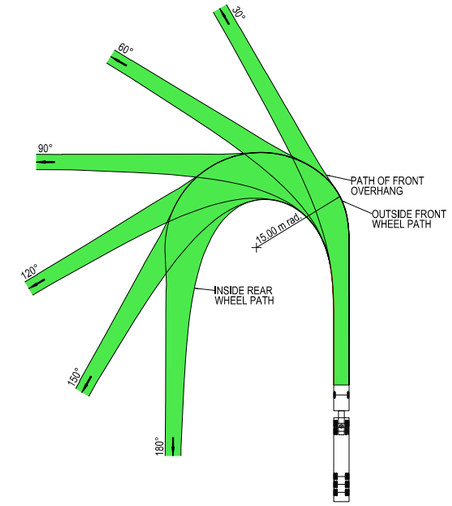

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3
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WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RO

A3

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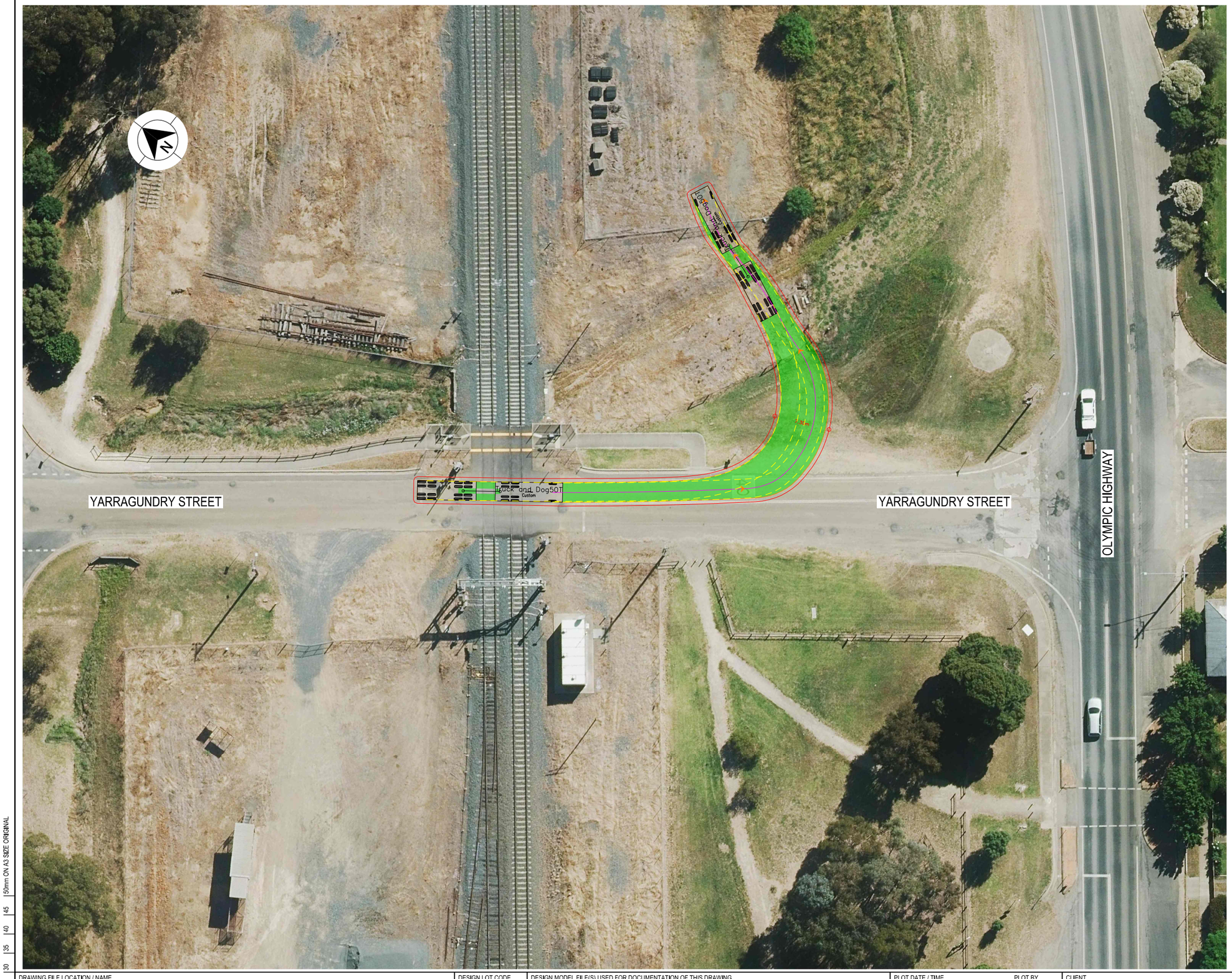


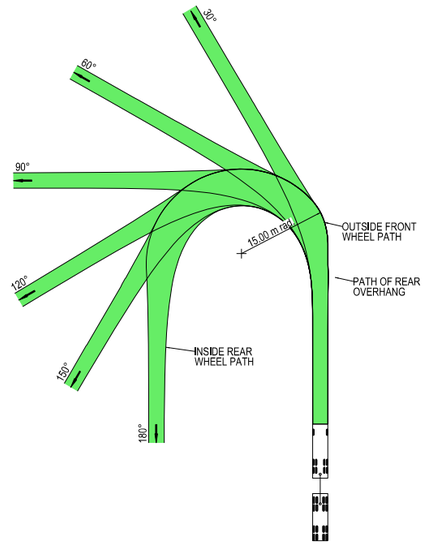
LEGEND

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

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 - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 25/08/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-022
ISSUE 1

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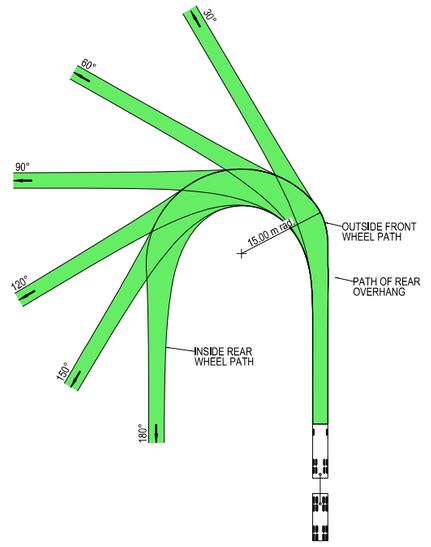
LEGEND

GDA 2020

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

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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-023 — ISSUE 1

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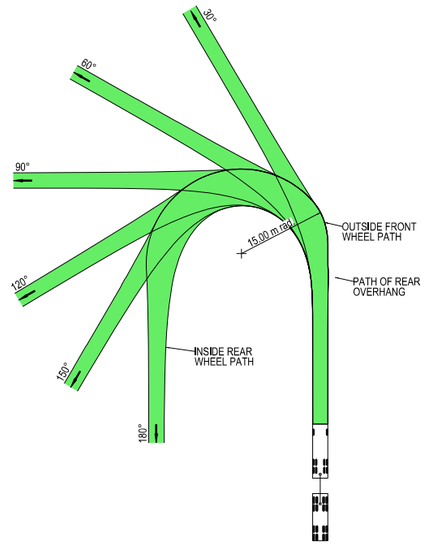
LEGEND

- 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

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TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-024 — ISSUE 1

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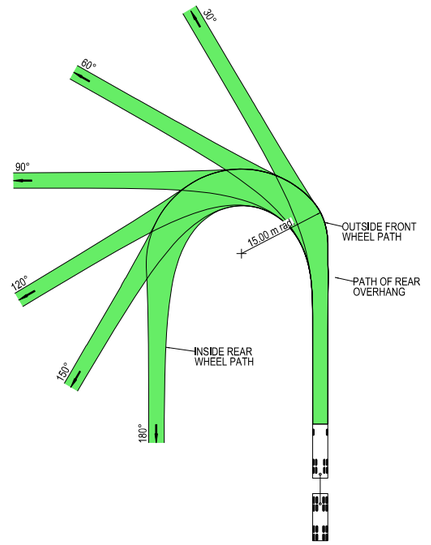
LEGEND

GDA 2020

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

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 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)	
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-025 — ISSUE 1

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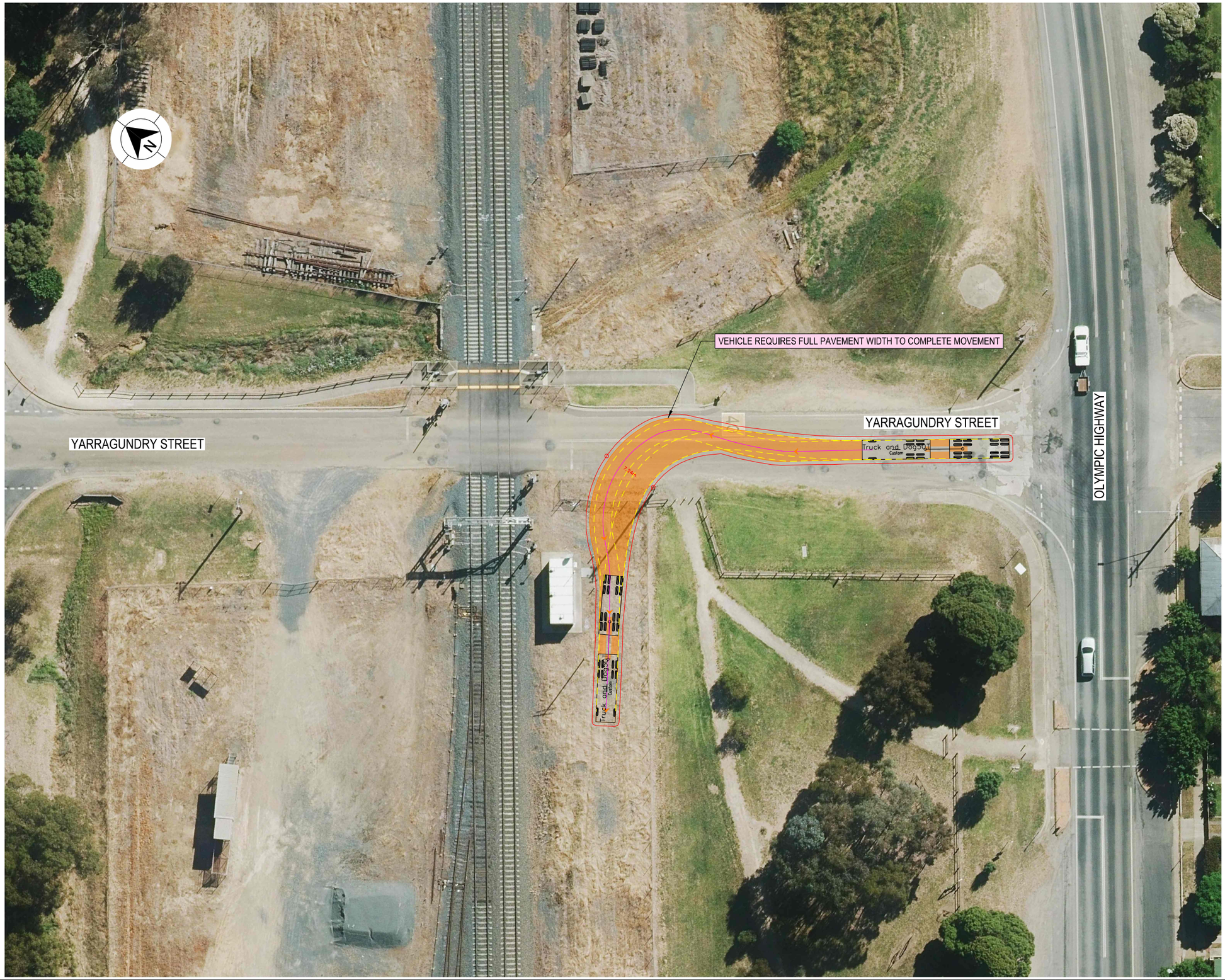

LEGEND

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

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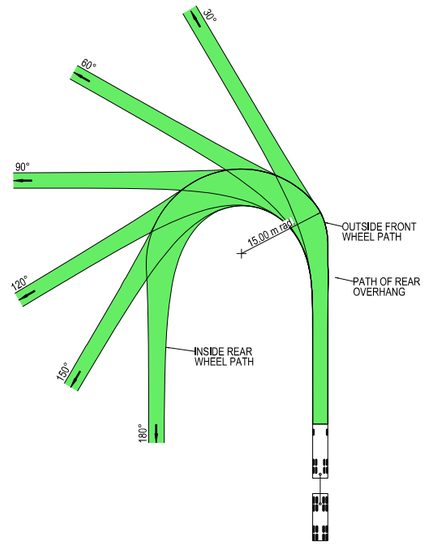
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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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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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-026 — ISSUE 1

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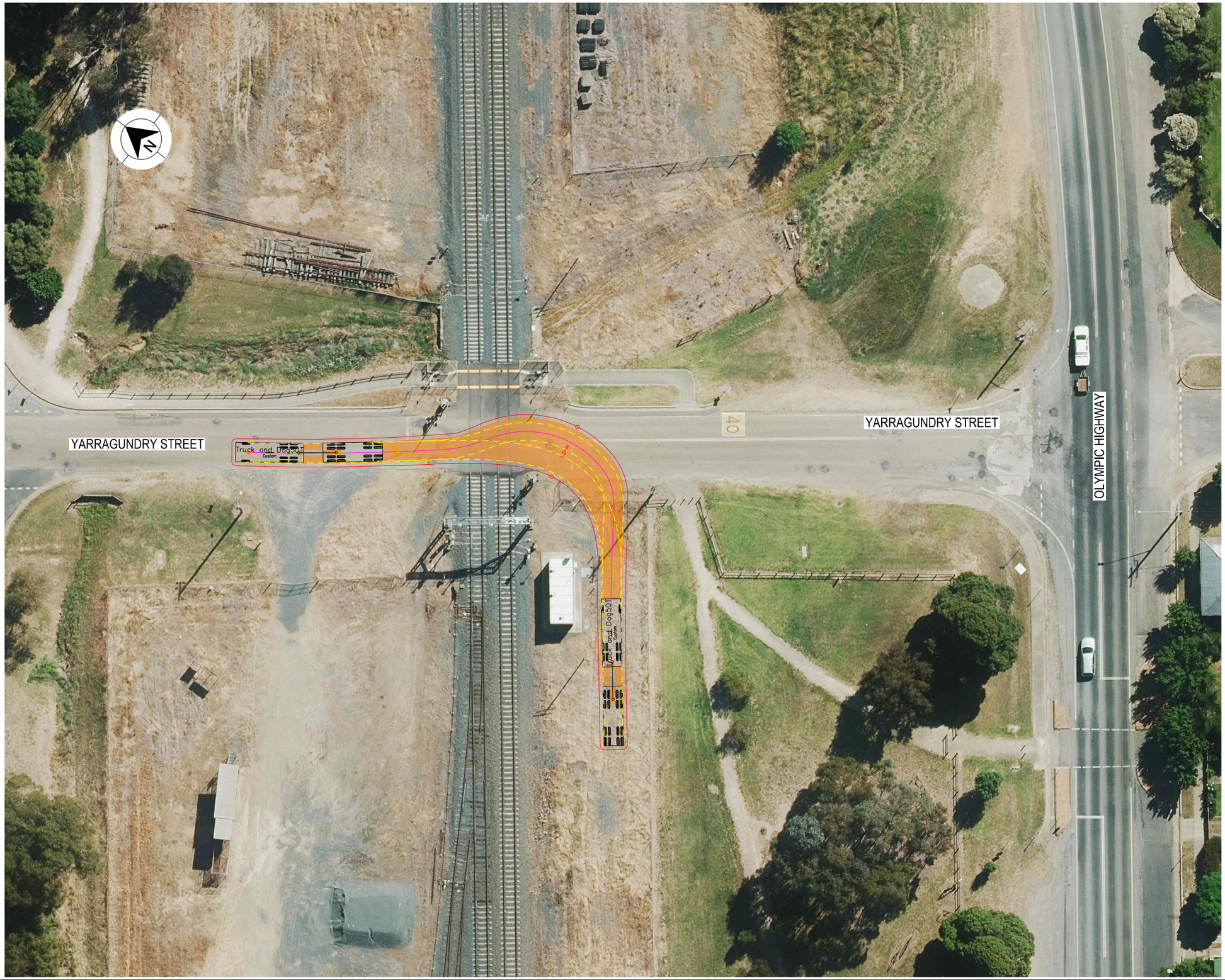

