PRECINCT TRAFFIC MANAGEMENT SUB-PLAN – GREATER HUME LGA (CULCAIRN AND HENTY)

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

6-0052-210-DTM-G0-PL-0001

Document Control

DOCUMENT TITLE:	Precinct Traffic Management Sub-Plan – Greater Hume (Culcairn and Henty)			
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Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	27/06/2025	Issued for review	01/07/2025
B	12/09/2025	Issued for review	12/09/2025
0	09/10/2025	Issued for approval	10/10/2025

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GLOSSARY

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

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

REFERENCED DOCUMENTS

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

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

1 INTRODUCTION

1.1 Inland Rail

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

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

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

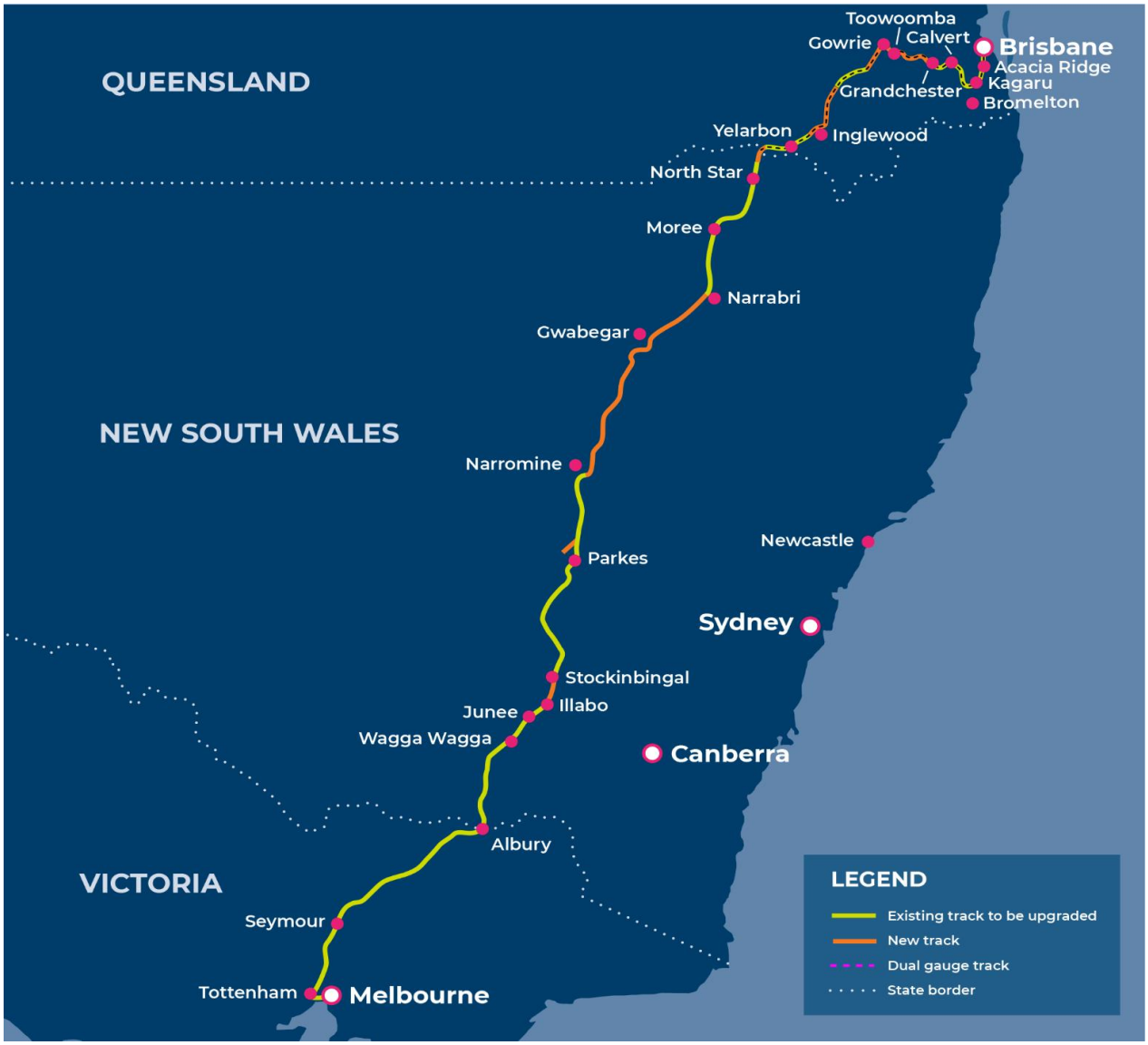


FIGURE 1: RAIL ALIGNMENT

1.2 Albury to Parkes (A2P)

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

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

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

1.3 Project Scope

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

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

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

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

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

1.4 Site Location

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

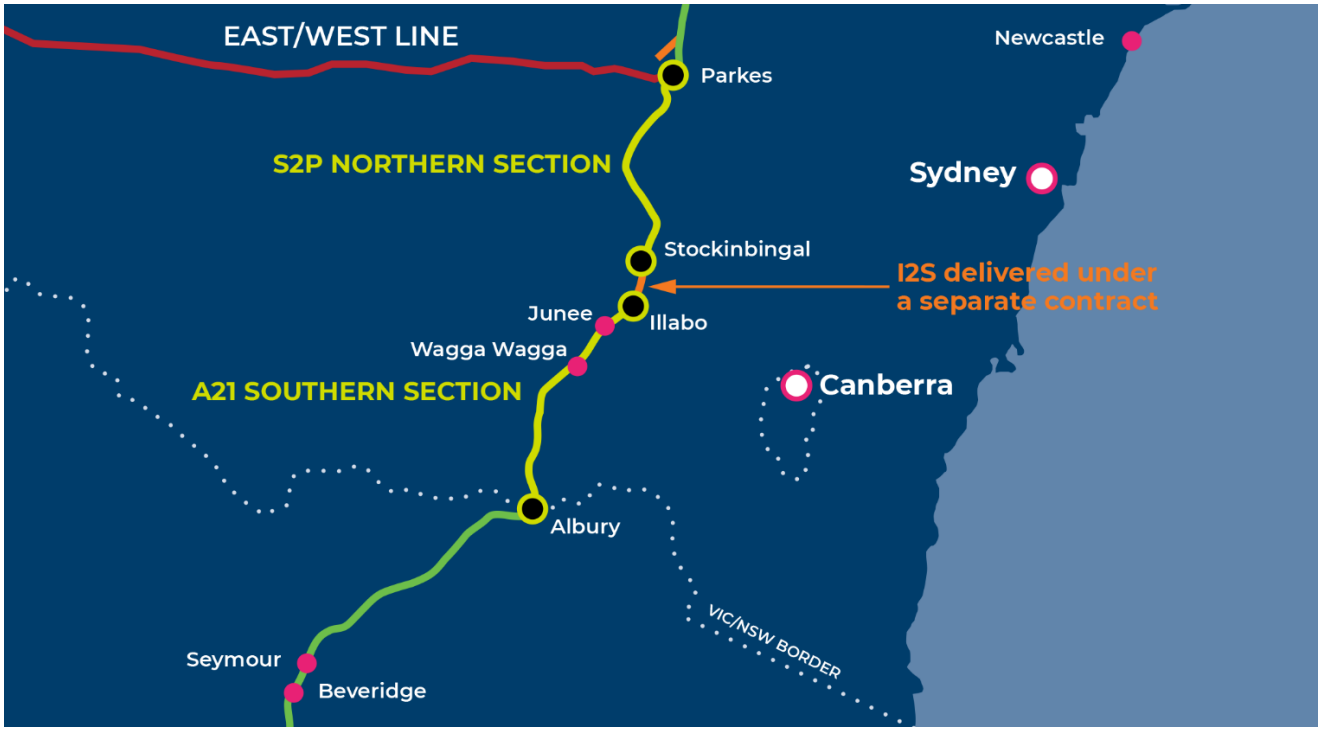


FIGURE 2: ALBURY TO PARKES AREA SPLIT

1.5 Background

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

1.6 Objectives

The objectives of this PTMP are to:

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

1.7 Scope of this Plan

The works within the Lockhart LGA at the following enhancement sites:

- **Culcairn Station and Surrounds**
  - Culcairn Yard Clearances
  - Culcairn Pedestrian Bridge
- **Henty Yard Clearances**

2 LOCALITY AND EXISTING CONDITIONS

2.1 Overview

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

- Culcairn Station and Surrounds
  - Culcairn Yard Clearances
  - Culcairn Pedestrian Bridge
- Henty Yard Clearances

2.2 Culcairn Station and Surrounds

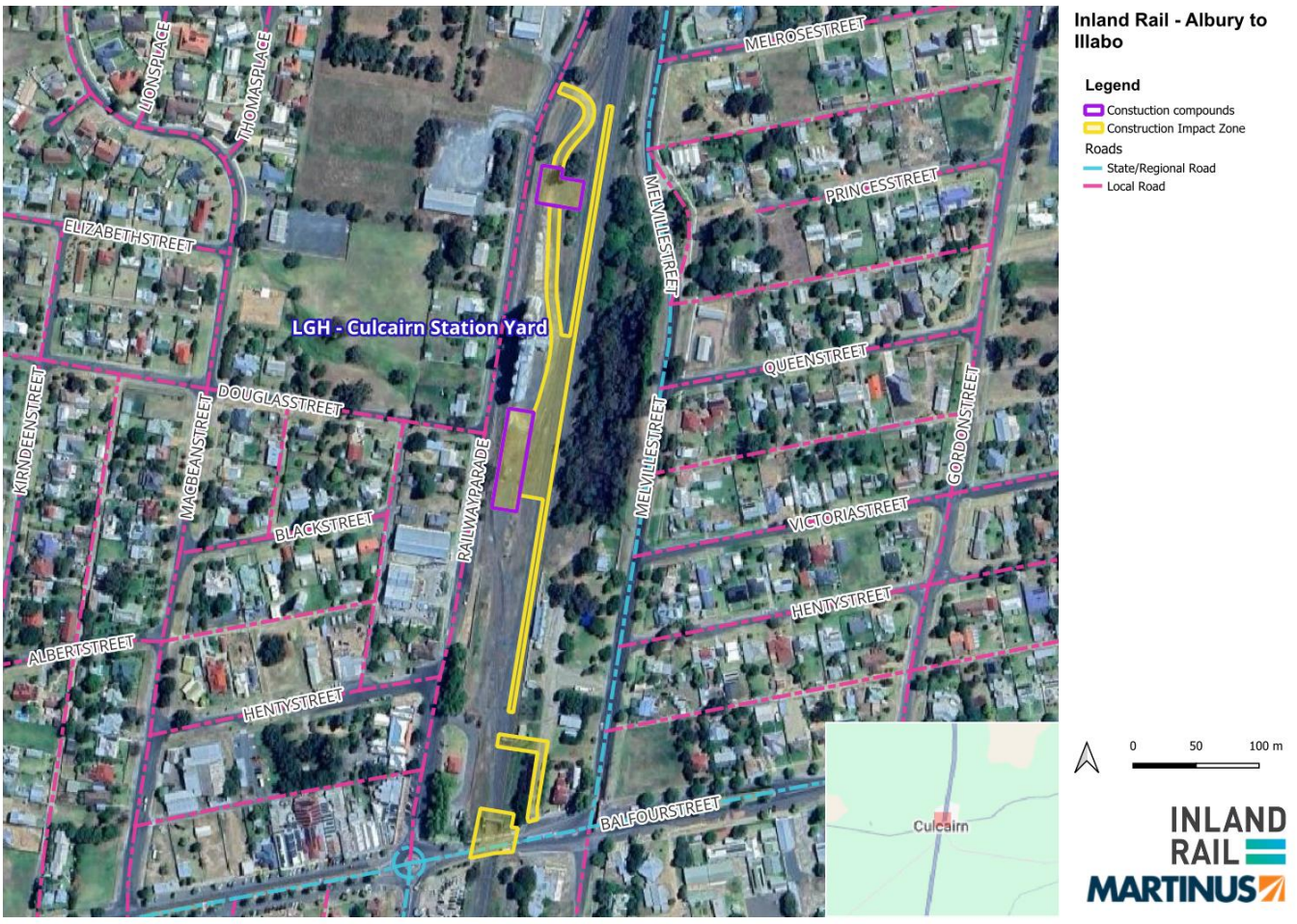


FIGURE 3: STATE, REGIONAL AND LOCAL ROADS CULCAIRN STATION AND SURROUNDS

2.2.1 Key Road

Overview

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

TABLE 2: KEY ROADS – CULCAIRN STATION AND SURROUNDS ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Melville Street (Olympic Highway)	Classified State Road (north of Balfour Street) Local Road (south of Balfour Street)
2	Railway Parade (Olympic Highway)	Classified State Road (south of Balfour Street) Local Road (north of Balfour Street)
3	Balfour Street (Olympic Highway)	Classified State Road (between Railway Parade and Melville Street) Classified Regional Road (west of Railway Parade) Classified Regional Road (east of Melville Street)

Melville Street (Olympic Highway)

Traffic and Lane Configurations

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

TABLE 3: TRAFFIC AND LANE CONFIGURATIONS – MELVILLE STREET (OLYMPIC HIGHWAY)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Melville Street (Olympic Highway)	Classified State Road (north of Balfour Street) Local Road (south of Balfour Street)	Two-way, two lanes	~3.5m wide lanes	50km/hr	2,454 28%HV (2011)[1]

1 Olympic Highway, Table 4.20 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 4: MELVILLE STREET (OLYMPIC HIGHWAY) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 4: PEDESTRIAN AND CYCLIST FACILITIES – MELVILLE STREET (OLYMPIC HIGHWAY)

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

Public Transport Facilities

Details of public transport facilities and services operating along Melville Street (Olympic Highway) are detailed in Table 5 below.