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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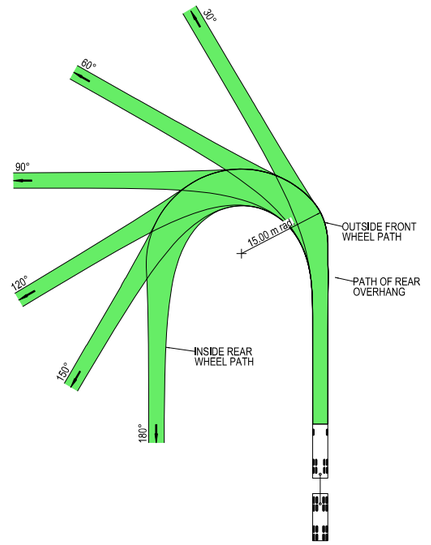
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-027 — ISSUE 1

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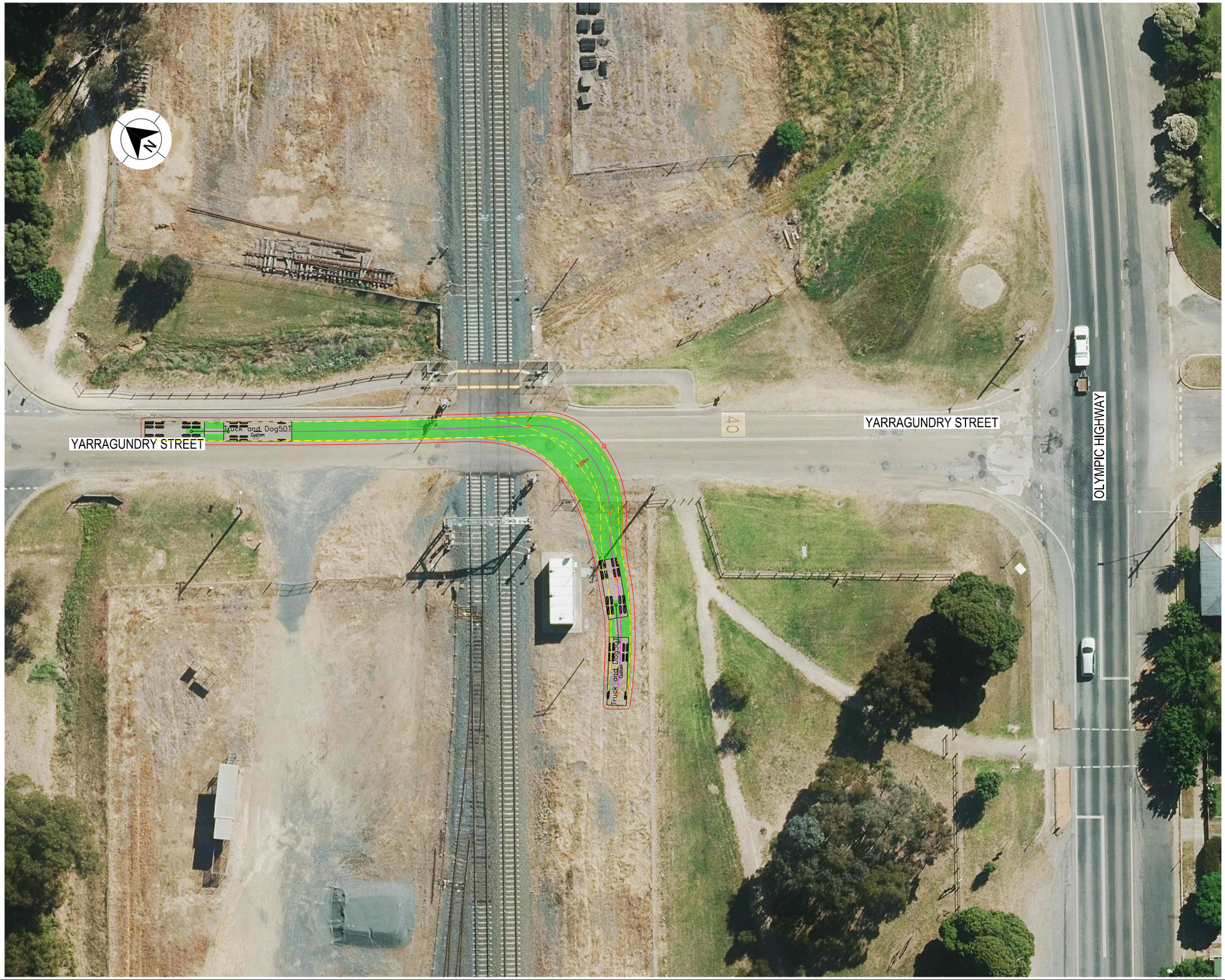

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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RADIUS 15 m
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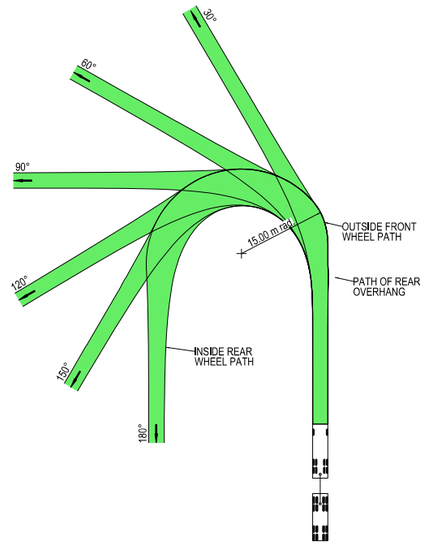

VEHICLE PROFILE NOT TO SCALE

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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 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
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	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
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DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-028 — ISSUE 1

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LEGEND

GDA 2020

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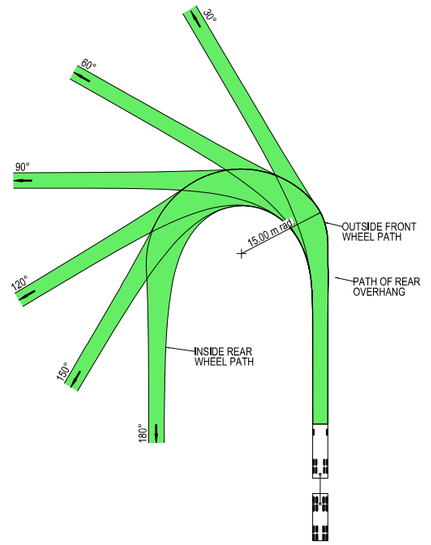
- STORED PASSENGER VEHICLE

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

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

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 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-029 — ISSUE 1

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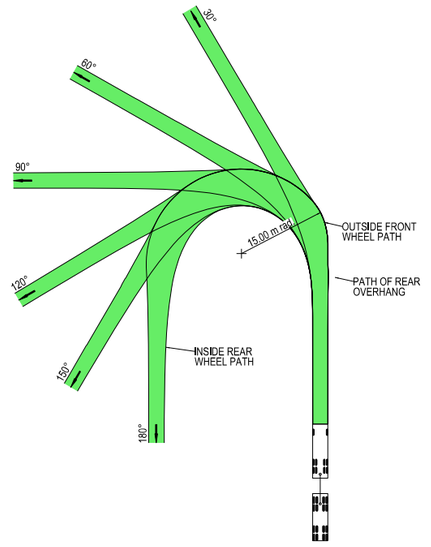
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 25/08/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-030
ISSUE 1

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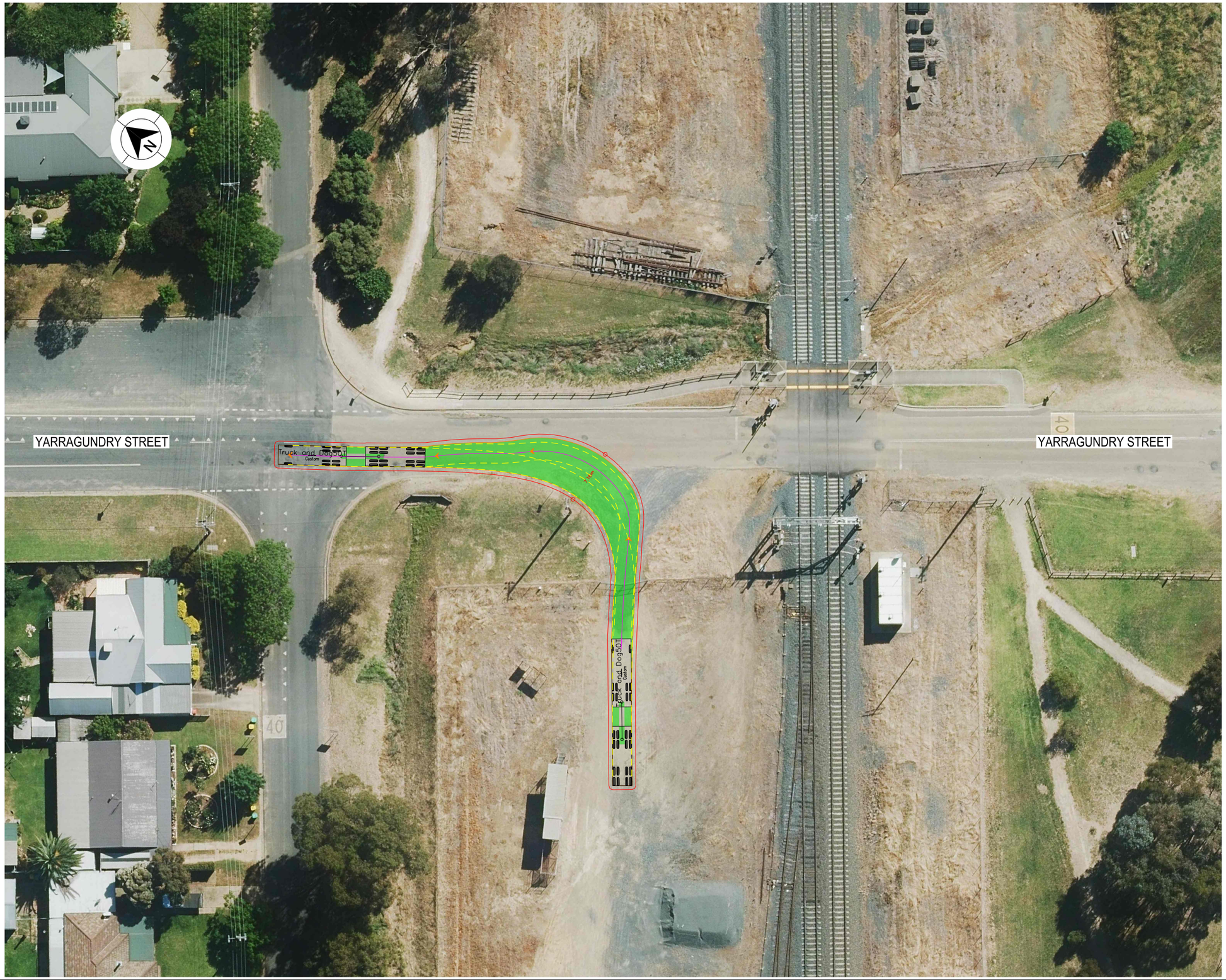


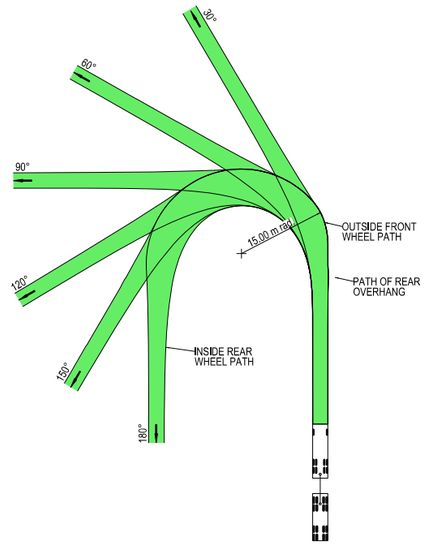
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



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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 25/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LO

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ISSUE STATUS — SHEET No. SW4-031 — ISSUE 1

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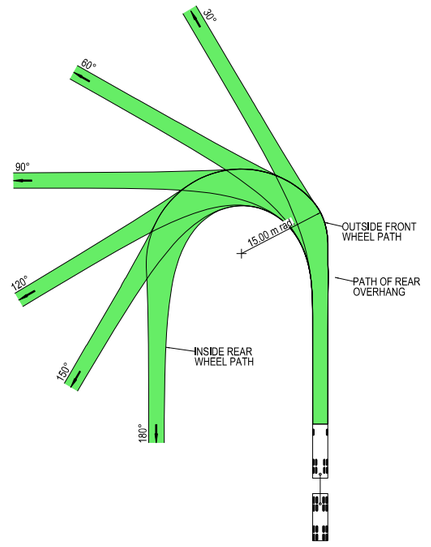
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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

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 17/10/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-032
ISSUE 1