TABLE 5: PUBLIC TRANSPORT FACILITIES – MELVILLE STREET (OLYMPIC HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Melville Street proximate to the Culcairn Station and Surrounds enhancement site	Northbound	S750, S756, S753, S754, S755	Ten (10) services daily
	Southbound		

Parking Facilities

Details of parking facilities along the Melville Street (Olympic Highway), proximate the Culcairn Station and Surrounds enhancement sites are detailed in Table 6 below.

TABLE 6: PARKING FACILITIES – MELVILLE STREET (OLYMPIC HIGHWAY)

Location	Parking	Time of day restriction
Melville Street (Olympic Highway)	Parallel to kerb	No restrictions

Railway Parade (Olympic Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Railway Parade (Olympic Highway), proximate the Culcairn Station and Surrounds enhancement site.

TABLE 7: TRAFFIC AND LANE CONFIGURATIONS – RAILWAY PARADE (OLYMPIC HIGHWAY)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Railway Parade (Olympic Highway)	Classified State road (south of Balfour Street) Local Road (north of Balfour Street)	Two-way, two lanes	~3.5m wide lanes	50km/hr	906 (2006)[1] (no HV% available)

1 Railway, Table 4.20 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 5: RAILWAY PARADE (OLYMPIC HIGHWAY) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 8: PEDESTRIAN AND CYCLIST FACILITIES – RAILWAY PARADE (OLYMPIC HIGHWAY)

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

Public Transport Facilities

Details of public transport facilities and services operating along Railway Parade (Olympic Highway) are detailed in Table 9 below.

TABLE 9: PUBLIC TRANSPORT FACILITIES – RAILWAY PARADE (OLYMPIC HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
Culcairn Station, Coach Stop Culcairn (Stop ID 266018)	Northbound	S288, S676, S845, S847, S846, S850, S288, S767.	Sixteen (16) services daily
	Southbound		

Parking Facilities

Details of parking facilities along the Railway Parade (Olympic Highway), proximate the Culcairn Station and Surrounds enhancement sites are detailed in Table 10 below.

TABLE 10: PARKING FACILITIES – RAILWAY PARADE (OLYMPIC HIGHWAY)

Location	Parking	Time of day restriction
Railway Parade (Olympic Highway)	Parallel to kerb	No restrictions

Balfour Street (Olympic Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Balfour Parade (Olympic Highway), proximate the Culcairn Station and Surrounds enhancement site.

TABLE 11: TRAFFIC AND LANE CONFIGURATIONS – BALFOUR PARADE (OLYMPIC HIGHWAY)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Balfour Parade (Olympic Highway)	Classified State Road (between Railway Parade and Melville Street) Classified Regional Road (west of Railway Parade)	Two-way, two lanes	~3.7m wide lanes	50km/hr	5,527 (2010)[1] (no HV% available)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
	Classified Regional Road (east of Melville Street)				

1 Balfour Parade, Table 4.20 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

FIGURE 6: BALFOUR PARADE (OLYMPIC HIGHWAY) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 12: PEDESTRIAN AND CYCLIST FACILITIES – BALFOUR PARADE (OLYMPIC HIGHWAY)

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

Public Transport Facilities

Details of public transport facilities and services operating along Balfour Parade (Olympic Highway) are detailed in Table 13 below.

TABLE 13: PUBLIC TRANSPORT FACILITIES – BALFOUR PARADE (OLYMPIC HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
Culcairn Public School, Balfour St Culcairn Public School (Stop ID 26606) Balfour St opp Culcairn Public School Culcairn (Stop ID 266044)	Eastbound	S287, S755, S855, S759, S760, S756, S852, S854, S853, S851, S288	Eighteen (18) services daily
	Westbound		

Parking Facilities

Details of parking facilities along the Balfour Parade (Olympic Highway), proximate the Culcairn Station and Surrounds enhancement sites are detailed in Table 14 below.

TABLE 14: PARKING FACILITIES – BALFOUR PARADE (OLYMPIC HIGHWAY)

Location	Parking	Time of day restriction
Balfour Parade (Olympic Highway)	Kerbside parking east of the railway level crossing	No restrictions

2.2.2 Key Intersections

Overview

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

TABLE 15: KEY INTERSECTIONS – CULCAIRNENHANCEMENT SITE

Intersection number	Intersection	Control
1	Balfour Street / Railway Parade	Priority-controlled (roundabout)
2	Balfour Street / Melville Street	Priority-controlled (X-junction)

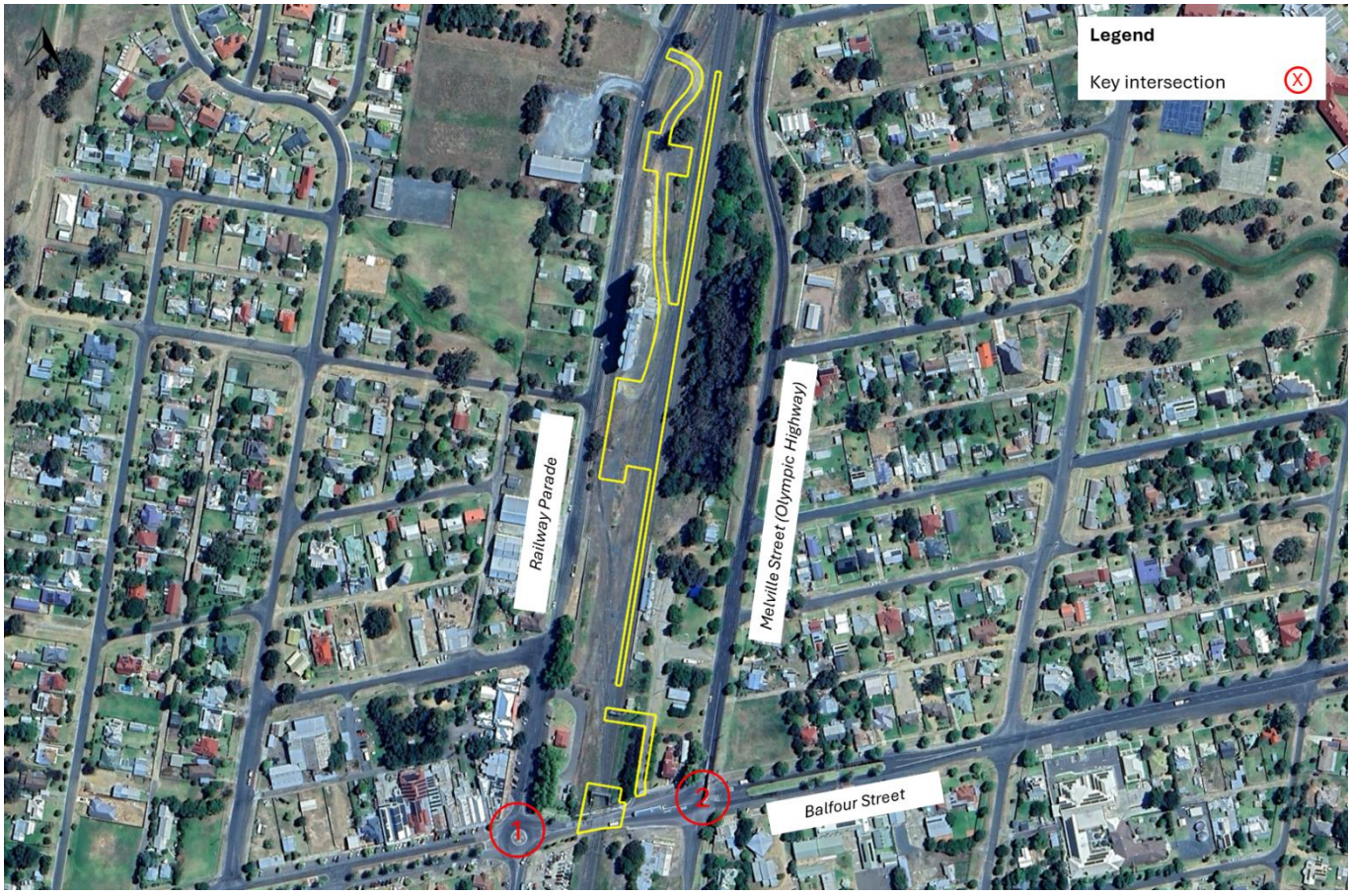


FIGURE 7: KEY INTERSECTIONS LOCATION

Balfour Street / Railway Parade

The following table provide an overview of the operations of the Balfour Street / Railway Parade intersection.

TABLE 16: KEY INTERSECTION – BALFOUR STREET / RAILWAY PARADE

Intersection	Control
Balfour Street / Railway Parade	Priority-controlled (roundabout)

Background Traffic Volumes

Background traffic volumes at the Balfour Street / Railway Parade intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 17.

TABLE 17: BALFOUR STREET / RAILWAY PARADE – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Railway Parade (north)			
Left (onto Balfour Street)	19	34	209
Through (onto Railway Parade)	38	29	369
Right (onto Balfour Street)	2	21	114
U-turn (onto Railway Parade)	8	1	16
Balfour Street (east)			
Left (onto Railway Parade)	88	103	904
Through (onto Balfour Street)	57	73	449
Right (onto Railway Parade)	13	25	188
U-turn (onto Balfour Street)	0	0	2
Railway Parade (south)			
Left (onto Balfour Street)	27	23	202
Through (onto Railway Parade)	38	40	430
Right (onto Balfour Street)	93	77	818
U-turn (onto Railway Parade)	1	0	3
Balfour Street (west)			
Left (onto Railway Parade)	14	33	236
Through (onto Balfour Street)	59	42	434
Right (onto Railway Parade)	25	23	185

Intersection approach	AM Peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
U-turn (onto Balfour Street)	9	7	84

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is shown below.

TABLE 18: LEVEL OF SERVICE CRITERIA

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

The results of the WSP assessment are presented below for the "2024 Base" scenarios (24-hour peak).

TABLE 19: INTERSECTION DELAY AND LOS ANALYSIS - BALFOUR STREET / RAILWAY PARADE

Intersection	2024 Base (24-hour Peak)	
	Delay (sec.)	LOS
Balfour Street / Railway Parade	7	A

Balfour Street / Melville Street

The following table provide an overview of the operations of the Balfour Street / Melville Street intersection.