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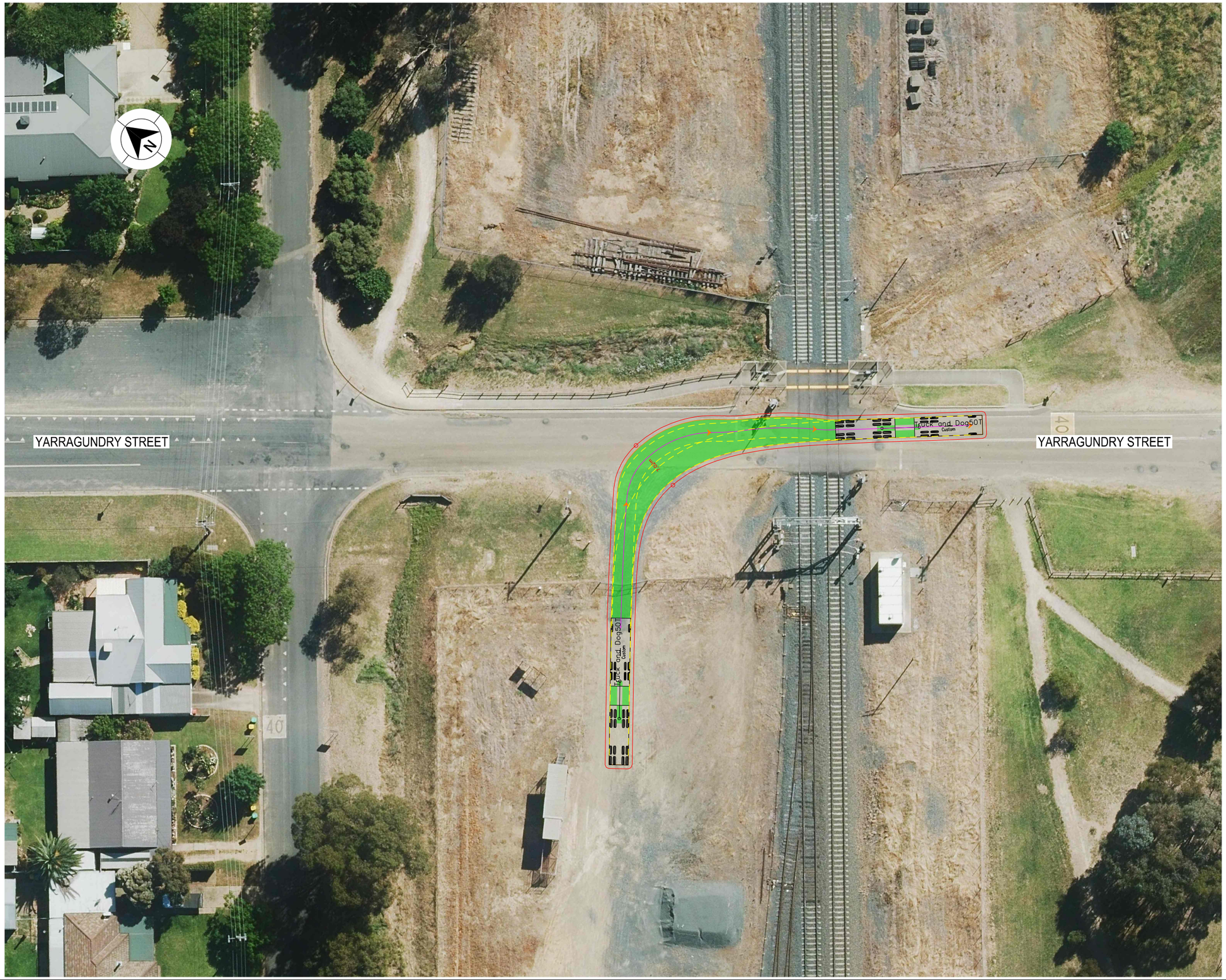


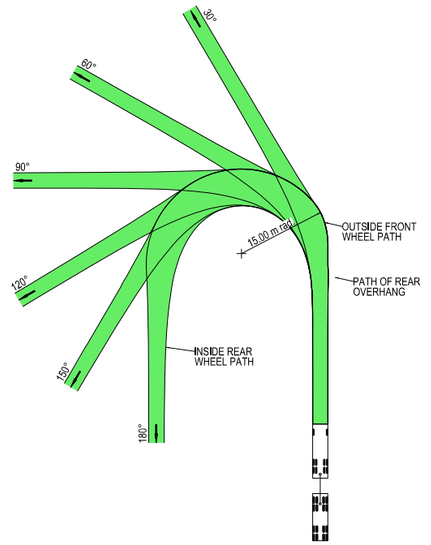
LEGEND

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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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 17/10/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RO

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PART 1
ISSUE STATUS
SHEET No. SW4-033
ISSUE 1

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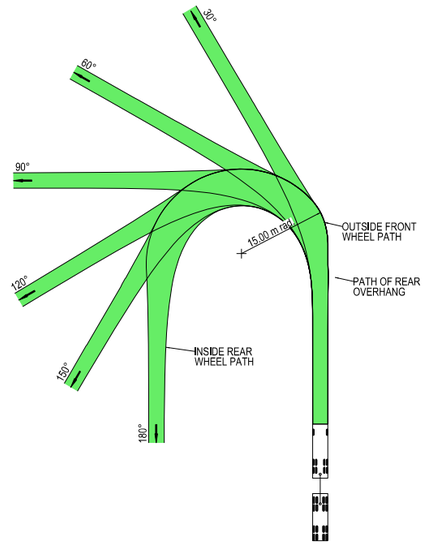
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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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

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 17/10/2025 — 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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-034 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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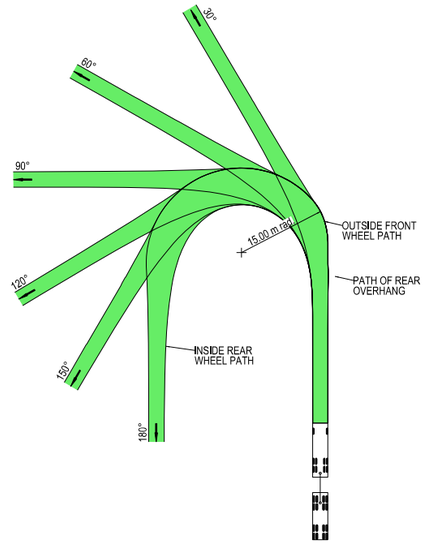
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 17/10/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-035 — ISSUE 1

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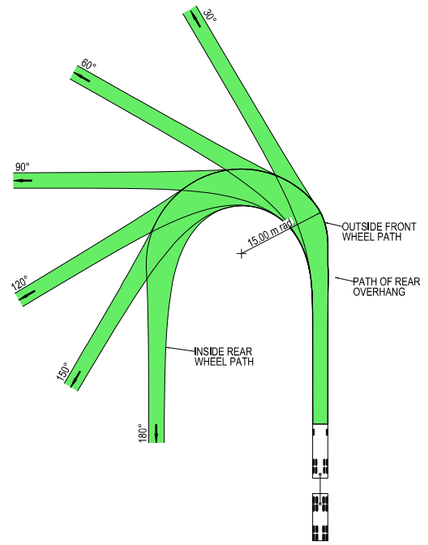
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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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K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 17/10/2025 — 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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-036 — ISSUE 1

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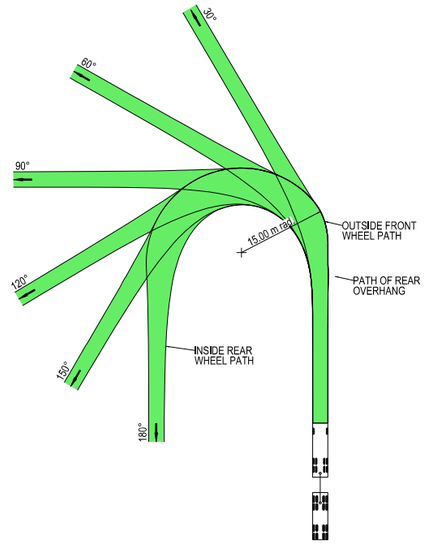
LEGEND

- 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

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 - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 17/10/2025 — 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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-037 — ISSUE 1

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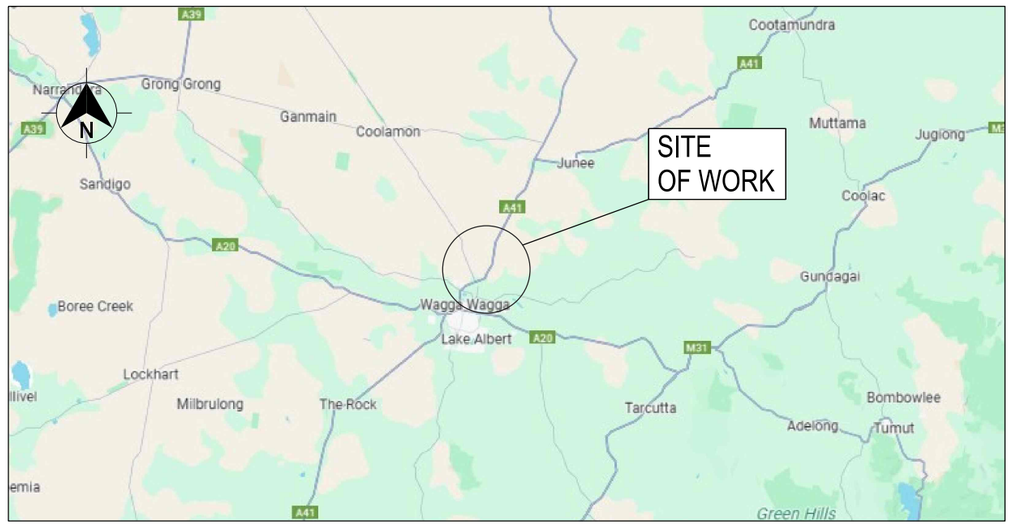
WAGGA WAGGA CITY COUNCIL
CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
BOMEN



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
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LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 21/05/2025 8:01:17 AM PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE ENGINEERING SERVICES

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW5-001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	6				
	MM	11				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW5	SWEPT PATH ANALYSIS (35 SHEETS)					
SW5-001	COVER SHEET					
SW5-002	INDEX					
SW5-003	KEY PLAN					
SW5-004	SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - LI RO					PASS
SW5-005	SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - RI LO					PASS
SW5-006	SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - LI RO					PASS
SW5-007	SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - RI LO					PASS
SW5-008	SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - LI RO					PASS
SW5-009	SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - RI LO					PASS
SW5-010	SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO					PASS
SW5-011	SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO					PASS
SW5-012	SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO					PASS
SW5-013	SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO					PASS
SW5-014	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO					PASS
SW5-015	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO					PASS
SW5-016	SWEPT PATH - TD - WEST BOMEN ROAD AND BYRNES ROAD - LI RO					PASS
SW5-017	SWEPT PATH - SU - WEST BOMEN ROAD AND BYRNES ROAD - LI RO					PASS
SW5-018	SWEPT PATH - SEMI - WEST BOMEN ROAD AND BYRNES ROAD - LI RO					PASS
SW5-019	SWEPT PATH - SU - DAMPIER STREET GATE B1 - LI					PASS
SW5-020	SWEPT PATH - SU - DAMPIER STREET GATE B1 - LO					PASS
SW5-021	SWEPT PATH - SU - DAMPIER STREET GATE B1 - RI					PASS
SW5-022	SWEPT PATH - SU - DAMPIER STREET GATE B1 - RO					PASS
SW5-023	SWEPT PATH - SU - DAMPIER STREET GATE B2 - THROUGH					PASS
SW5-024	SWEPT PATH - SU - DAMPIER STREET GATE B3 - LI					PASS
SW5-025	SWEPT PATH - SU - DAMPIER STREET GATE B3 - LO					PASS
SW5-026	SWEPT PATH - SU - DAMPIER STREET GATE B3 - RI					PASS
SW5-027	SWEPT PATH - SU - DAMPIER STREET GATE B3 - RO					PASS
SW5-028	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - LI					PASS
SW5-029	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - LO					PASS
SW5-030	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - RI					PASS
SW5-031	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - RO					PASS
SW5-032	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - LI					PASS
SW5-033	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - LO					PASS
SW5-034	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - RI					PASS
SW5-035	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - RO					PASS

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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: 06/11/2025 8:01:17 AM
PLOT BY: ThomHunter

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

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW5-002
ISSUE 1

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LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

GDA 2020

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME: 29/07/2025 8:01:17 AM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:15000m

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW5-003
ISSUE 1

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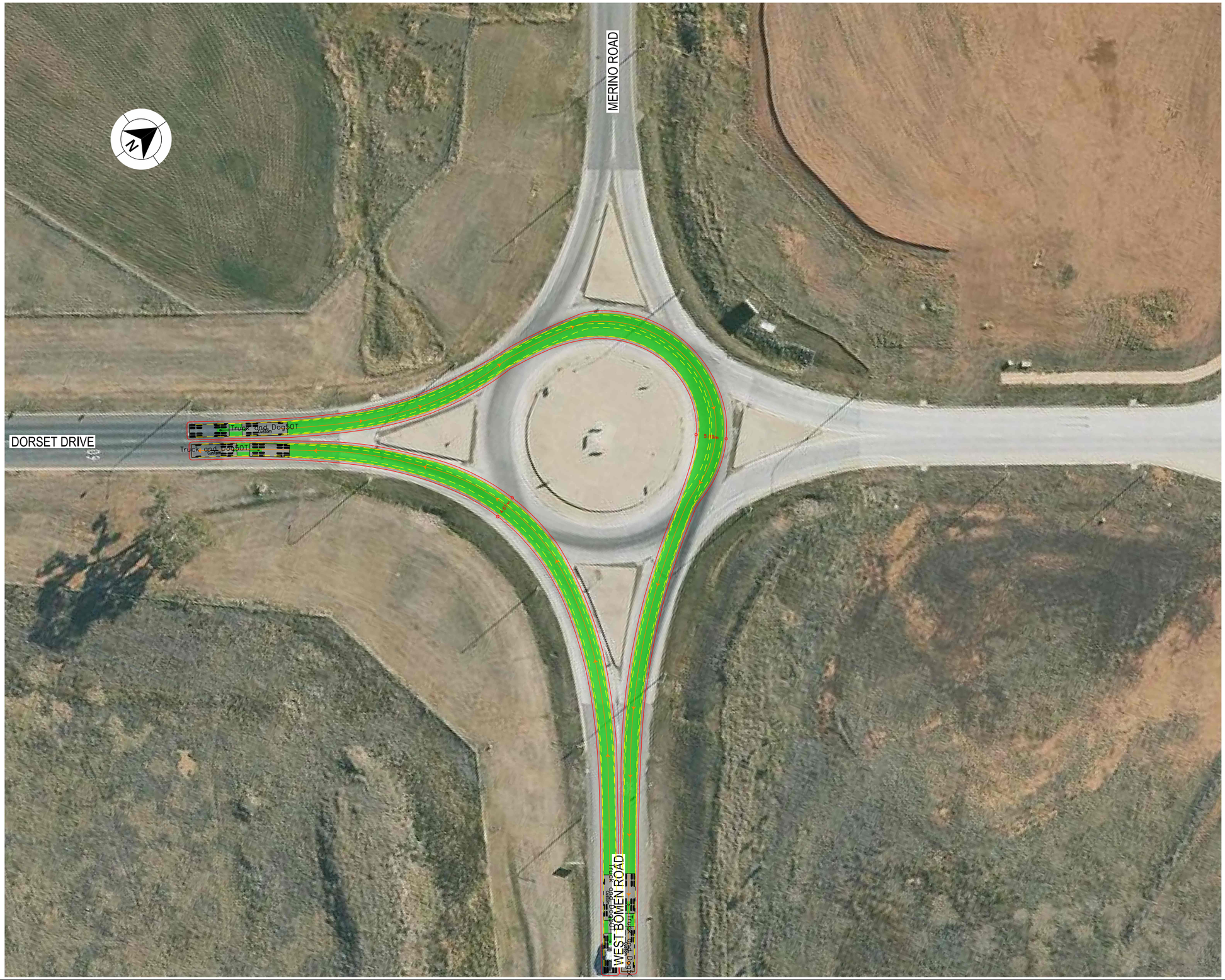
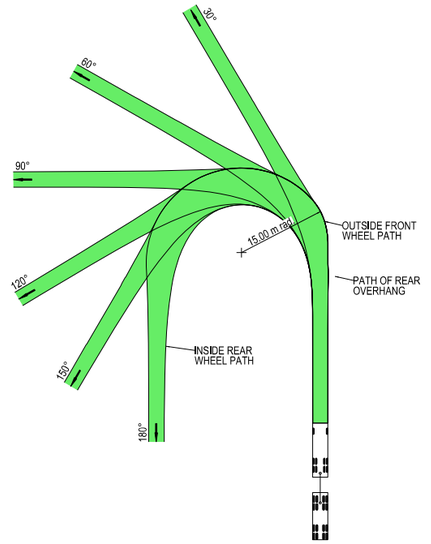


LEGEND

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

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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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

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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

PLOT DATE / TIME: 29/07/2025
PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-004
ISSUE 1

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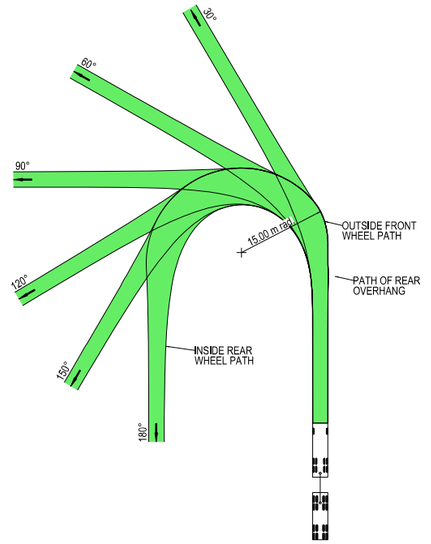
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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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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 29/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-005 — ISSUE 1

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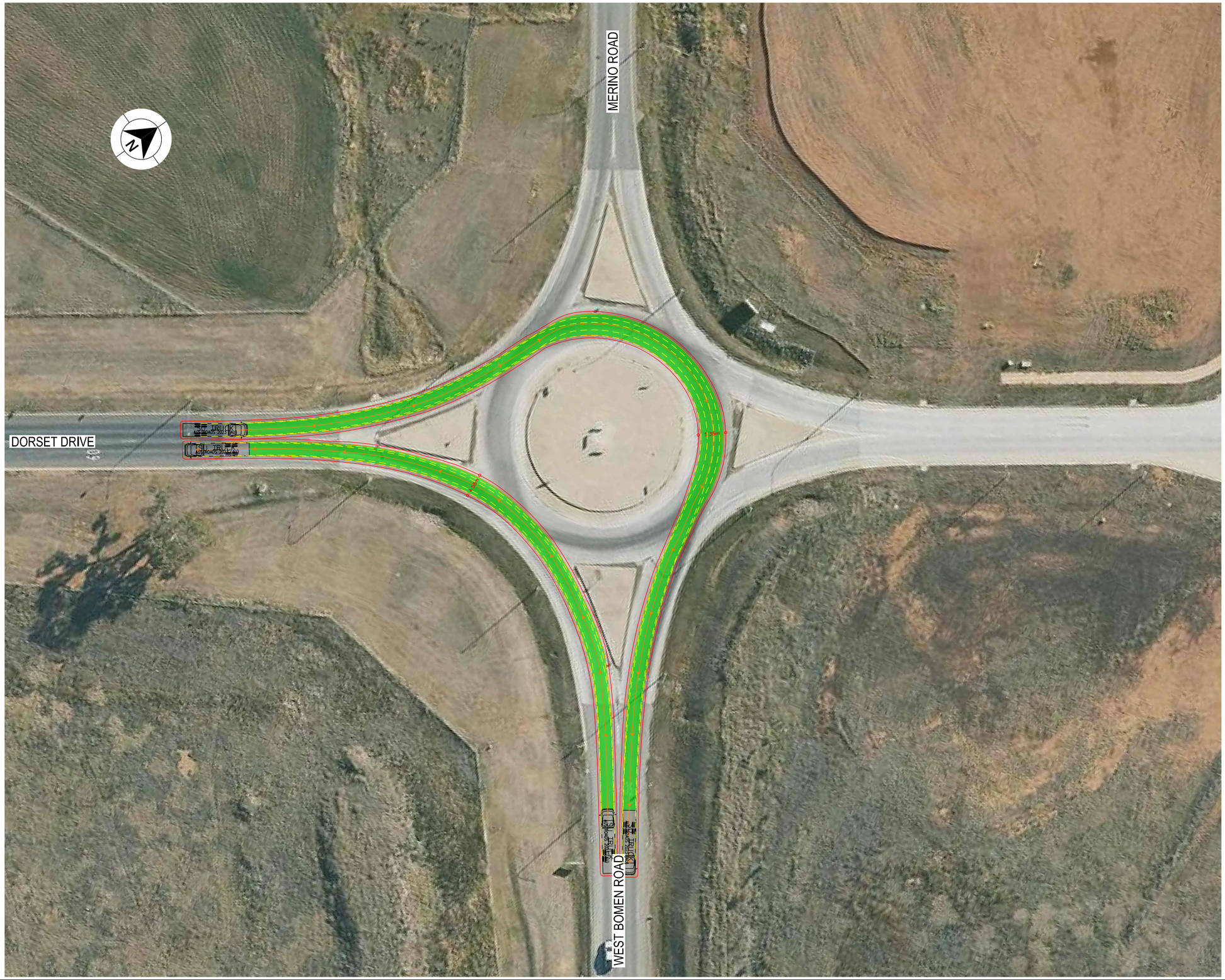


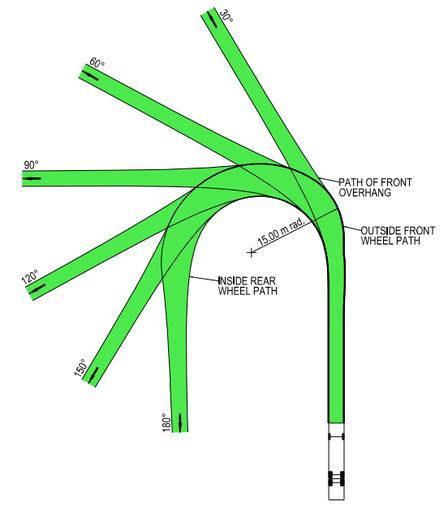
LEGEND

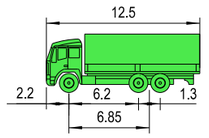
GDA 2020

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

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 - Bomen Route Sheet Arrangement.dgn

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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

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
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DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW5-006 | ISSUE 1

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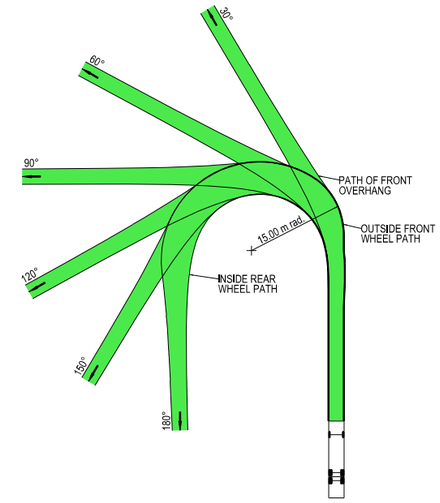
LEGEND

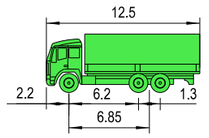
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025
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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-007
ISSUE 1

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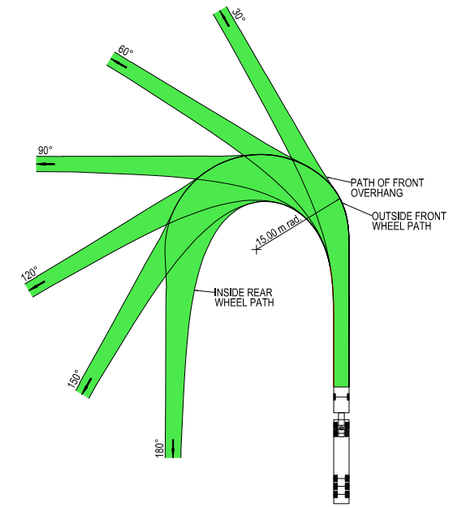
LEGEND

GDA 2020

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

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

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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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: 29/07/2025 PLOT BY: ThomHunter

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

A3

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW5-008 | ISSUE 1

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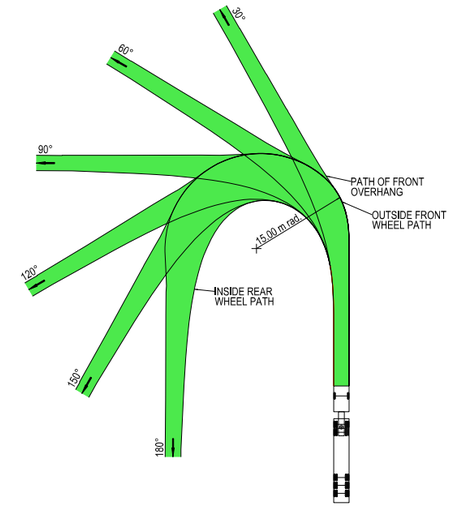
LEGEND

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 29/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-009 — ISSUE 1

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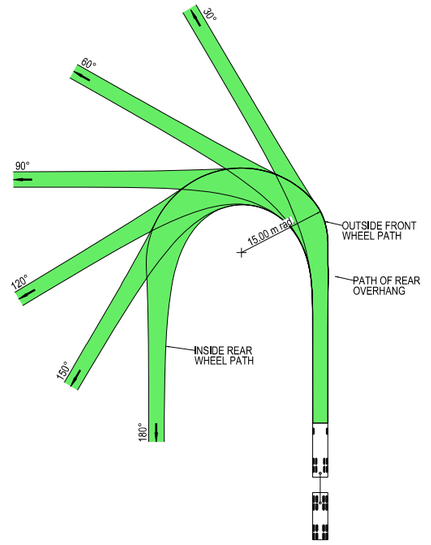
LEGEND

GDA 2020

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

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 - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-010 ISSUE 1

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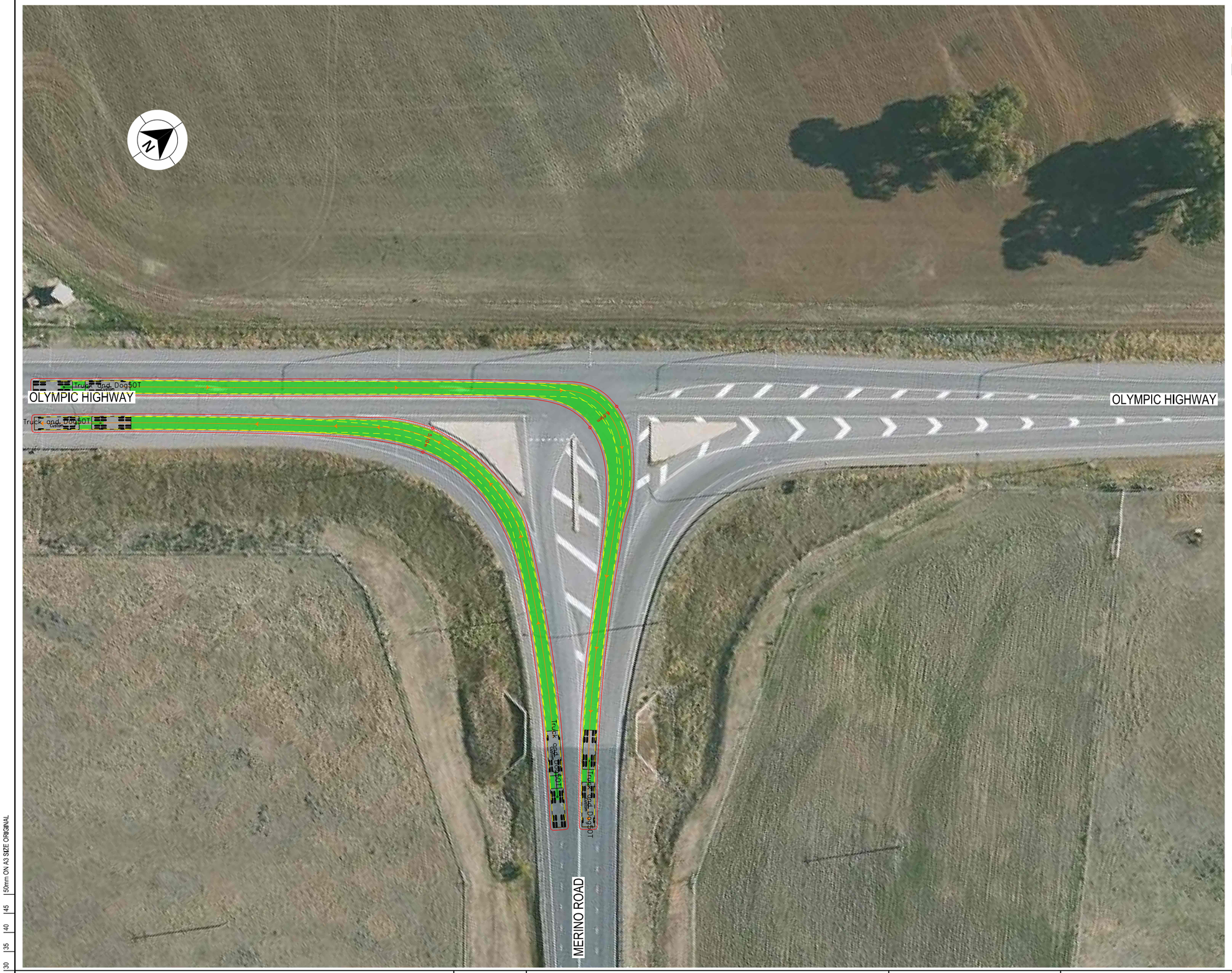


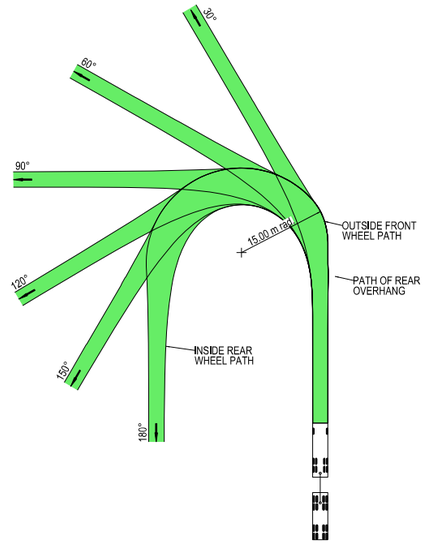
LEGEND

GDA 2020

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - RI 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