TABLE 20: KEY INTERSECTION – BALFOUR STREET / MELVILLE STREET

Intersection	Control
Balfour Street / Melville Street	Priority-controlled (X-junction)

Background Traffic Volumes

Background traffic volumes at the Balfour Street / Melville Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:00am – 9:00am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 21.

TABLE 21: BALFOUR STREET / MELVILLE STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:00am – 9:00am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Melville Street (north)			
Left (onto Balfour Street)	12	6	50

Intersection approach	AM Peak volume (8:00am – 9:00am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Through (onto Melville Street)	3	2	10
Right (onto Balfour Street)	66	81	785
U-turn (onto Melville Street)	0	0	0
Balfour Street (east)			
Left (onto Melville Street)	3	3	13
Through (onto Balfour Street)	89	116	710
Right (onto Melville Street)	15	11	63
U-turn (onto Balfour Street)	4	3	19
Melville Street (south)			
Left (onto Balfour Street)	5	4	38
Through (onto Melville Street)	1	0	6
Right (onto Balfour Street)	0	0	4
U-turn (onto Melville Street)	0	0	0
Balfour Street (west)			
Left (onto Melville Street)	79	69	750
Through (onto Balfour Street)	93	84	676
Right (onto Melville Street)	1	6	33
U-turn (onto Balfour Street)	0	0	1

Background Intersection Performance

No data is available for the Balfour Street / Melville Street intersection.

2.3 Henty Yard Clearances

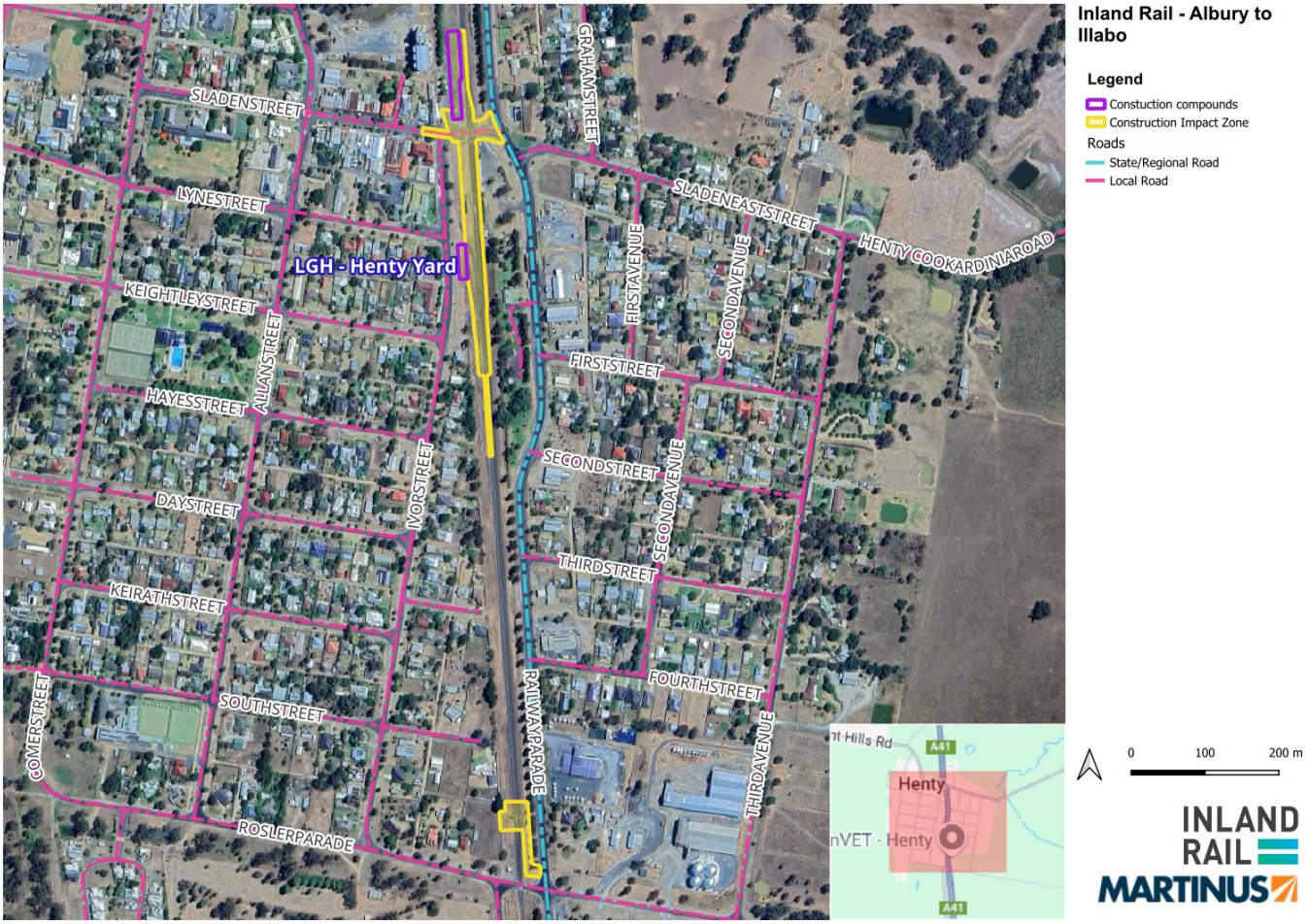


FIGURE 8: STATE, REGIONAL AND LOCAL ROADS HENTY YARD CLEARANCES

2.3.1 Key Roads

Overview

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

TABLE 22: KEY ROADS – HENTY YARD CLEARANCES ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Railway Parade (Olympic Highway)	Classified State Road
2	Sladen Street	Local Road
3	Rosler Parade/Yankee Cross Road	Local Road
4	Allan Street	Local Road
5	Ivor Street	Local Road

Railway Parade (Olympic Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Railway Parade (Olympic Highway), proximate the Henty Yard Clearances enhancement site.

TABLE 23: TRAFFIC AND LANE CONFIGURATIONS – RAILWAY PARADE (OLYMPIC HIGHWAY)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Railway Parade (Olympic Highway)	Classified State Road	Two-lane, two-way	~3.4m wide lanes	50km/hr	2,454 28% HV (2011)[1]

1 No data available, volumes estimated as Olympic Highway – 290m North of Calool Lane, Culcairn

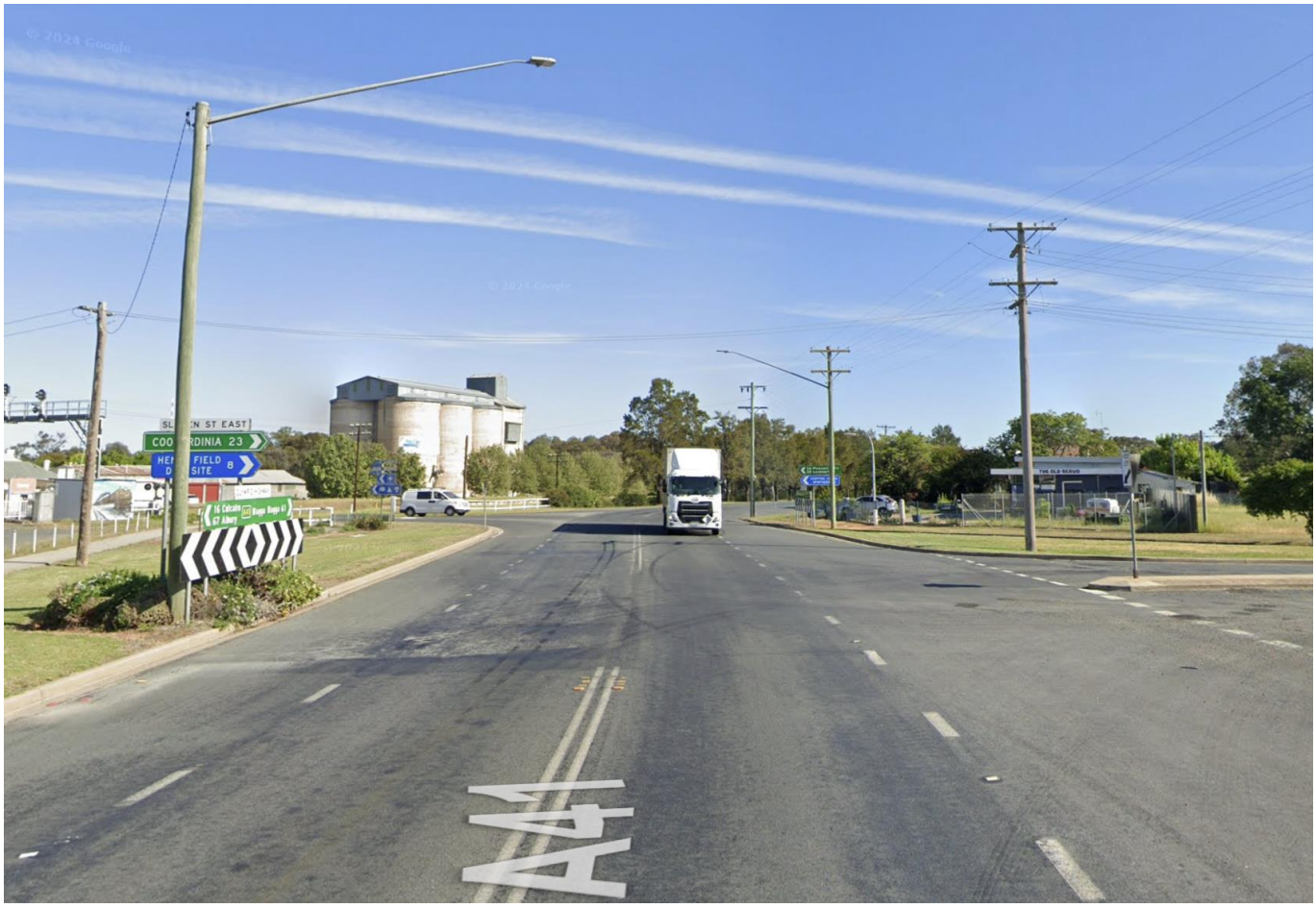


FIGURE 9: RAILWAY PARADE (OLYMPIC HIGHWAY) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Railway Parade (Olympic Highway), proximate the Henty Yard Clearances enhancement site.

TABLE 24: PEDESTRIAN AND CYCLIST FACILITIES – RAILWAY PARADE (OLYMPIC HIGHWAY)

Provisions	Comment
Are footpaths provided on one or both sides of the road?	A footpath is provided linking Sladen Street and Sladen Street E across Railway Parade (Olympic Highway)
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Railway Parade (Olympic Highway), proximate the Henty Yard Clearances enhancement site is detailed in Table 25 below.

TABLE 25: PUBLIC TRANSPORT FACILITIES – RAILWAY PARADE (OLYMPIC HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
Heny Station, Coach Stop (26582)	Northbound	On-demand coaches.	
	Southbound		
Railway Parade before First St (265840)	Southbound	S756, S755, S753	Six (6) services daily

Parking Facilities

Details of parking facilities along Railway Parade (Olympic Highway), proximate the Henty Yard Clearances enhancement site is detailed in Table 26 below.

TABLE 26: PARKING FACILITIES – RAILWAY PARADE (OLYMPIC HIGHWAY)

Location	Parking	Time of day restriction
Railway Parade (Olympic Highway)	Roadside parking	No restrictions

Sladen Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Sladen Street, proximate the Henty Yard Clearances enhancement site.

TABLE 27: TRAFFIC AND LANE CONFIGURATIONS – SLADEN STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Sladen Street (between Railway Parade and Ivor Street)	Local road	Two-lane, two-way	~6.8m wide lane eastbound and a ~3.8m wide lane westbound	50km/hr	764, 12% HV (2014)

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Sladen Street (between Ivor Street and Allan Street)	Local road (44552)	Two-lane, two-way	~4.5m wide lanes	50km/hr	

FIGURE 10: SLADEN STREET BETWEEN RAILWAY PARADE AND IVOR STREET (SOURCE: *GOOGLE MAPS)*

FIGURE 11: SLADEN STREET WEST OF IVOR STREET (SOURCE: GOOGLE MAPS)

Pedestrian and Cyclist Facilities

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

TABLE 28: PEDESTRIAN AND CYCLIST FACILITIES – SLADEN STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	A footpath is provided along the southern side of Sladen Street only between Railway Parade and Ivor Street, and along both sides of Sladen Street between Ivor Street and Allan Street.
If yes, what is the width of the footpath(s)?	~1.2m at narrowest point at crossing
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Sladen Street, proximate the Henty Yard Clearances enhancement site is detailed in Table 29 below.