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-011 — ISSUE 1

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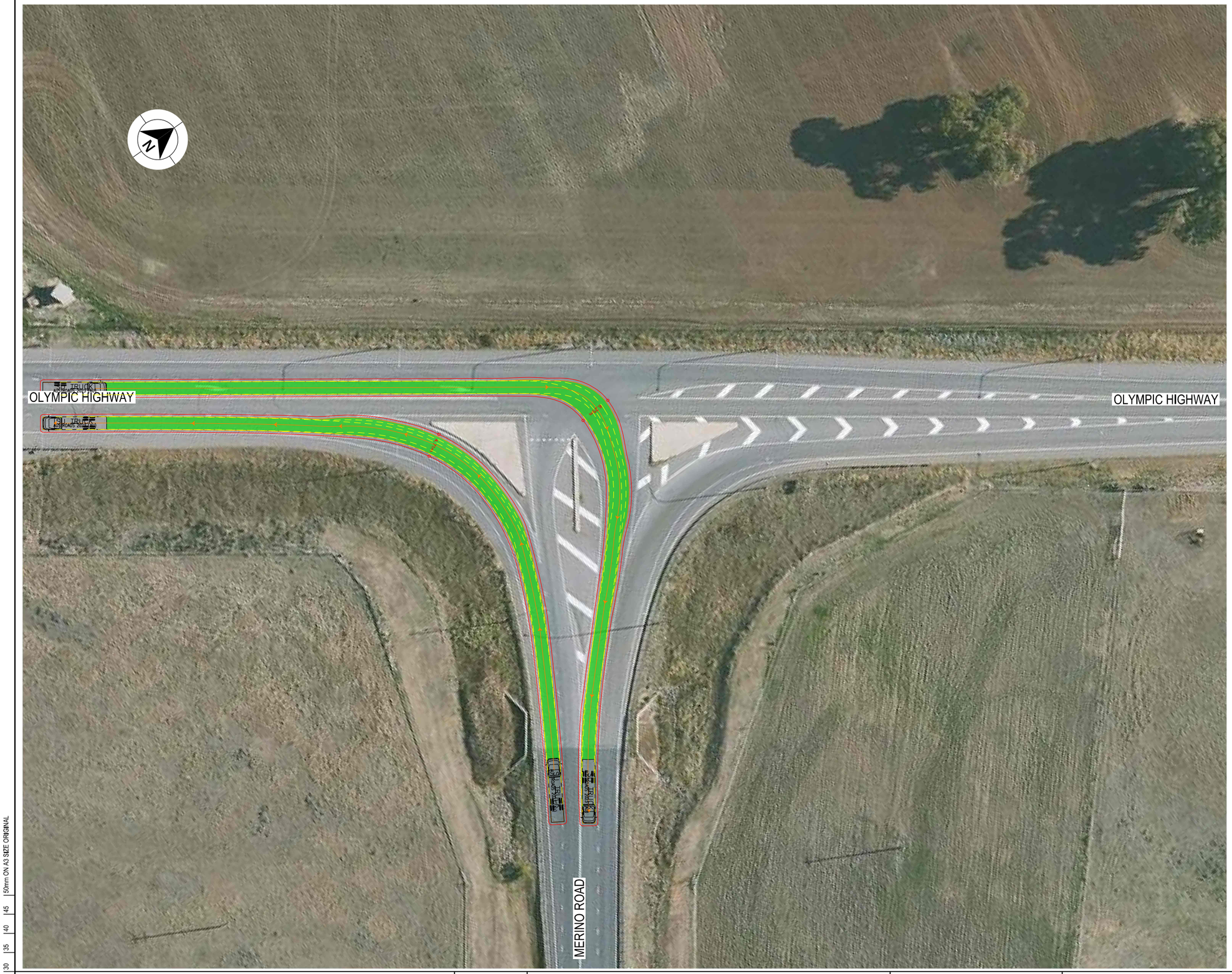


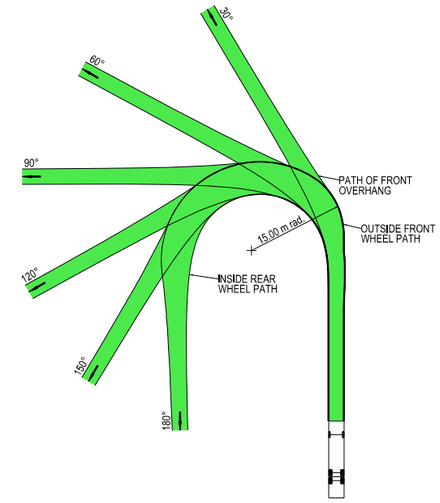
LEGEND

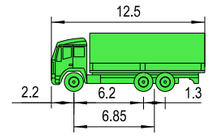
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-012
ISSUE 1

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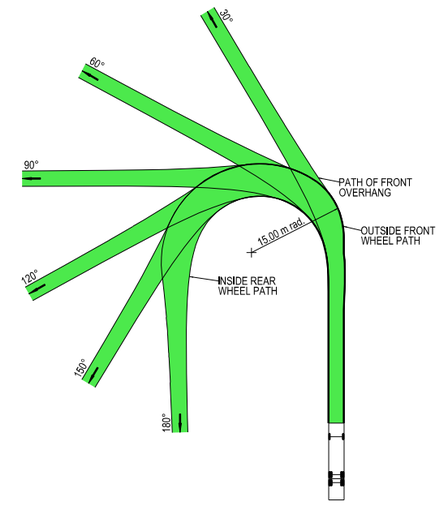
LEGEND

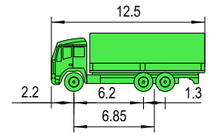
GDA 2020

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

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

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SINGLE UNIT SERVICE TRUCK (12.5 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 - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW5-013
ISSUE 1

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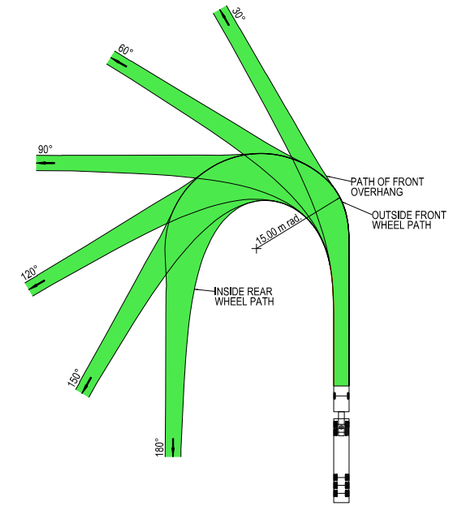
LEGEND

GDA 2020

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

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

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 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-014 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

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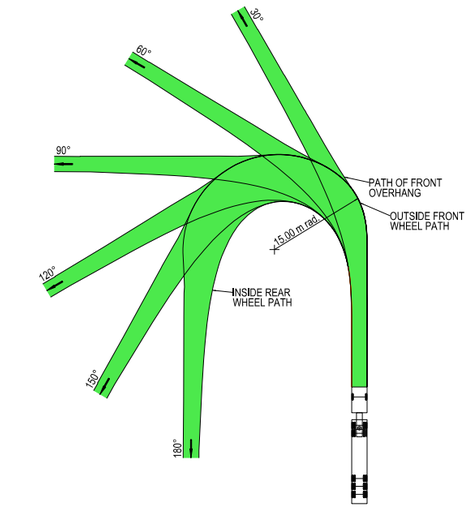
SCALE 1:1000m



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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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 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-015 ISSUE 1

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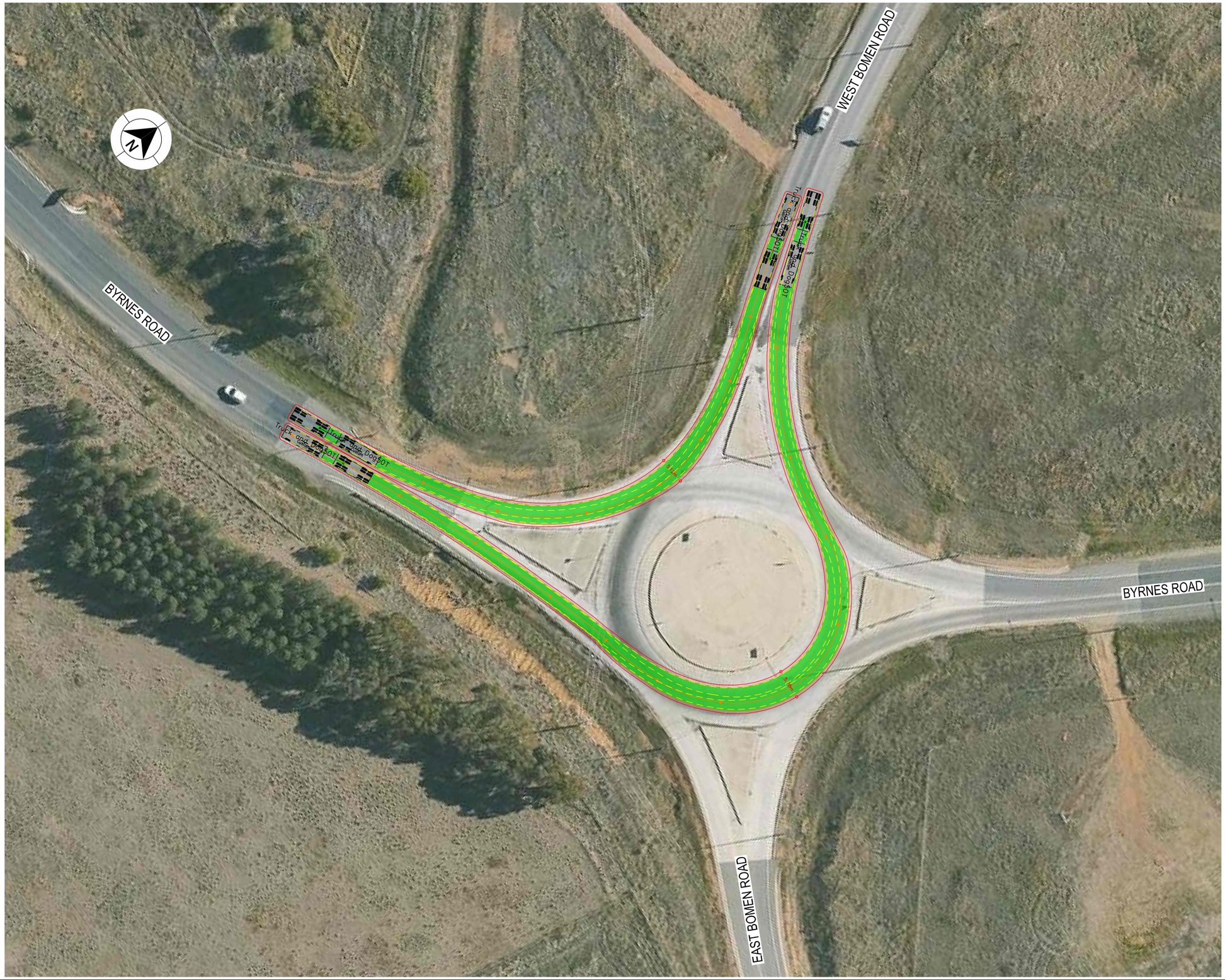


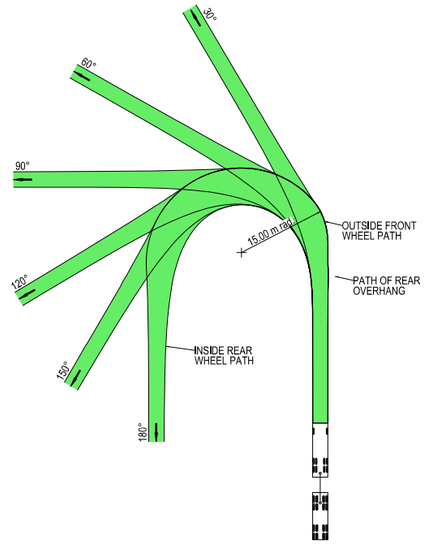
LEGEND

GDA 2020

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

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 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

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PLOT DATE / TIME 29/07/2025 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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WEST BOMEN ROAD & BYRNES ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - WEST BOMEN ROAD AND BYRNES ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-016 ISSUE 1

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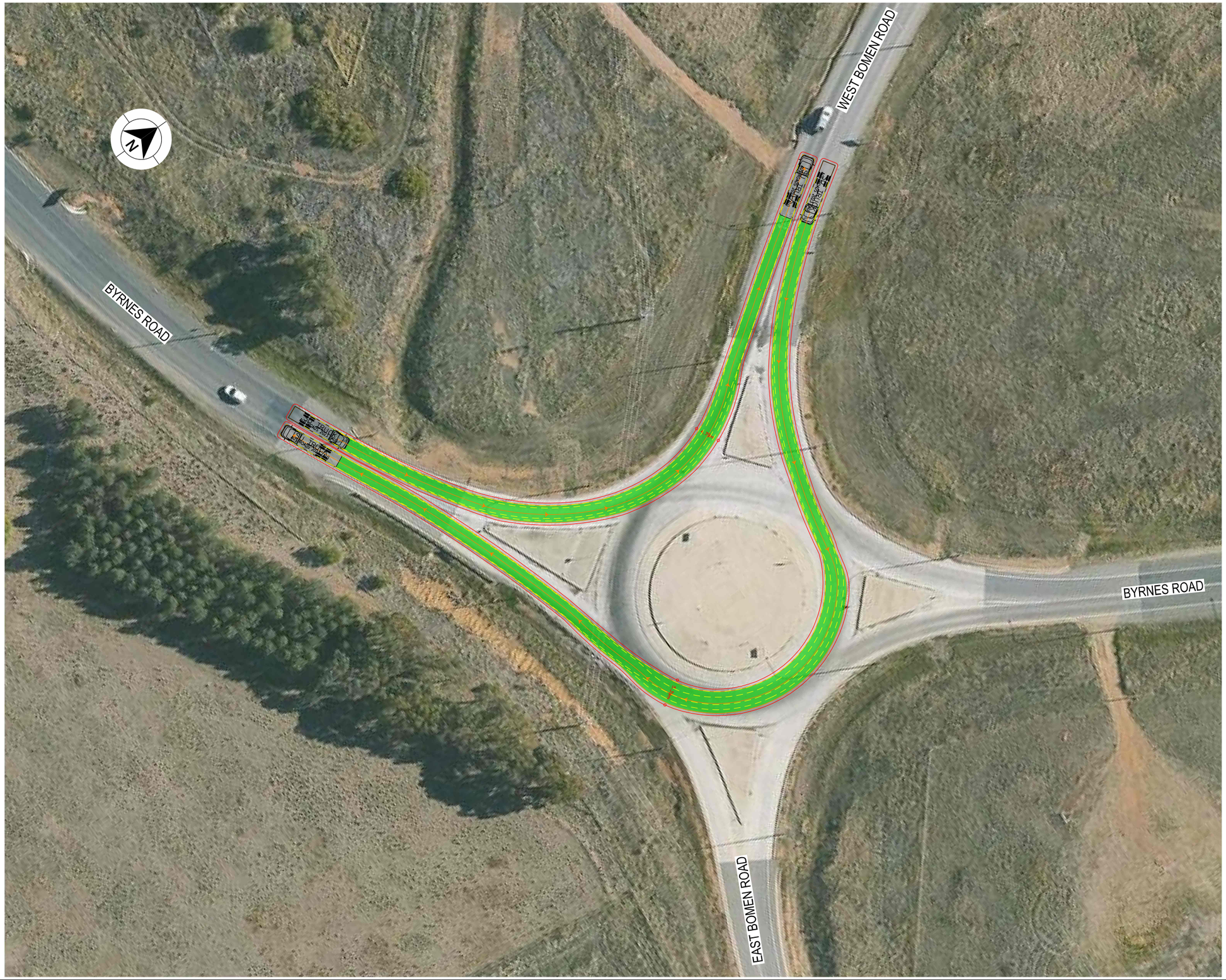


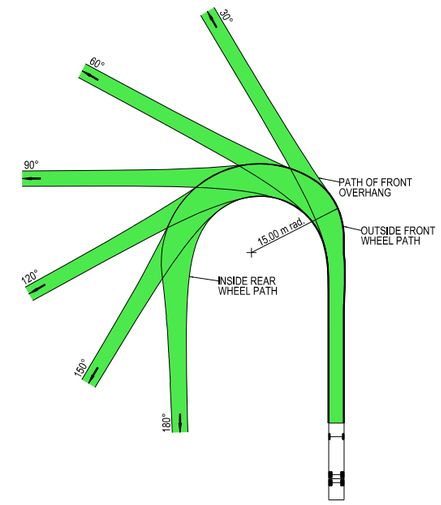
LEGEND

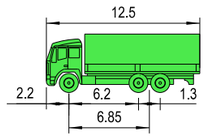
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WEST BOMEN ROAD & BYRNES ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - WEST BOMEN ROAD AND BYRNES ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-017 — ISSUE 1

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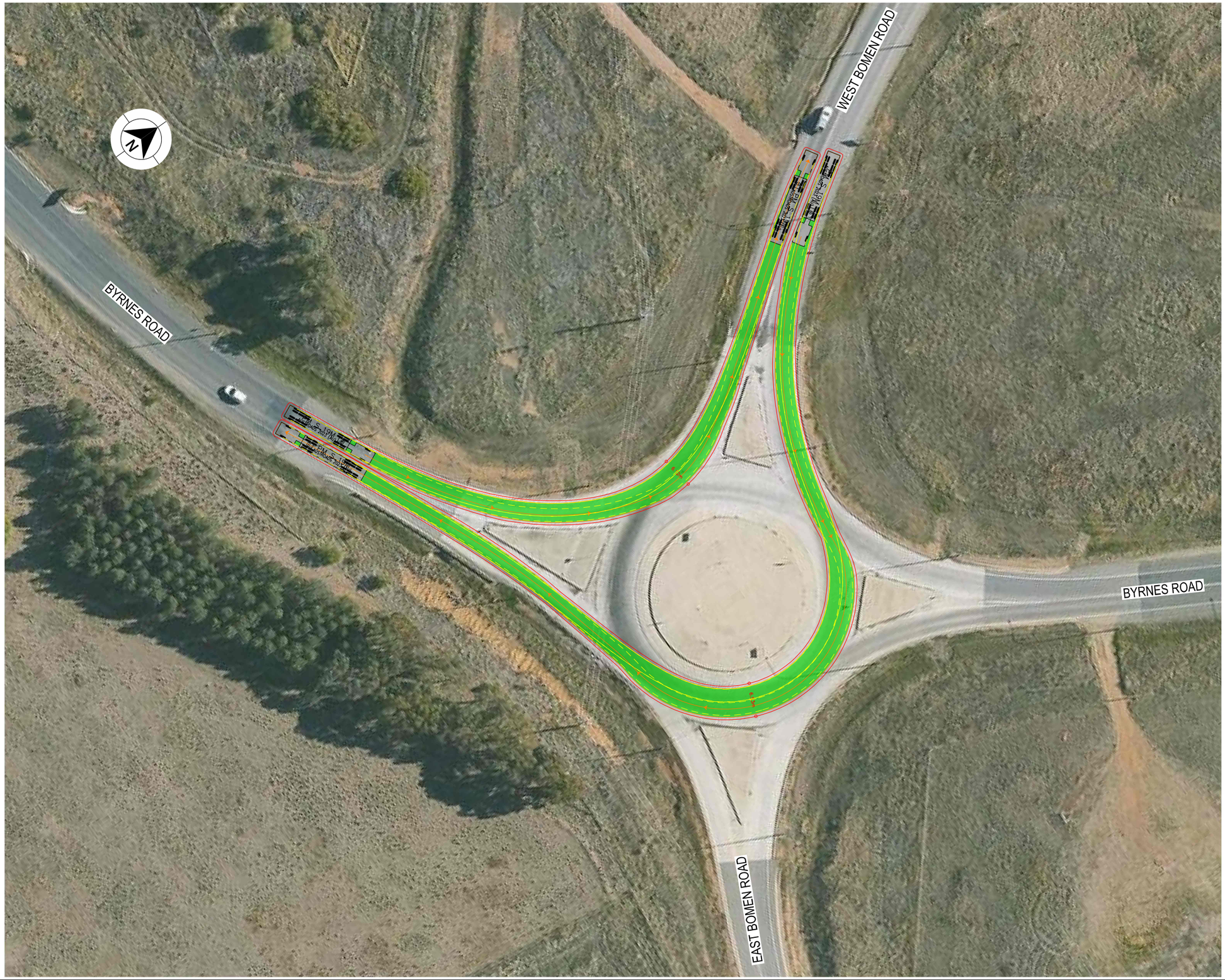


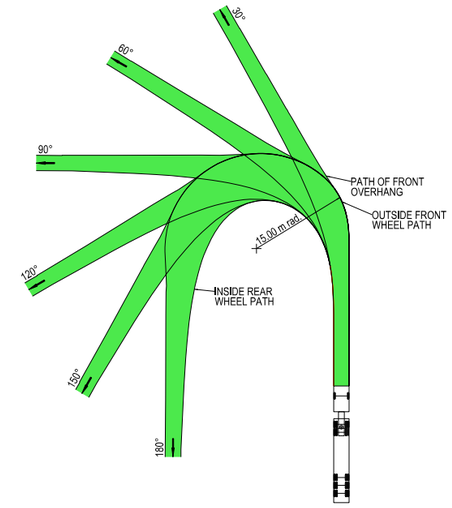
LEGEND

GDA 2020

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

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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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
WEST BOMEN ROAD & BYRNES ROAD

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - WEST BOMEN ROAD AND BYRNES ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-018 ISSUE 1

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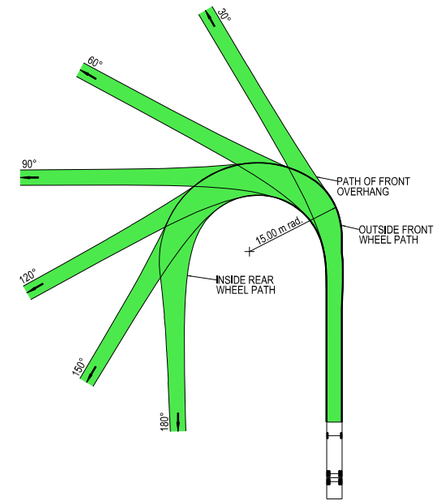
LEGEND

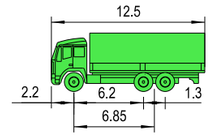
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B1 - LI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-019 ISSUE 1

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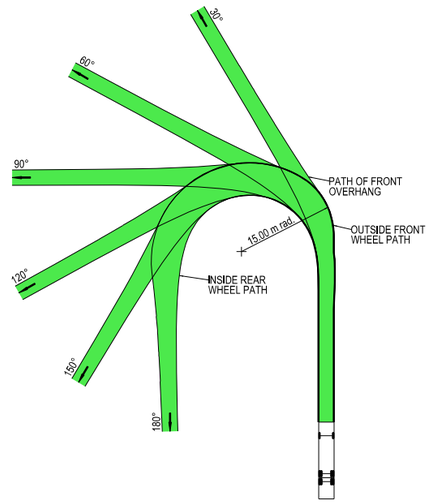
LEGEND

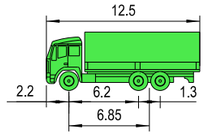
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DAMPIER STREET GATE B1 - 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

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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-020 ISSUE 1

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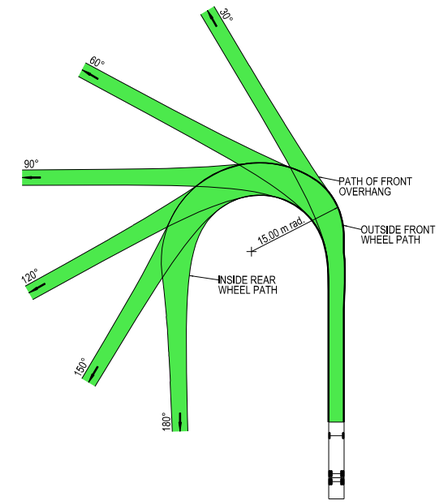
LEGEND

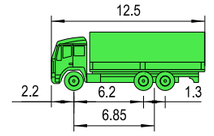
GDA 2020

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

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

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 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1

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		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DAMPIER STREET GATE B1 - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW5-021 | ISSUE 1

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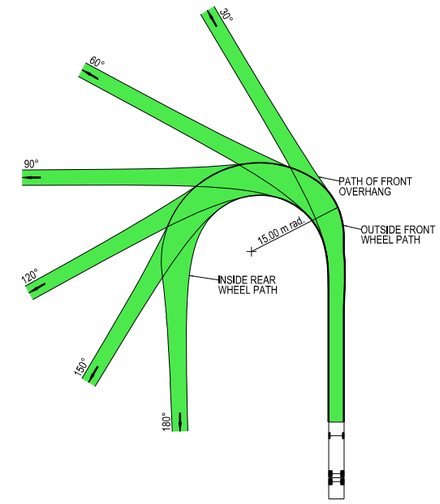
LEGEND

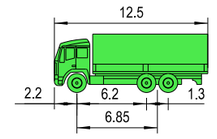
GDA 2020

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

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 29/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B1 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-022 — ISSUE 1

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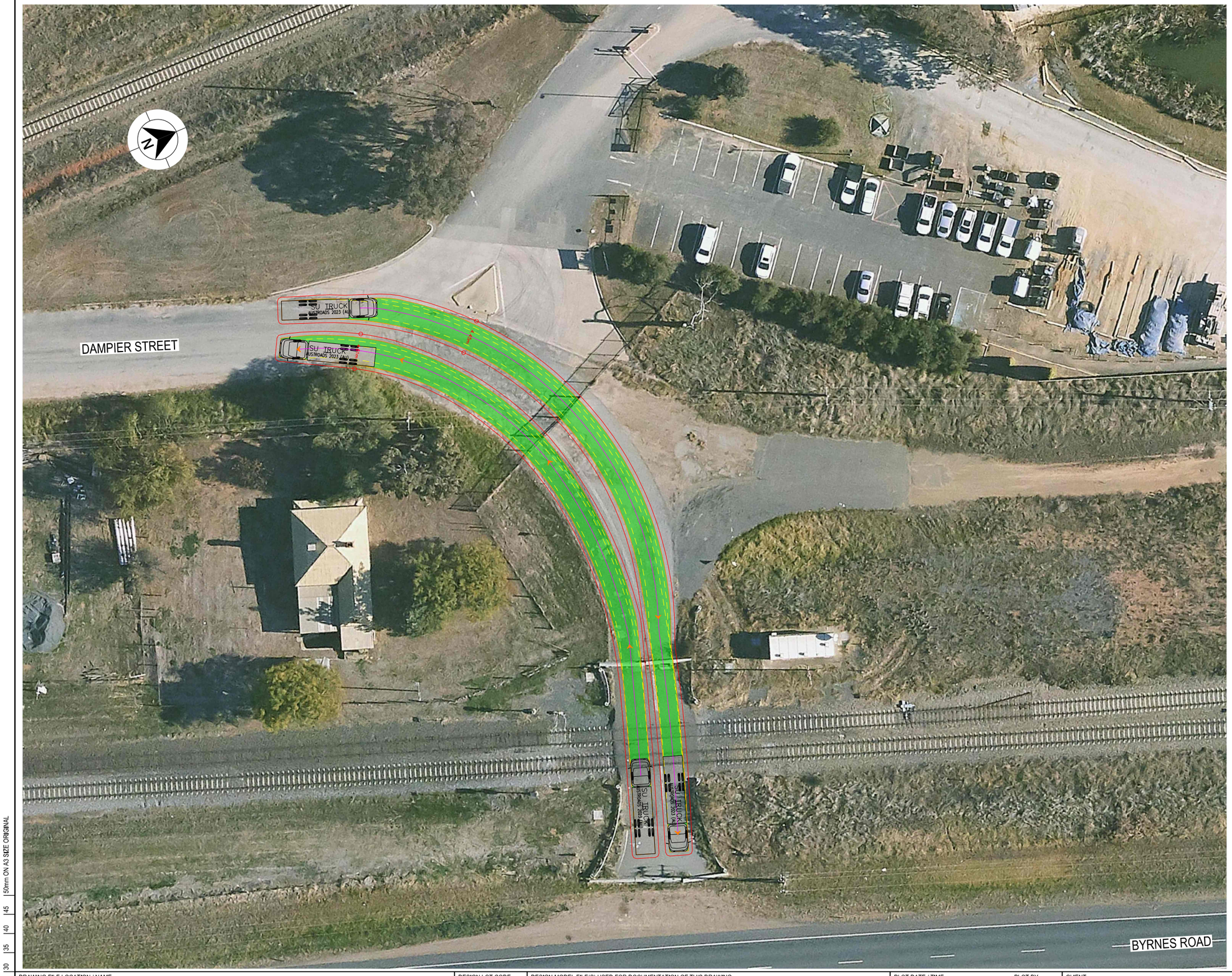


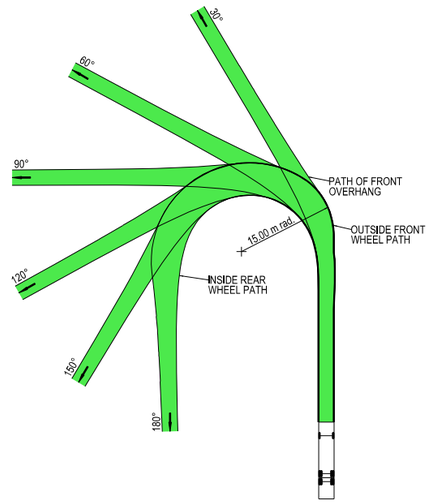
LEGEND

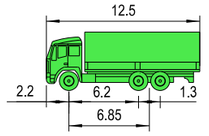
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B2 - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-023 — ISSUE 1