TABLE 29: PUBLIC TRANSPORT FACILITIES – SLADEN STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Sladen Street proximate to the Henty Yard Clearances enhancement site	Eastbound	S771, S756, S755, S753	Eight (8) services daily
	Westbound		

Parking Facilities

Details of parking facilities along Sladen Street, proximate the Henty Yard Clearances enhancement site are detailed in Table 30 below.

TABLE 30: PARKING FACILITIES – SLADEN STREET

Location	Parking	Time of day restriction
Sladen Street (between Railway Parade and Ivor Street)	No parking	N/A
Sladen Street (between Ivor Street and Allan Street)	Kerbside angle parking	No restrictions

Rosler Parade / Yankee Crossing Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Rosler Parade / Yankee Crossing Road, proximate the Henty Yard Clearances enhancement site.

TABLE 31: TRAFFIC AND LANE CONFIGURATIONS – ROSLER PARADE / YANKEE CROSSING ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Rosler Parade (between Olympic Highway and Allan Street)	Local road	Two-lane, two-way	~6.4m wide sealed road	50km/hr	153, 12% HV (2014)[1]
Yankee Crossing Road (between Olympic Highway and Third Avenue)	Local road	Two-lane, two-way	~6.0m wide sealed road	50km/hr	

1. No data available, volumes estimated as 50% of Sladen Street with equivalent HV proportion

FIGURE 12: ROSLER PARADE WEST OF OLYMPIC HIGHWAY (SOURCE: *GOOGLE MAPS)*

FIGURE 13: YANKEE CROSSING ROAD EAST OF OLYMPIC HIGHWAY (SOURCE: GOOGLE MAPS)

Pedestrian and Cyclist Facilities

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

TABLE 32: PEDESTRIAN AND CYCLIST FACILITIES – ROSLER PARADE / YANKEE CROSSING ROAD

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

Public Transport Facilities

Details of public transport facilities and services operating along Rosler Parade/Yankee Cross Road, proximate the Henty Yard Clearances enhancement site is detailed in Table 33 below.

TABLE 33: PUBLIC TRANSPORT FACILITIES – ROSLER PARADE / YANKEE CROSSING ROAD

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Rosler Parade/Yankee Cross Road proximate to the Henty Yard Clearances enhancement site	Eastbound	S755	Two (2) services daily
	Westbound		

Parking Facilities

Details of parking facilities along Rosler Parade, proximate the Henty Yard Clearances enhancement site are detailed in Table 34 below.

TABLE 34: PARKING FACILITIES – ROSLER PARADE / YANKEE CROSSING ROAD

Location	Parking	Time of day restriction
Rosler Parade (between Olympic Highway and Henty-Walla Road)	No formal parking	Nil
Rosler Parade (between Henty-Walla Road and Allan Street)	No formal parking	Nil

Ivor Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Ivor Street, proximate the Henty Station enhancement site.

TABLE 35: TRAFFIC AND LANE CONFIGURATIONS – IVOR STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Ivor Street (24475)	Local road	Two-lane, two-way	~6.8m wide carriageway	50km/hr	491, 28% HV (2011)[1]

1 No data available – volumes estimated as 20% of Railway Parade with equivalent HV proportion

FIGURE 14: IVOR STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 36: PEDESTRIAN AND CYCLIST FACILITIES – IVOR STREET

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

Public Transport Facilities

Details of public transport facilities and services operating along Ivor Street, proximate the Henty Yard Clearances enhancement site is detailed in Table 37 below.

TABLE 37: PUBLIC TRANSPORT FACILITIES – IVOR STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on Ivor Street proximate to the Henty Yard Clearances enhancement site	Northbound	S755, S753	Four (4) services daily
	Southbound		

Parking Facilities

Details of parking facilities along Ivor Street, proximate the Henty Yard Clearances enhancement site is detailed in Table 38 below.

TABLE 38: PARKING FACILITIES – IVOR STREET

Location	Parking	Time of day restriction
Ivor Street	Kerbside parking	Nil – mobility parking section and caravan only parking section at northern end.

Allan Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Allan Street, proximate the Henty Station enhancement site.

TABLE 39: TRAFFIC AND LANE CONFIGURATIONS – ALLAN STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Allan Street	Local road	Two-lane, two-way	~6.8m wide carriageway	50km/hr	491, 28% HV (2011)[1]

1 No data available – volumes estimated as 20% of Railway Parade with equivalent HV proportion

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

Pedestrian and Cyclist Facilities

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

TABLE 40: PEDESTRIAN AND CYCLIST FACILITIES – ALLAN STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	A footpath is provided along both sides of Allan Street between Sladen Street and Keightley Street, continuing along the western side of Allan Street to Rosler Parade.
If yes, what is the width of the footpath(s)?	~1.2m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Allan Street, proximate the Henty Yard Clearances enhancement site is detailed in Table 41 below.

TABLE 41: PUBLIC TRANSPORT FACILITIES – ALLAN STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located on, nor do any bus services operate along Allan Street			

Parking Facilities

Details of parking facilities along Allan Street, proximate the Henty Yard Clearances enhancement site is detailed in Table 42 below.

TABLE 42: PARKING FACILITIES – ALLAN STREET

Location	Parking	Time of day restriction
Allan Street	No formal parking	Nil

2.3.2 Key Intersections

Overview

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

TABLE 43: KEY INTERSECTIONS – HENTY YARD CLEARANCES ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Sladen Street / Ivor Street	Priority-controlled (T-Junction)
2	Sladen Street / Olympic Highway/Railway Parade	Priority-controlled (T-junction)
3	Alan Street / Rosler Parade/Yankee Cross Road	Priority-controlled (T-junction)

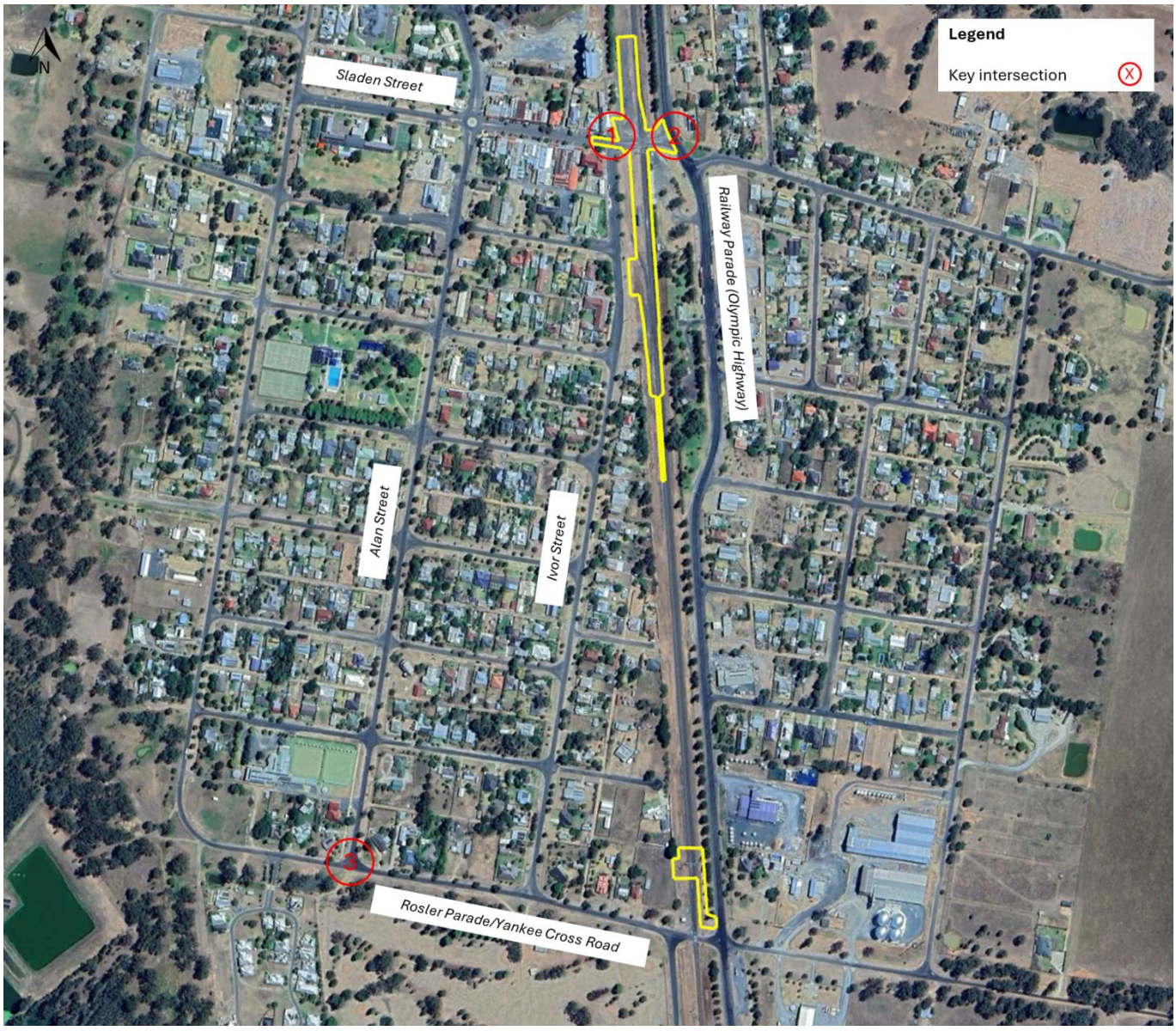


FIGURE 16: KEY INTERSECTIONS LOCATION

Sladen Street / Ivor Street

The following table provide an overview of the operations of the Sladen Street / Ivor Street intersection.

TABLE 44: KEY INTERSECTION – SLADEN STREET / IVOR STREET

Intersection	Control
Sladen Street / Ivor Street	Priority-controlled (T-Junction)

Background Traffic Volumes

Background traffic volumes at the Sladen Street / Ivor Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 9:00am – 10:00am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 45.

TABLE 45: SLADEN STREET / IVOR STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (9:00am – 10:00am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Sladen Street (east)			
Left (onto Ivor Street)	7	5	83
Through (onto Sladen Street)	55	82	438
U-turn (onto Sladen Street)	0	0	0
Ivor Street (south)			
Left (onto Sladen Street)	9	20	137
Right (onto Sladen Street)	7	11	101
U-turn (onto Ivor Street)	0	0	0
Sladen Street (west)			
Through (onto Sladen Street)	39	52	414
Right (onto Ivor Street)	12	9	106
U-turn (onto Sladen Street)	0	4	17

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is shown below.

TABLE 46: LEVEL OF SERVICE CRITERIA

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

The results of the WSP assessment are presented below for the "2024 Base" scenarios (24-hour peak).

TABLE 47: INTERSECTION DELAY AND LOS ANALYSIS - SLADEN STREET / IVOR STREET

Intersection	2024 Base (24-hour Peak)[1]	
	Delay (sec.)	LOS
Sladen Street / Ivor Street	7	A

1 Based on highest trafficked intersection performance in the Greater Hume – Lockhart precinct, 5.2.2.2 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

Sladen Street / Olympic Highway/Railway Parade

The following table provide an overview of the operations of the Sladen Street / Olympic Highway/Railway Parade intersection.

TABLE 48: KEY INTERSECTION – SLADEN STREET / OLYMPIC HIGHWAY/RAILWAY PARADE

Intersection	Control
Sladen Street / Olympic Highway/Railway Parade	Priority-controlled (T-junction)

Background Traffic Volumes

Background traffic volumes at the Sladen Street / Olympic Highway/Railway Parade intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 9:00am – 10:00am and between 3:00pm – 4:00pm. Recorded traffic volumes during the peak period are presented in Table 49.

TABLE 49: SLADEN STREET / OLYMPIC HIGHWAY/RAILWAY PARADE – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (9:00am – 10:00am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Railway Parade (north)			
Through (onto Railway Parade)	88	79	871
Right (onto Sladen Street)	10	13	116
U-turn (onto Railway Parade)	0	0	0
Railway Parade (south)			
Left (onto Sladen Street)	54	44	407
Through (onto Railway Parade)	77	90	875
U-turn (onto Railway Parade)	0	0	0
Sladen Street (west)			
Left (onto Railway Parade)	10	19	130
Right (onto Railway Parade)	39	46	384
U-turn (onto Sladen Street)	0	1	1

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is shown below.

TABLE 50: LEVEL OF SERVICE CRITERIA

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

Level of service	Average delay per vehicle (secs/veh)
C	29 to 42
D	53 to 56
E	57 to 70

The results of the WSP assessment are presented below for the "2024 Base" scenarios (24-hour peak).

TABLE 51: INTERSECTION DELAY AND LOS ANALYSIS - SLADEN STREET / OLYMPIC HIGHWAY/RAILWAY PARADE

Intersection	2024 Base (24-hour Peak)[1]	
	Delay (sec.)	LOS
Sladen Street / Olympic Highway/Railway Parade	7	A

1 Based on highest trafficked intersection performance in the Greater Hume – Lockhart precinct, 5.2.2.2 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

Alan Street / Rosler Parade/Yankee Cross Road

The following table provide an overview of the operations of the Alan Street / Rosler Parade/Yankee Cross Road intersection.

TABLE 52: KEY INTERSECTION – ALAN STREET / ROSLER PARADE/YANKEE CROSS ROAD

Intersection	Control
Alan Street / Rosler Parade/Yankee Cross Road	Priority-controlled (T-Junction)

Background Traffic Volumes

Background traffic volumes at the Alan Street / Rosler Parade/Yankee Cross Road intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:00am – 9:00am and between 3:00pm – 4:00pm. Recorded traffic volumes during the peak period are presented in Table 53.

TABLE 53: ALAN STREET / ROSLER PARADE/YANKEE CROSS ROAD – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (8:00am – 9:00am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Allan Street (north)			
Left (onto Rosler Parade Street)	18	12	131
Right (onto Rosler Parade Street)	0	1	19
U-turn (onto Allan Street)	0	0	0
Rosler Parade (east)			
Through (onto Rosler Parade)	9	9	68
Right (onto Allan Street)	14	16	96
U-turn (onto Rosler Parade Street)	0	0	0

Intersection approach	AM Peak volume (8:00am – 9:00am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Rosler Parade (west)			
Left (onto Allan Street)	2	2	25
Through (onto Rosler Parade)	8	15	83
U-turn (onto Rosler Parade)	0	0	0

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is shown below.

TABLE 54: LEVEL OF SERVICE CRITERIA

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

The results of the WSP assessment are presented below for the "2024 Base" scenarios (24-hour peak).

TABLE 55: INTERSECTION DELAY AND LOS ANALYSIS - ALAN STREET / ROSLER PARADE/YANKEE CROSS ROAD

Intersection	2024 Base (24-hour Peak)[1]	
	Delay (sec.)	LOS
Alan Street / Rosler Parade/Yankee Cross Road	7	A

1 Based on highest trafficked intersection performance in the Greater Hume – Lockhart precinct, 5.2.2.2 Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport July 2022.

3 PROPOSED ARRANGEMENTS

3.1 Culcairn Station and Surrounds

3.1.1 Site Location

The location and layout of the Culcairn Station and Surrounds enhancement site is shown below in Figure 17.

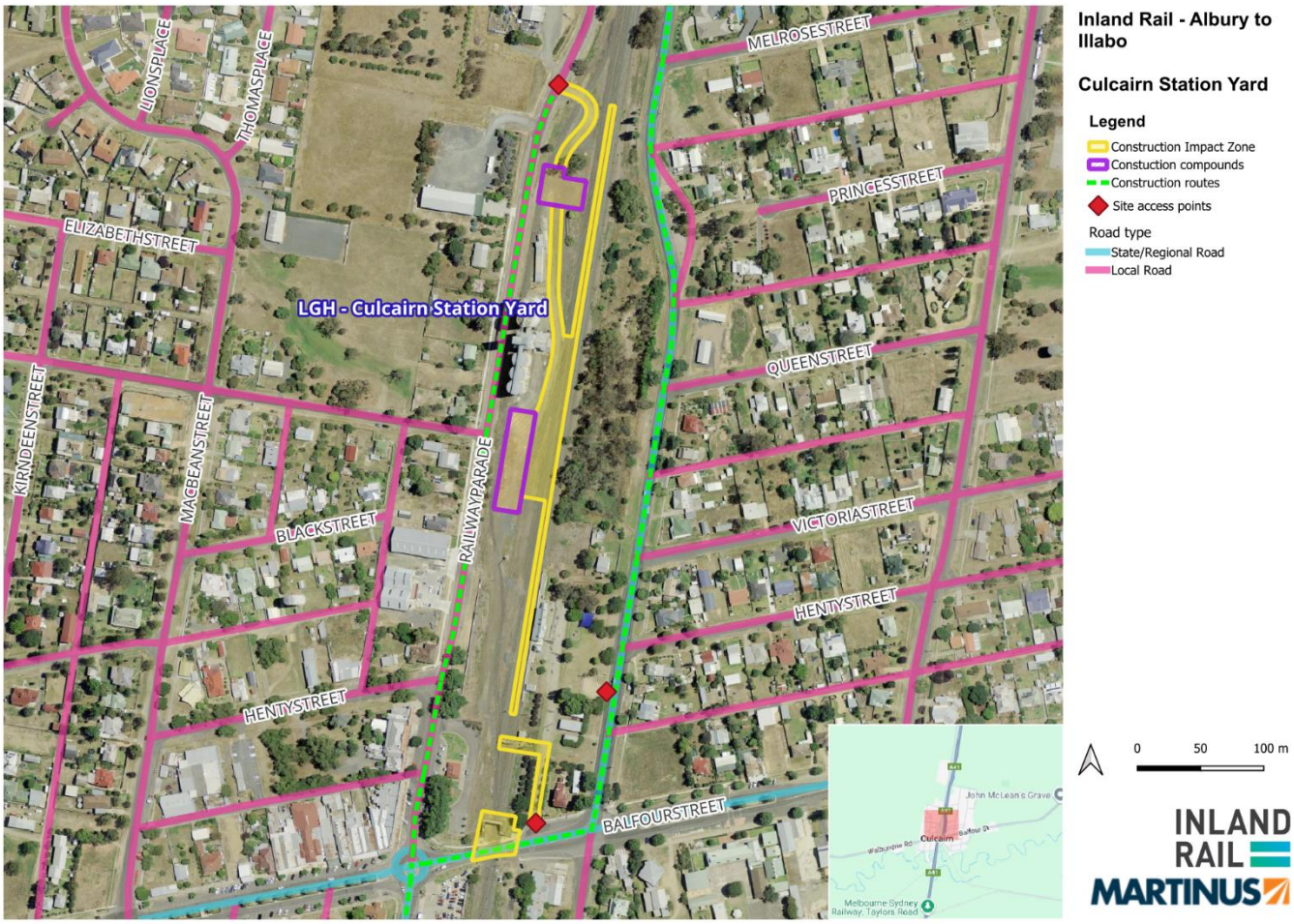


FIGURE 17: CULCAIRN STATION AND SURROUNDS ENHANCEMENT SITE

3.1.2 Works Required

The scope of works for the Culcairn Station and Surrounds enhancement site comprises the following:

- Site establishment
- Trackwork (shoulder reconstruction and track slews)
- Pedestrian footbridge removal/relocation
- Signalling works
- Finishing works and demobilisation

3.1.3 Timing and Duration

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

The works at the Culcairn Station and Surrounds enhancement site is planned to be undertaken over a 7-day period in December 2025, shortly commencing before and shortly finishing after a 40-hour track possession.

3.1.4 Operating Conditions

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

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

3.1.5 Constructions Traffic

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

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

Based on the current methodology and program, it is expected that peak construction vehicles movements will occur in 7-day period in December 2025, shortly commencing before and shortly finishing after a 40-hour possession.

3.1.6 Site Access

Overview

Access to the worksite will be via three (3) existing access points to the rail corridor located on Railway Parade. The locations of the site access gates are shown below in Figure 18.

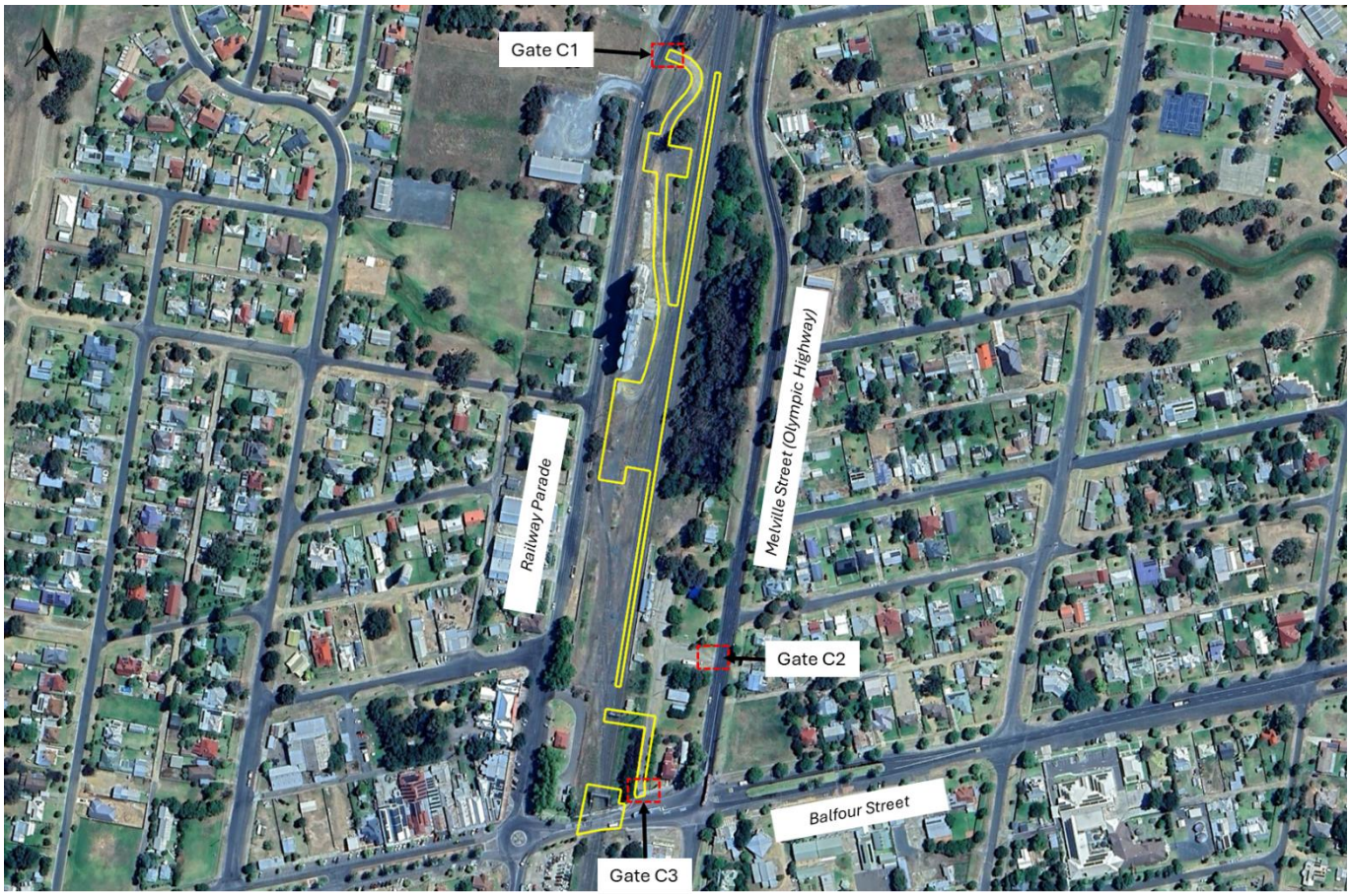


FIGURE 18: SITE ACCESS LOCATIONS – CULCARIN STATION AND SURROUNDS

A summary of permitted movements and methods of control at the site access location is provided below in Table 56, with further details provided in subsequent sections of this report.