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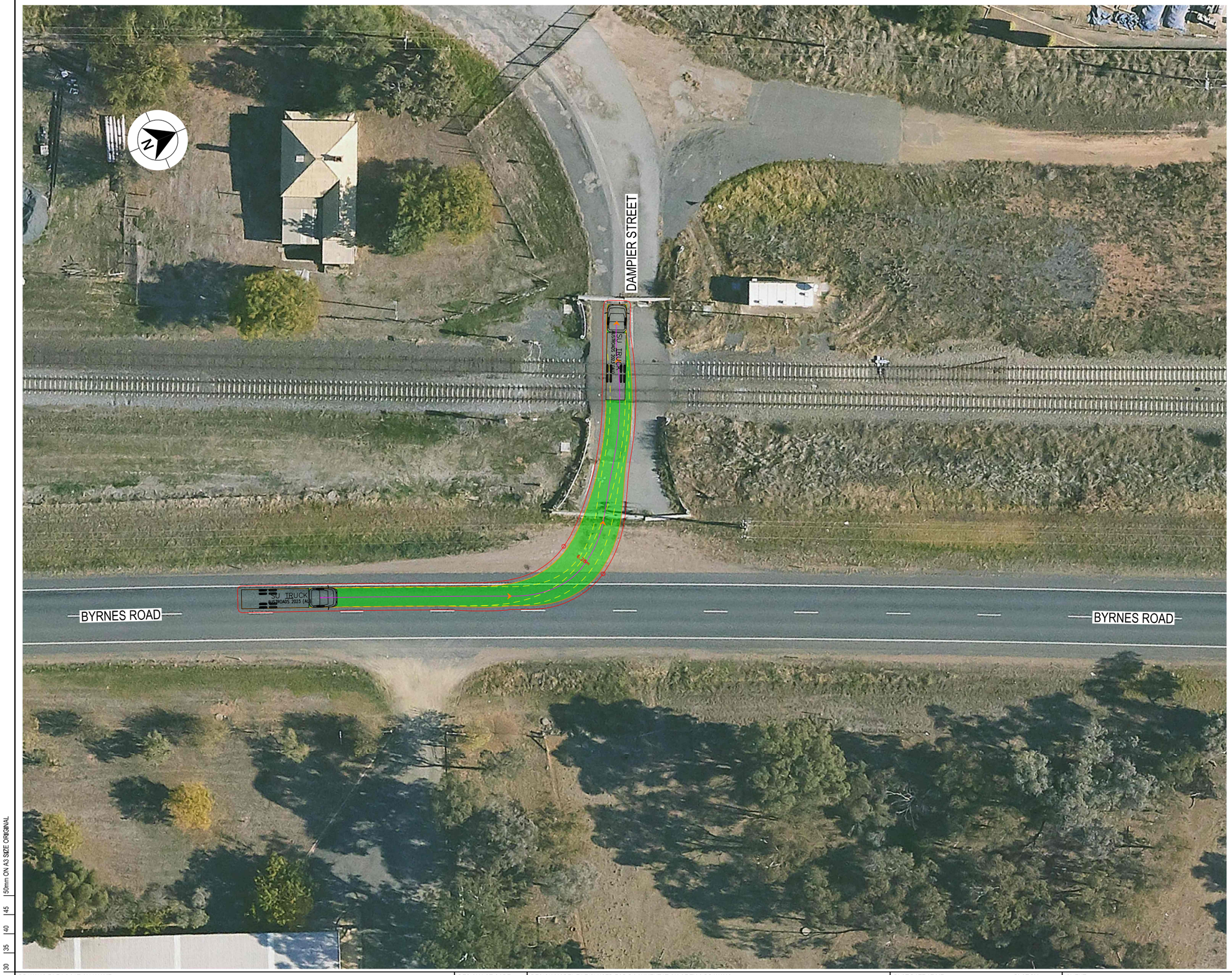


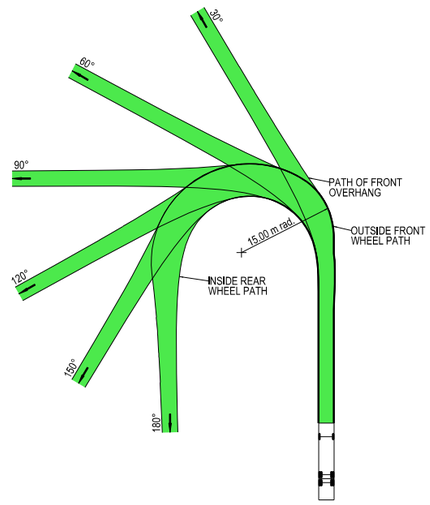
LEGEND

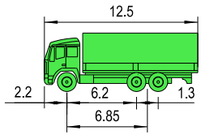
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B3 - LI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-024 ISSUE 1

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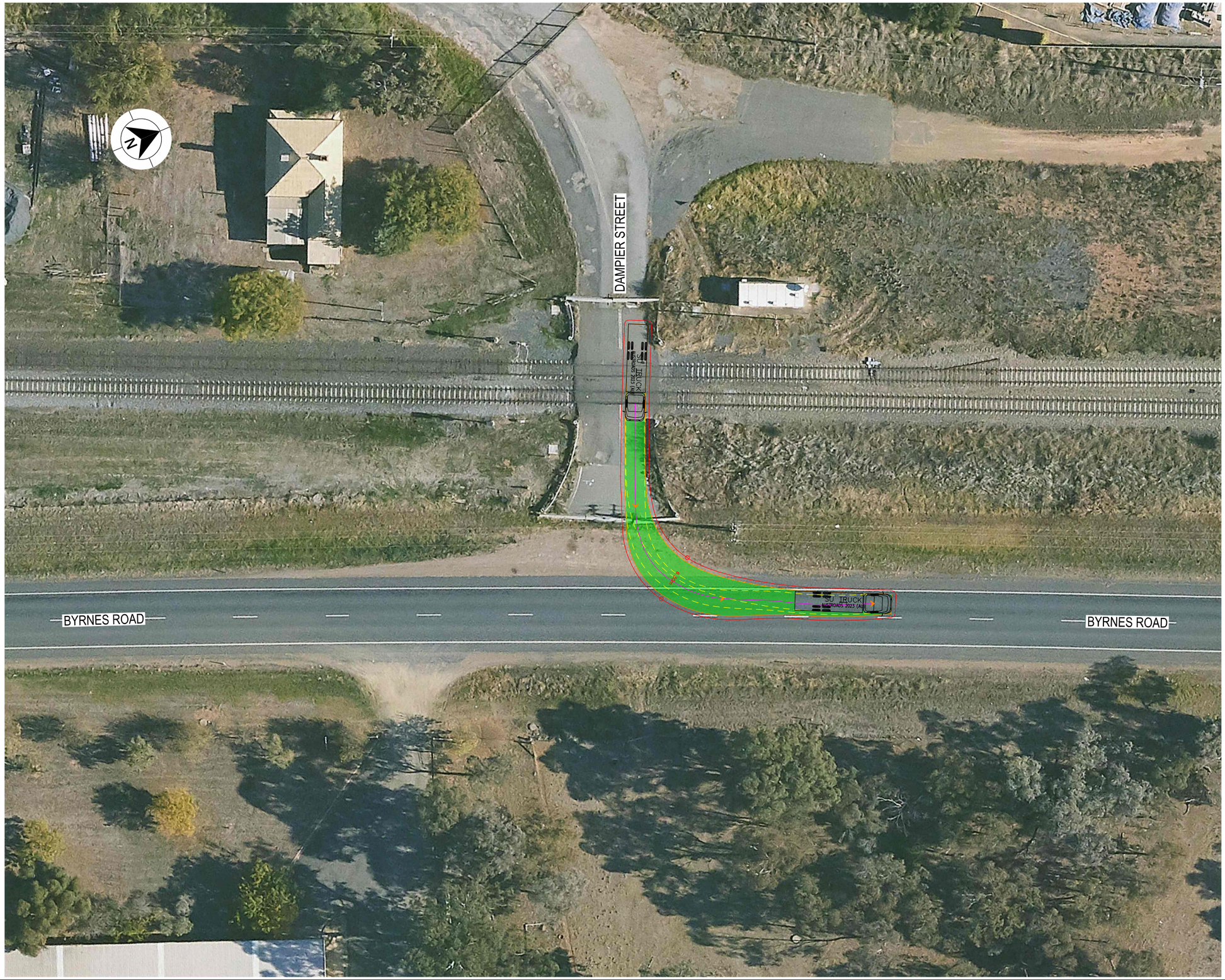


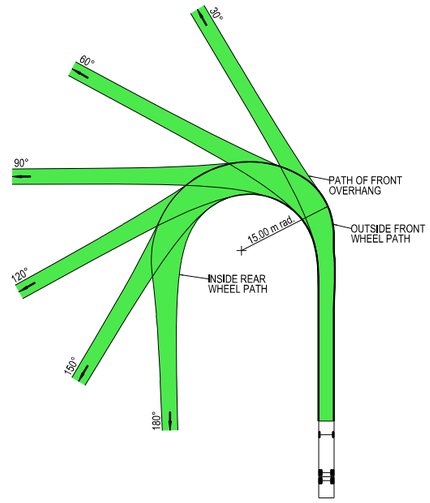
LEGEND

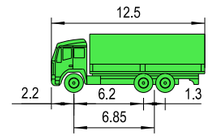
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DAMPIER STREET GATE B3 - 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-025
ISSUE 1

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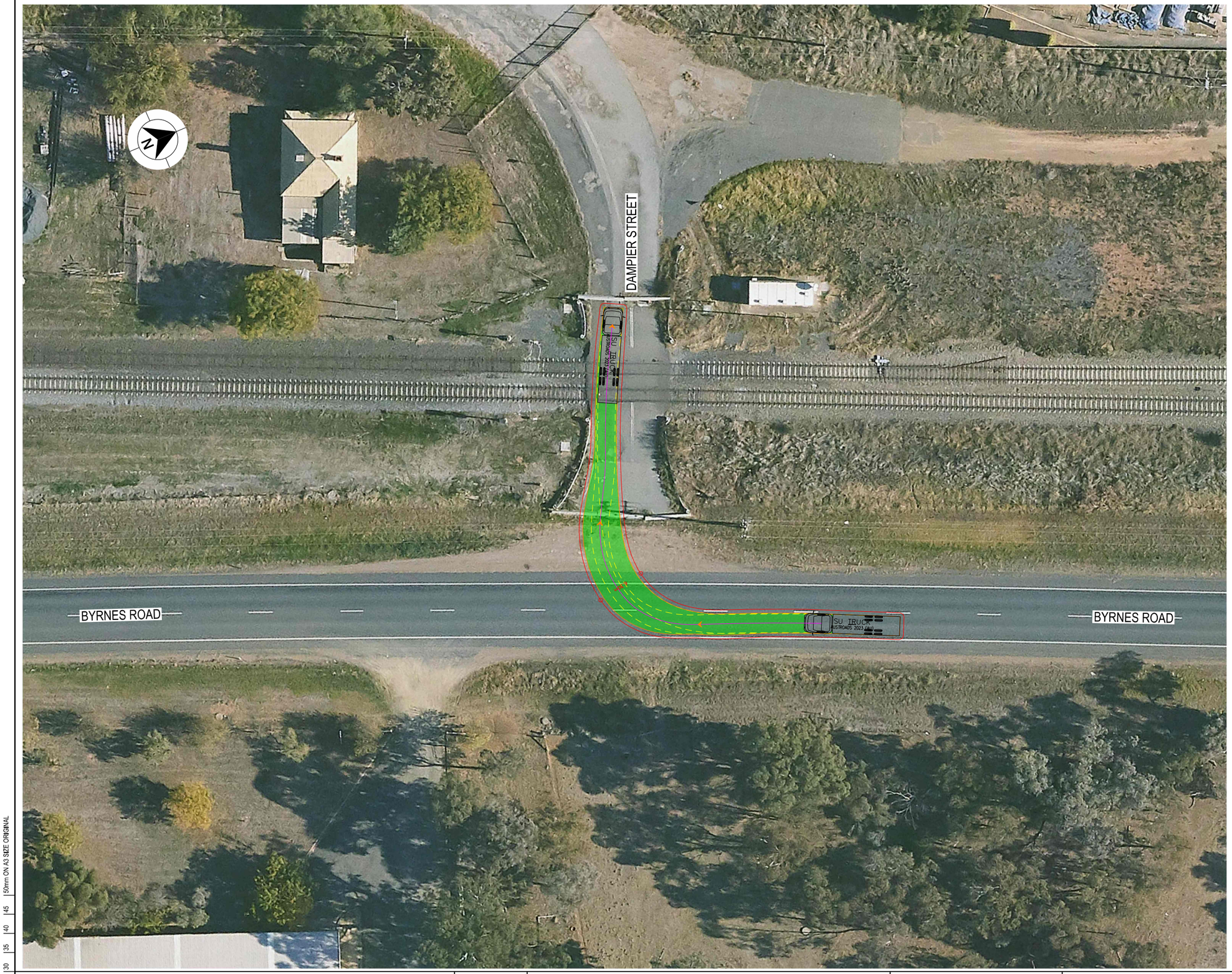


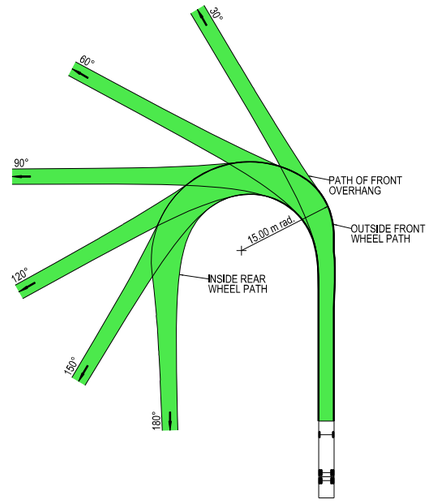
LEGEND

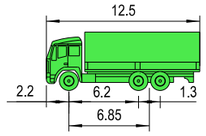
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B13

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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DAMPIER STREET GATE B3 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-026 — ISSUE 1