TABLE 56: SITE ACCESS DETAILS – CULCARIN STATION AND SURROUNDS

Access	Site Entry/Exit	Largest Permitted Vehicle	Permitted Movements	Control
Gate C1 – Existing access off Railway Parade	Entry and exit	Up to 19.0m semi-trailer	Right in, left out	Give-way
C2 – Existing access off Melville Street (Olympic Highway)	Entry and exit	Up to 19.0m truck and dog	All movements	Give-way
		Up to 19.0m semi-trailer	Traffic control – refer to Section 3.1.13	
C3 – Existing access off Balfour Street (Olympic Highway)	Entry and exit	Up to 8.8m service vehicle	Left in, left out, right out	Give-way

Gate C1 – Existing access off Railway Parade

Located off Railway Parade, Gate C1 is an existing access that will provide access to the Culcairn Station and Surrounds enhancement site.

FIGURE 19: GATE C1 – EXISTING ACCESS OFF RAILWAY PARADE

Details of permitted movements and methods of control at Gate C1 is summarised in Table 56.

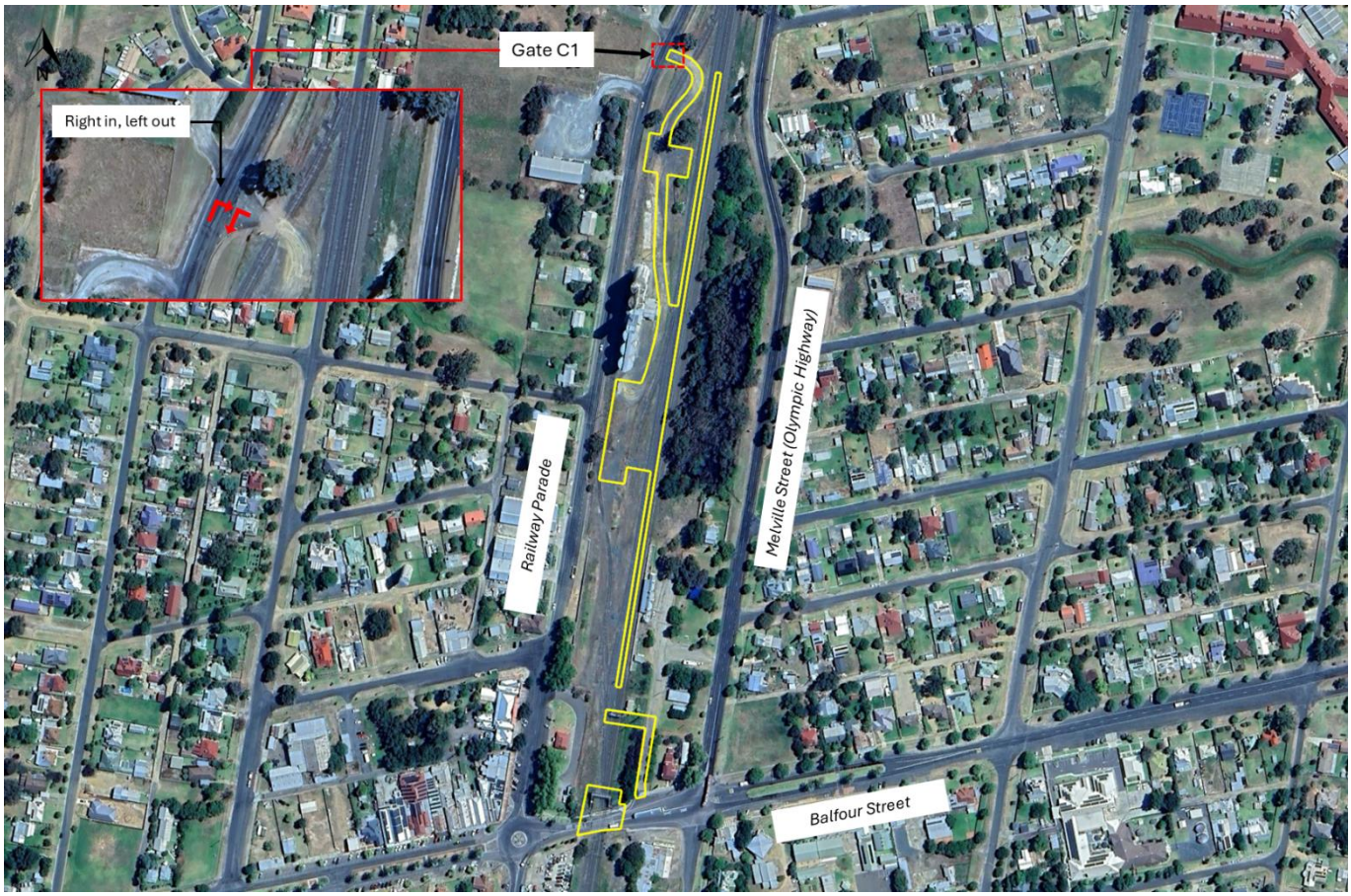


FIGURE 20: SITE ACCESS DETAILS – GATE C1

Sight Distance Assessment

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

TABLE 57: SIGHT DISTANCE ASSESSMENT – GATE C1

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes
South of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.
2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 50km/h plus 10km/h = 60km/h).

As detailed above, sight distance provisions at the access achieve the minimum requirements for the existing posted speed limit.

Acceleration and Deceleration Lanes

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

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along the Railway Parade.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Rather, the provision of appropriate sight distance (refer above) is expected to allow construction vehicles to safely and efficiently egress the site.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate C1, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 58: SITE ACCESS ASSESSMENT CRITERIA – GATE C1

Site Access Assessment	
Location:	Existing access off Railway Parade
AADT:	906
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 21: SOUTHBOUND VIEW APPROACHING GATE C1 (~100M FROM ACCESS POINT)

FIGURE 22: NORTHBOUND VIEW APPROACHING GATE C (~100M FROM ACCESS POINT)

As available sight distance approaching Gate C1 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 59 below.

TABLE 59: GATE C1 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

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

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

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate C1 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control will be implemented to facilitate oversize overmass (OSOM) movements during the removal and transfer of the existing pedestrian rail overbridge structure to Eric Thomas Park – refer to Section 3.1.13.

Gate C2 – Existing access off Melville Street (Olympic Highway)

Located off Melville Street (Olympic Highway), Gate C2 is an existing access that will provide access to the Culcairn Station and Surrounds enhancement site.

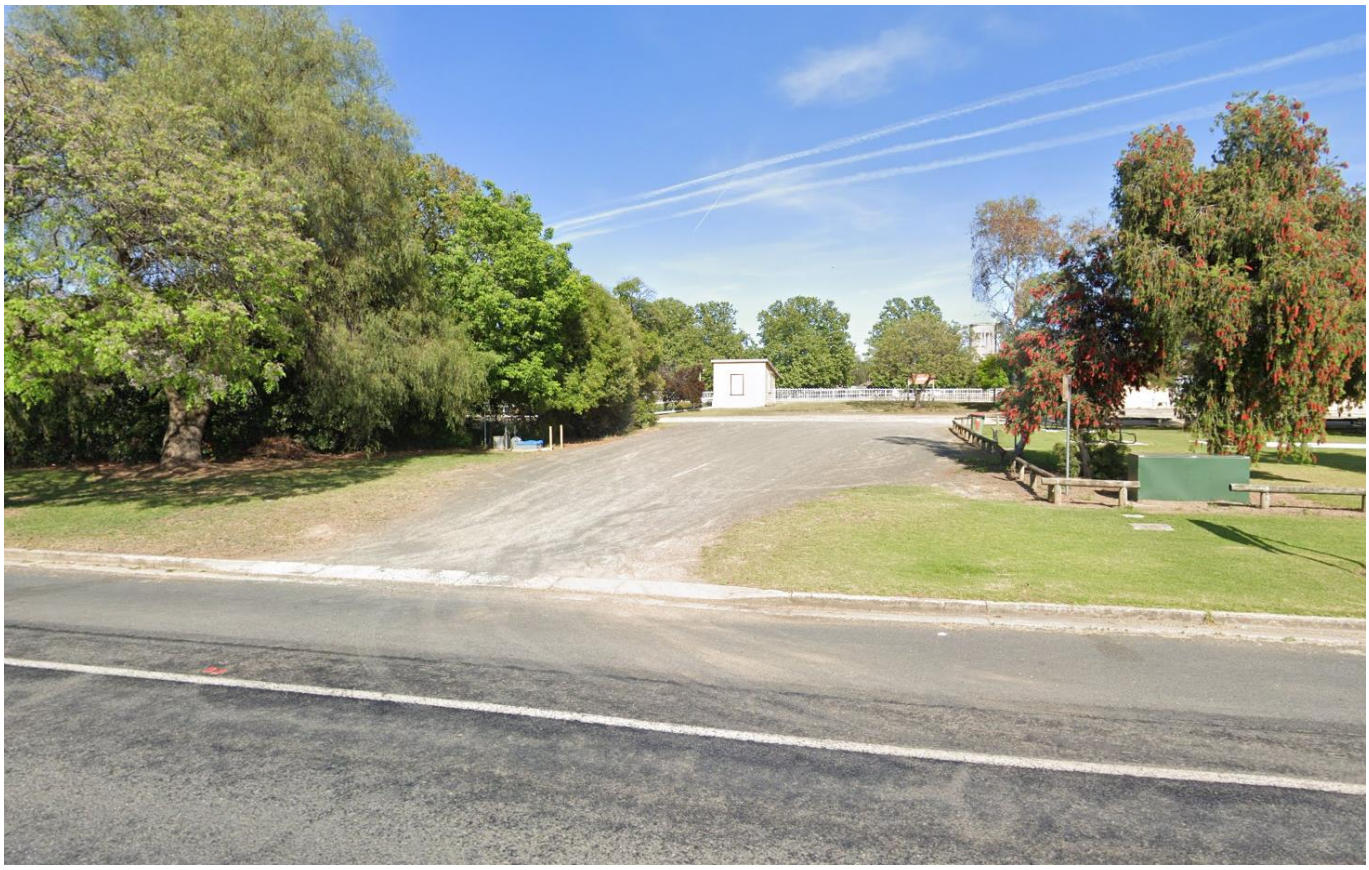


FIGURE 23: GATE C2 – EXISTING ACCESS OFF MELVILLE STREET (OLYMPIC HIGHWAY)

Details of permitted movements and methods of control at Gate C2 is summarised in Table 56.

FIGURE 24: SITE ACCESS DETAILS – GATE C2

Sight Distance Assessment

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

TABLE 60: SIGHT DISTANCE ASSESSMENT – GATE C2

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes
South of access	50km/hr[2]	73m[1]	Yes	123m	Refer below	83m	Yes

1. Desirable minimum value for all road types.
2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 50km/h plus 10km/h = 60km/h).

Available sight distance to the north of Gate C2 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Melville Street (Olympic Highway), sight distance to the south is limited due to the proximity of the Balfour Street / Melville Street (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Balfour Street (Olympic Highway) onto Melville Street (Olympic Highway) will do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate C2 and the Balfour Street (Olympic Highway) onto Melville Street (Olympic Highway intersection (approximately 100m) is considered appropriate given requirements of safe stopping distance and minimum gap sight distance are achieved.

Acceleration and Deceleration Lanes

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

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Melville Street.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Melville Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate C2, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 61: SITE ACCESS ASSESSMENT CRITERIA – GATE C2

Site Access Assessment	
Location:	Existing access off Melville Street (Olympic Highway)
AADT:	2,454
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 25: SOUTHBOUND VIEW APPROACHING GATE C2 (~100M FROM ACCESS POINT)

FIGURE 26: NORTHBOUND VIEW APPROACHING GATE C2 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate C2 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 62 below.

TABLE 62: GATE C2 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS GREATER THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

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

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

Note 2: If acceleration and deceleration cannot occur on shoulders

No controls are warranted at Gate C2 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control will be implemented to facilitate oversize overmass (OSOM) movements during the removal and transfer of the existing pedestrian rail overbridge structure to Eric Thomas Park – refer to Section 3.1.13.

Gate C3 – Existing access off Balfour Street (Olympic Highway)

Located off Balfour Street (Olympic Highway), Gate C3 is an existing access that will provide access to the Culcairn Station and Surrounds enhancement site.

FIGURE 27: GATE C3 – EXISTING ACCESS OFF BALFOUR STREET (OLYMPIC HIGHWAY)

Details of permitted movements and methods of control at Gate C3 is summarised in Table 56.

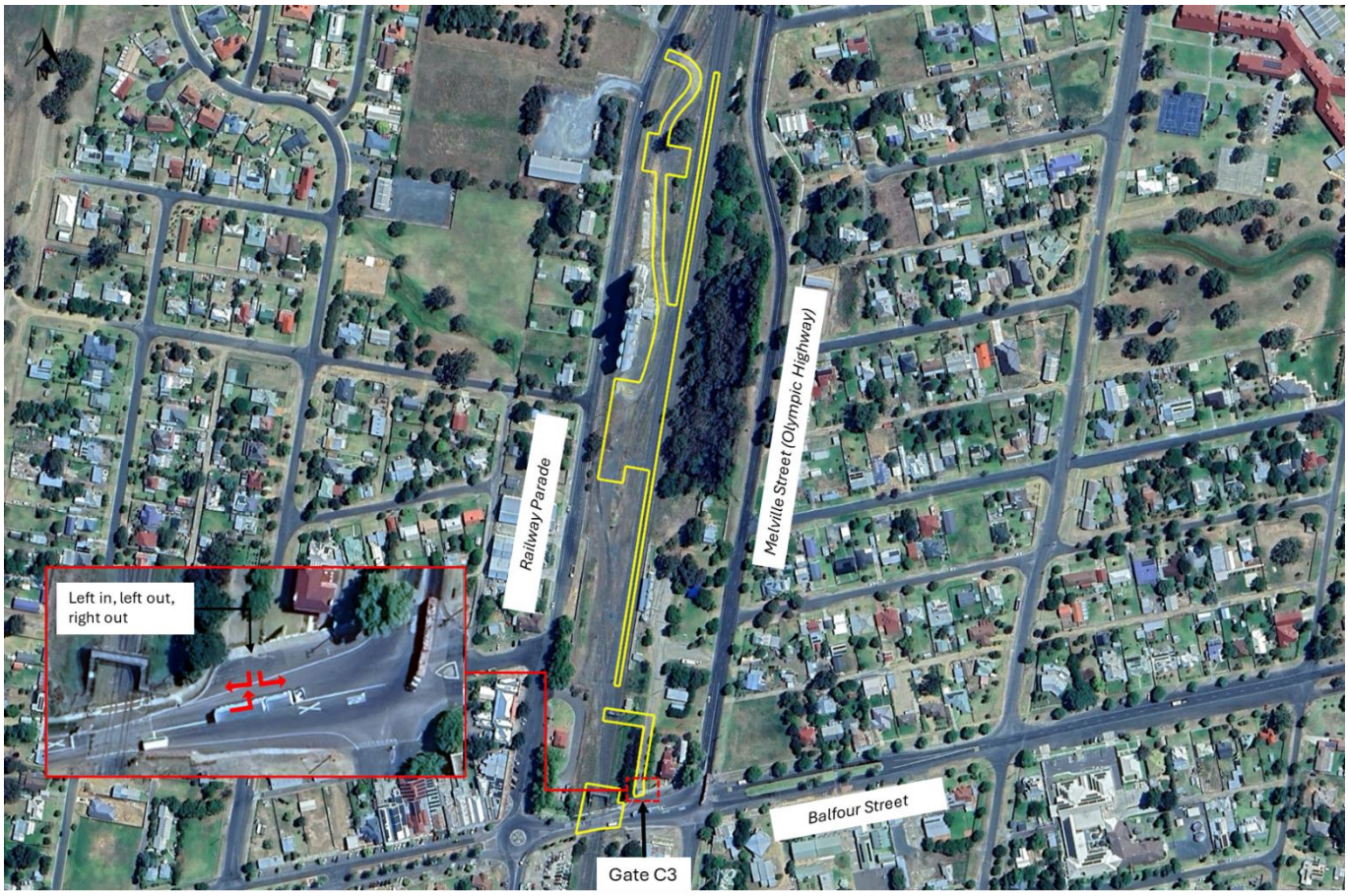


FIGURE 28: SITE ACCESS DETAILS – GATE C3

Sight Distance Assessment

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

TABLE 63: SIGHT DISTANCE ASSESSMENT – GATE C3

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes
West of access	50km/hr[2]	73m[1]	Yes	123m	Refer below	83m	Yes

1. Desirable minimum value for all road types.
2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 50km/h plus 10km/h = 60km/h).

Available sight distance to the east of Gate C3 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Balfour Street (Olympic Highway), sight distance to the west is limited due to the proximity of the Balfour Street/Railway Parade roundabout. That said, it is reasonably expected that vehicles manoeuvring from the Balfour Street/Railway Parade roundabout will do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate C3 and the Balfour Street (Olympic Highway) onto Melville Street (Olympic Highway intersection (approximately 85m) is considered appropriate given requirements of safe stopping distance and minimum gap sight distance are achieved.

Acceleration and Deceleration Lanes

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

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Balfour Street.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Balfour Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate C3, this gate has been limited to 8.8m service vehicle access left in, left out, right out only and as such access will operate under a typical “Give way” arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.1.13.

3.1.7 Construction Access Routes

Construction heavy vehicles will access the worksite via the routes identified within Environmental Approval Documentation, with the routes detailed below in Table 64.

TABLE 64: CONSTRUCTION VEHICLE ACCESS ROUTES – CULCARIN STATION AND SURROUNDS ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate C1	Inbound	Balfour Street/Railway Parade (Olympic Highway) onto Railway Parade	Up to 19.0m semi-trailer
	Outbound	Railway Parade onto Balfour Street/Railway Parade (Olympic Highway)	
Gate C2	Inbound	Melville Street (Olympic Highway)	Up to 19.0m semi-trailer
	Outbound	Melville Street (Olympic Highway)	
Gate C3	Inbound	Balfour Street (Olympic Highway)	Up to 8.8m service vehicle
	Outbound	Balfour Street (Olympic Highway)	

These access routes are depicted in Figure 29.

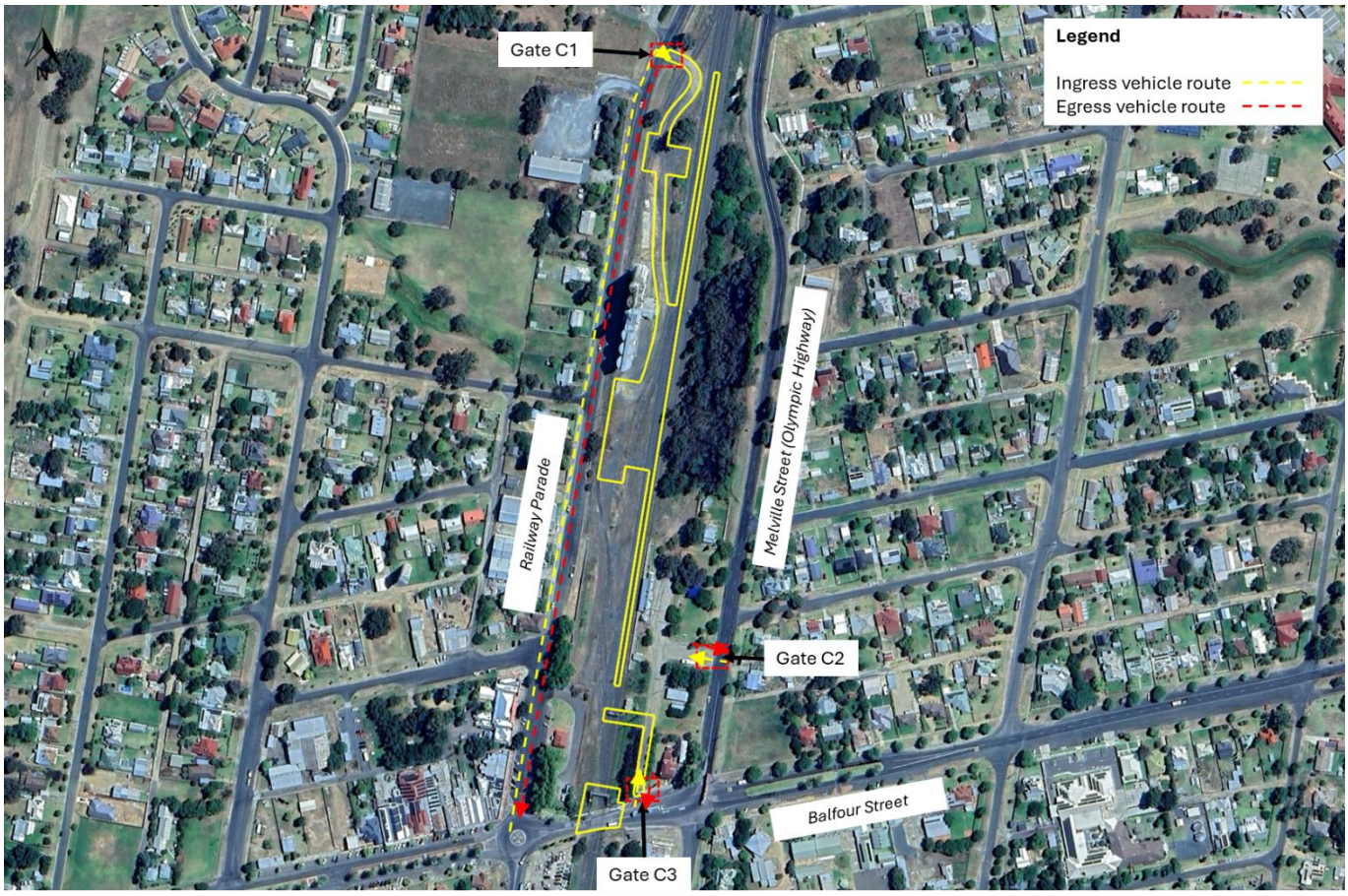


FIGURE 29: CONSTRUCTION VEHICLE ACCESS ROUTES

3.1.8 Impact of Traffic Flow

Key Roads

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

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

TABLE 65: LINK LOS ADAPTED FROM THE *GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4*

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

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

The link LOS assessment for the Culcairn Station and Surrounds enhancement site is shown in Table 66 below. It should be noted that to determine future year background traffic demands (2025), an annual growth rate of 3% (compounding) has been applied to the recorded background traffic volumes (refer to Section 2).

TABLE 66: LINK LOS ASSESSMENT – CULCAIRN STATION AND SURROUNDS ENHANCEMENT SITE

Road link	No. of lanes (per direction)	2025 peak hour Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Melville Street (Olympic Highway)[1]	1	231	A	6	237	2.6%	A
Balfour Street (Olympic Highway)	1	418	C		424	1.4%	C
Railway Parade (south of Balfour Street)	1	309	B		315	1.9%	B
Railway Parade (north of Balfour Street)	1	77	A		83	7.8%	A

1: Olympic Highway – 290m North of Calool Lane, Culcairn

2: Railway Parade (Olympic Highway) – 80m South of Balfour Street, Culcairn

3: Estimated conservatively as 25% of Railway Parade (south of Balfour Street) traffic volume as Railway Parade (north of Balfour Street) does not form part of the Olympic Highway, as Railway Parade (south of Balfour Street) does.