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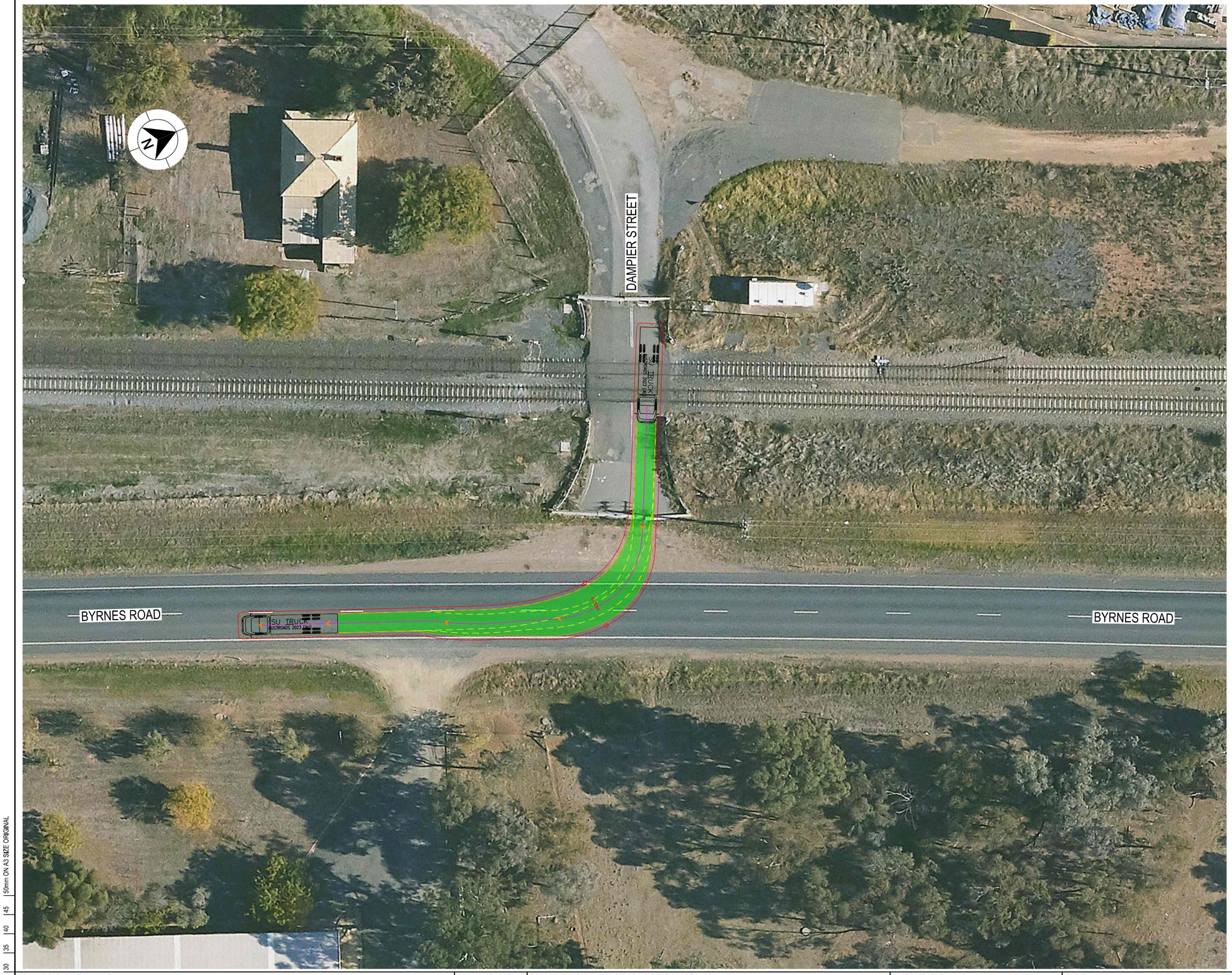


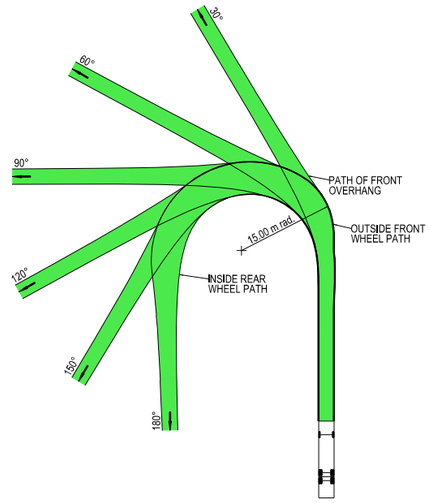
LEGEND

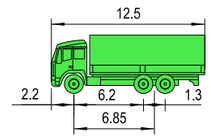
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B3
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DAMPIER STREET GATE B3 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-027
ISSUE 1

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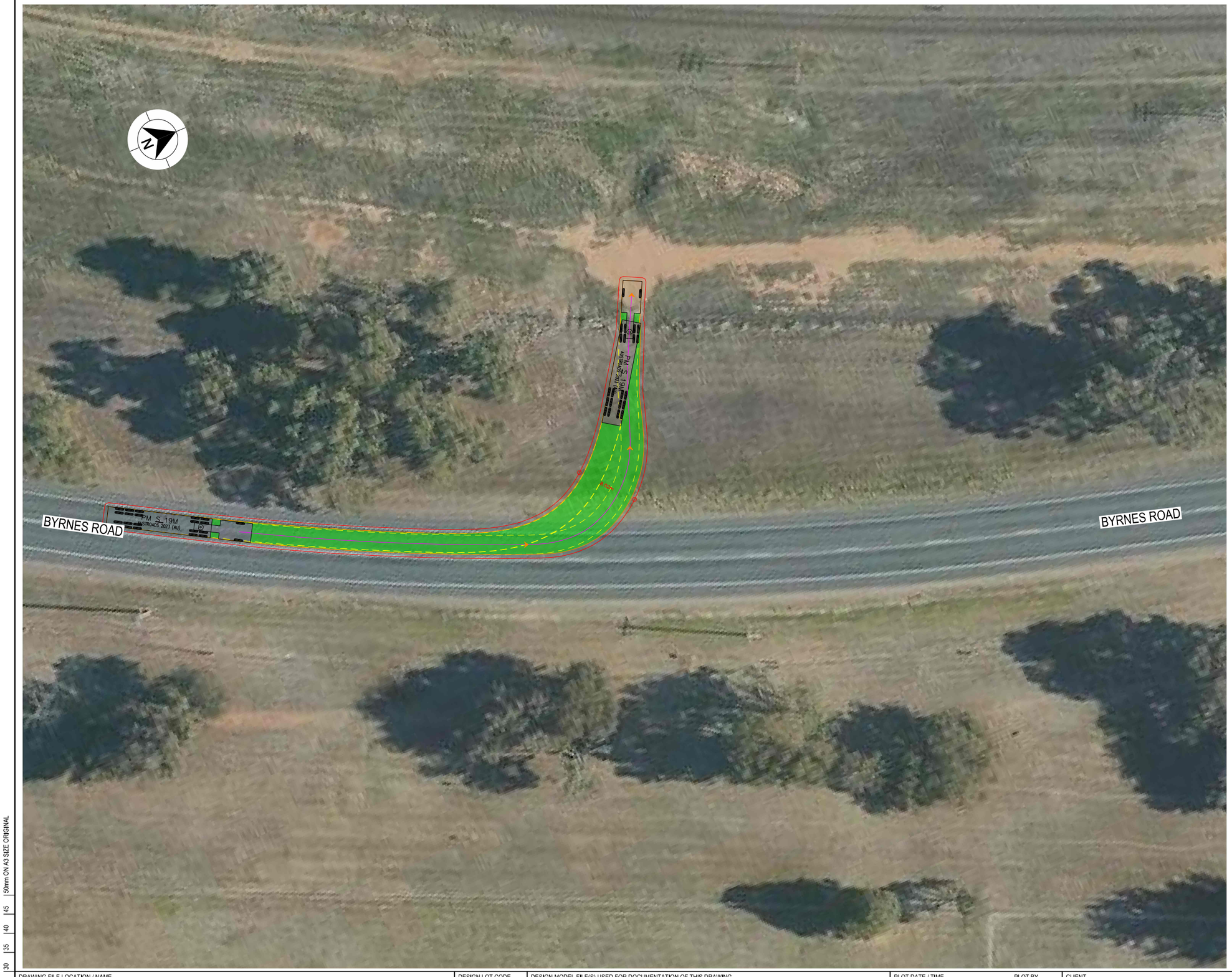


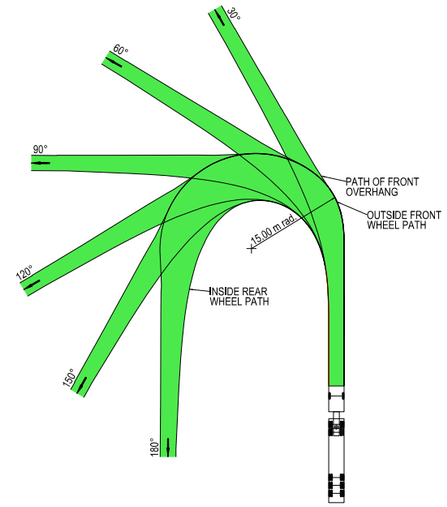
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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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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 29/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BYRNES ROAD - ACCESS GATE B4
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-028 — ISSUE 1

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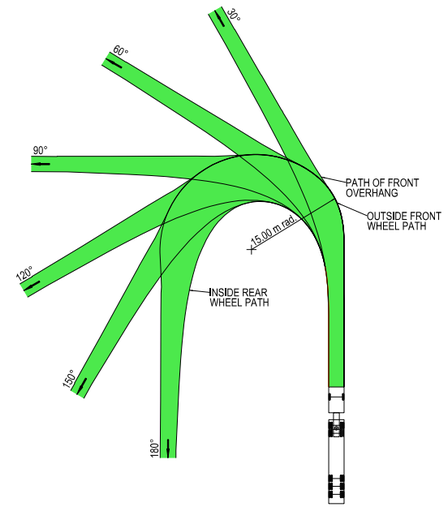
LEGEND

GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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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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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 29/07/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
BYRNES ROAD - ACCESS GATE B4

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - 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
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TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-029
ISSUE 1

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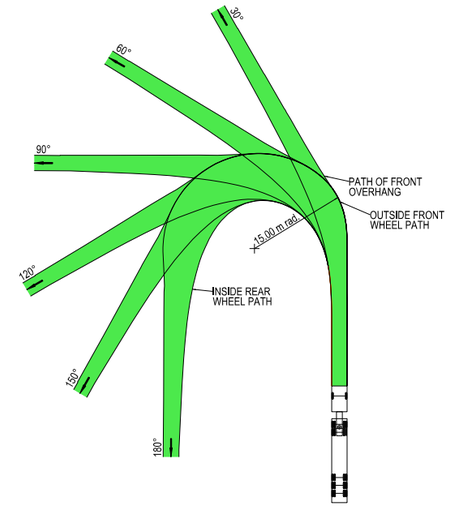
LEGEND

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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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 29/07/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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BYRNES ROAD - ACCESS GATE B4

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WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - RI

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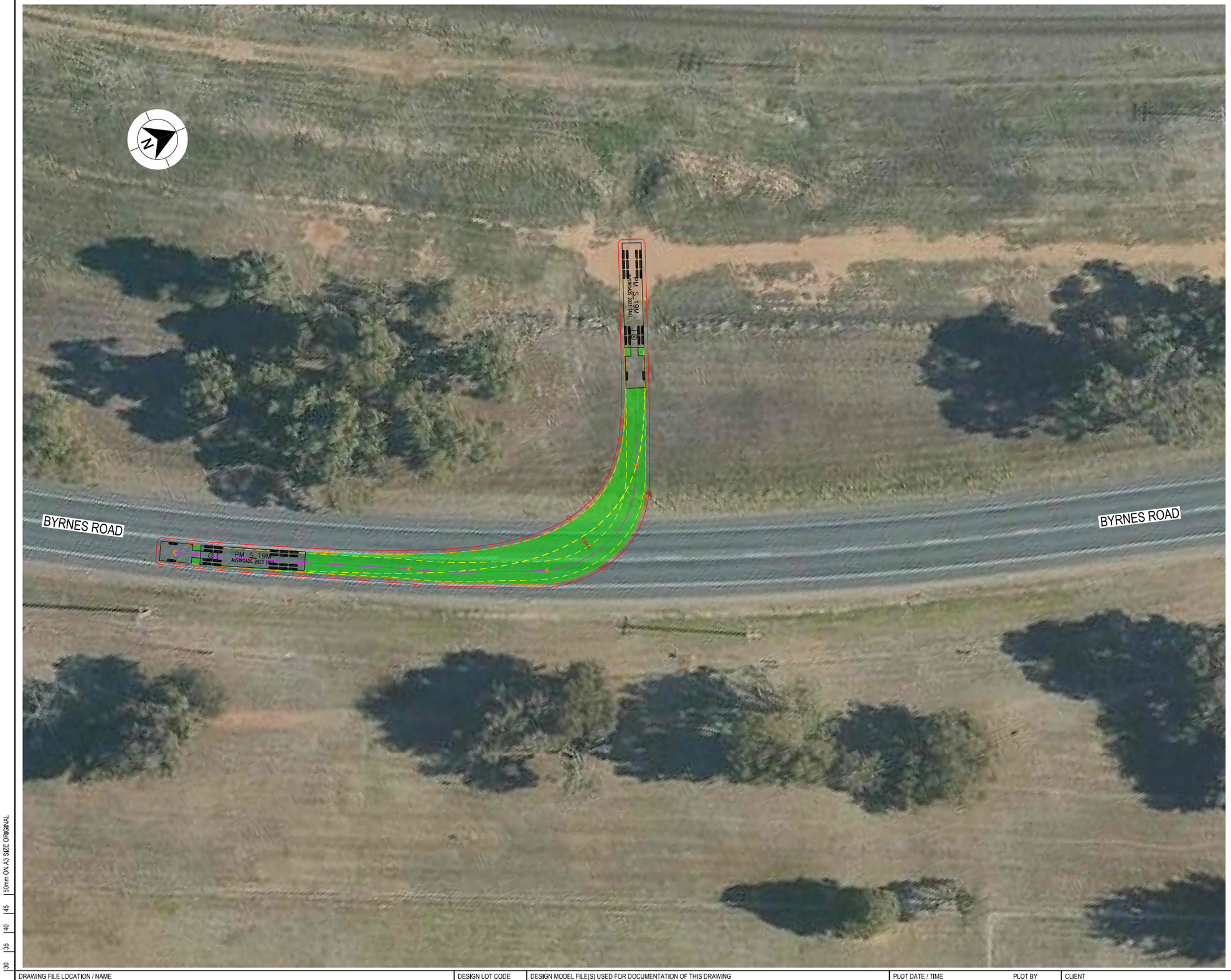

LEGEND

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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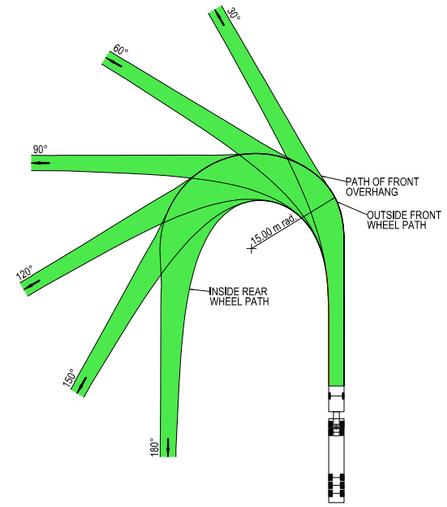
SCALE 1:1000m



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DESIGN LOT CODE

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PLOT DATE / TIME 29/07/2025 — 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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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BYRNES ROAD - ACCESS GATE B4

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WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - RO

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LEGEND
WORK CONTROL CALLOUT
CONSTRUCTION CALLOUT
ABBANNING THREE PIVOBERT WARDEN CALLOUT
NOTES
NOT FOR CONSTRUCTION

SCENARIO 4

COCOA BEACH
COCOA BEACH
COCOA BEACH

MARTINUS

Head Office | 1/23-27 Waratah Street | KIRRAWEE NSW 2232