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

Key Intersections

As part of *Technical Paper 1 – Traffic and Transport,* and assessment of the performance of the highest trafficked (on a per lane basis) construction route intersection in the Greater Hume-Lockhart precinct during peak construction activities was undertaken for the Culcairn enhancement sites. The intersection assessment assessed peak hour construction traffic in conjunction with peak background traffic as a worst-case scenario. The assessment showed that the expected performance of the highest trafficked intersection in the precinct was LOS A, showed no change in LOS as a result of the construction generated traffic (48 vehicles per hour) and as such no significant impacts to intersection operation and/or performance. Considering this, it was determined that construction vehicles would not significantly impact upon the performance of any other lesser trafficked construction route within the precinct.

With reference to this assessment, the addition of six (6) construction vehicles per hour is not expected to significantly impact upon the operation of any intersections surrounding the enhancement site (i.e. one (1) vehicle every 10 minutes).

3.1.9 Impact on Public Transport

There will be no change to or impact upon public transport access or operations during the works at the Culcairn Station and Surrounds enhancement site.

3.1.10 Impact on Pedestrians and Cyclists

There will be no change to or impact upon pedestrian and cyclist facilities or access during the works at the Culcairn Station and Surrounds enhancement site.

3.1.11 Access for Businesses and Residents

There will be no change to or impact to access for businesses and/or residents during the works at the Culcairn Station and Surrounds enhancement site.

3.1.12 Changes to Kerbside Management

There will be no changes to kerbside allocations during the works at the Culcairn Station and Surrounds enhancement site.

3.1.13 Works Requiring Short Term Traffic Control

Overview

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

TABLE 67: SHORT-TERM TRAFFIC CONTROL REQUIREMENTS – CULCAIRN STATION AND SURROUNDS ENHANCEMENT SITE

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate C1 – Existing access off Railway Parade	Site access manoeuvres OSOM pedestrian bridge removal	Hold and release / intermittent stop	1 day	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Railway Parade
Gate C2 – Existing access off Melville Street (Olympic Highway)	Site access manoeuvres OSOM pedestrian bridge placement	Hold and release / intermittent stop	1 day	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Melville Street (Olympic Highway)

3.2 Henty Yard Clearances Enhancement Site

3.2.1 Site Location

The location and layout of the Henty Yard Clearances enhancement site is shown below in Figure 30.

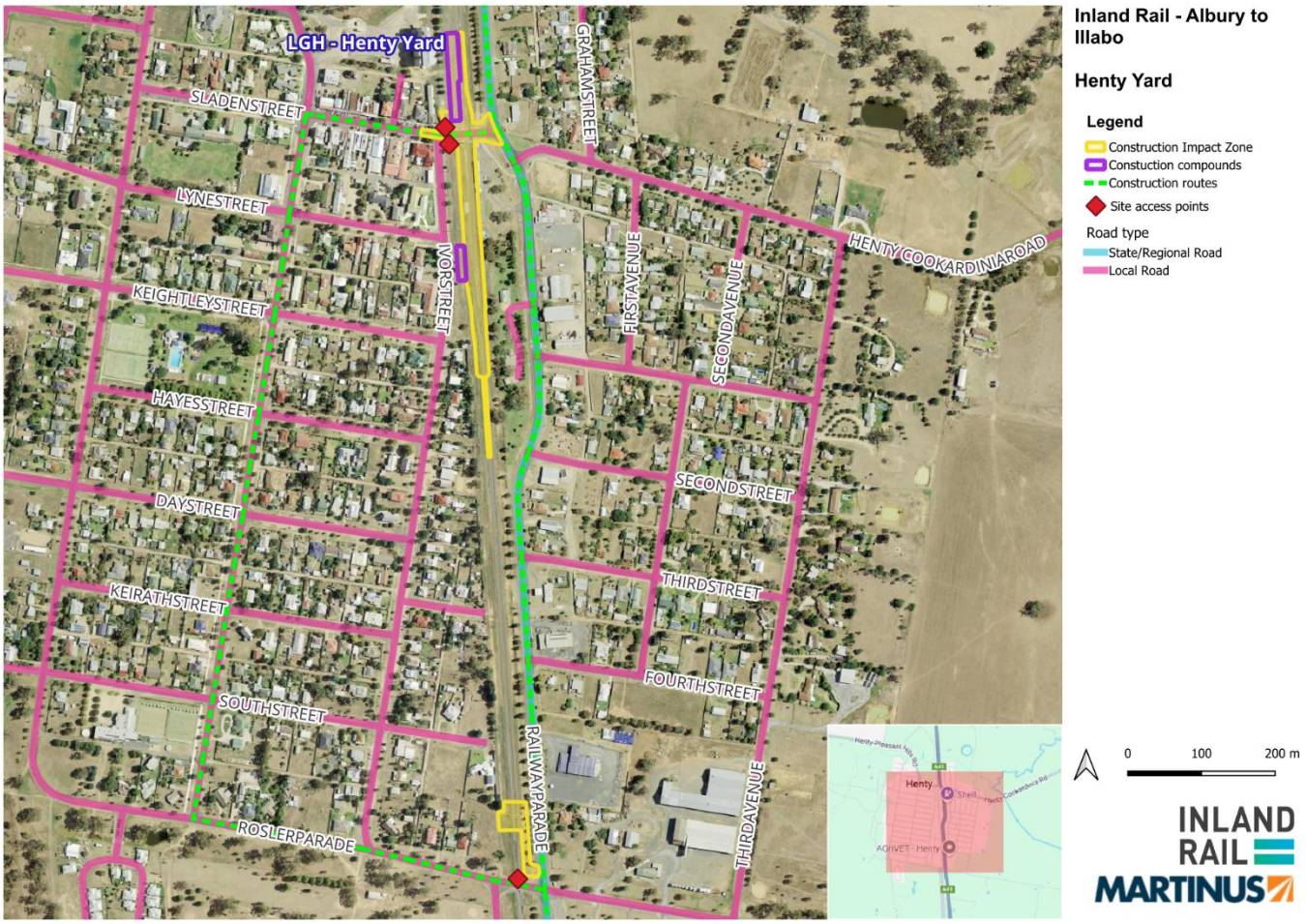


FIGURE 30: HENTY YARD CLEARANCES ENHANCEMENT SITE

3.2.2 Works Required

The scope of works for the Henty Yard Clearances enhancement site comprises the following:

- Site establishment
- Utility works
- Demolition (wall removal)
- Signal Hut install
- Gantry relocation/modification
- Civil works (earthworks, drainage, shoulder reconstruction, pavement footpaths)
- Track works (ballast, track slewing)
- Signalling works
- Level crossing upgrade
- Finishing works and demobilisation

3.2.3 Timing and Duration

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

The works at the Sladen Street Level Crossing is planned to be undertaken in over a 30-day period in March 2027, commencing about two (2) weeks before and finishing about two (2) weeks after a 60-hour rail possession.

3.2.4 Operating Conditions

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

A temporary road closure of Sladen Street between Railway Parade (Olympic Highway) and Ivor Street is required for the railway level crossing works. This is further detailed in Section 3.2.9. Furthermore, temporary speed limit reductions and/or short-term traffic control (intermittent stops) may be implemented along roads surrounding the enhancement site to facilitate the works and/or safe and efficient movement of construction heavy vehicles (refer to Section 3.2.14).

3.2.5 Construction Traffic

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

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

Based on the current methodology and program, it is expected that peak construction vehicle movements will occur over a 30-day period in March 2027, commencing about two (2) weeks before and finishing about two (2) weeks after a 60-hour rail possession.

3.2.6 Site Access

Overview

Access to the worksite will be via three (3) existing access points to the rail corridor, two (2) located on Sladen Street and one (1) located on Rosler Parade/Yankee Cross Road. The locations of the site access gates are shown in Figure 31 below.

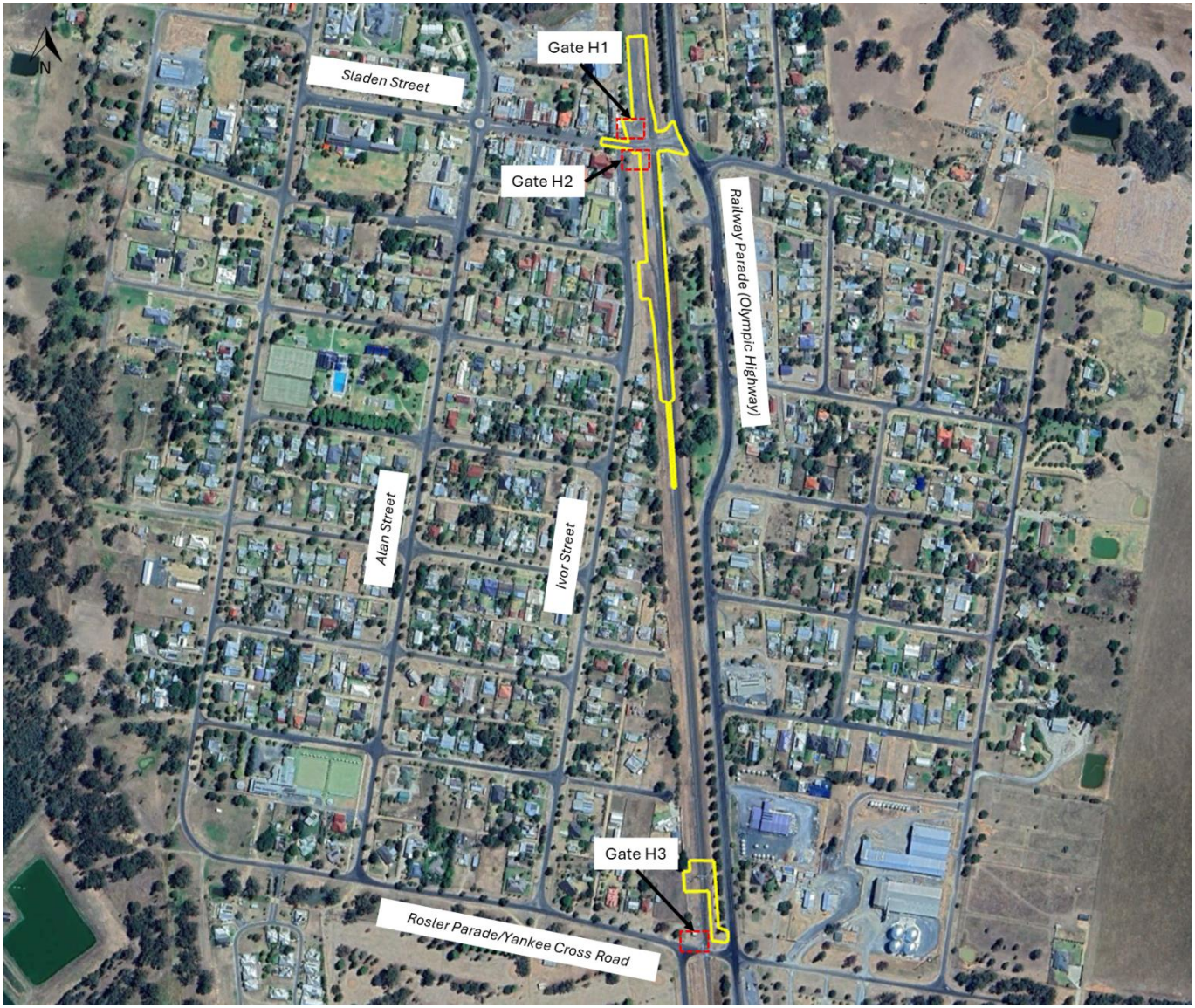


FIGURE 31: SITE ACCESS LOCATIONS – HENTY YARD CLEARANCES

A summary of permitted movements and methods of control at site access locations is provided below in Table 68, with further details provided in subsequent sections of this report.

TABLE 68: SITE ACCESS DETAILS – HENTY YARD CLEARANCES ENHANCEMENT SITE

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate H1 – Existing access off Sladen Street (north)	Entry and exit	Up 12.5m single unit truck	All movements	Give way
		Up 19.0m truck and dog	All movements	
		19.0m semi-trailer	Right in, left out	
Gate H2 – Existing access off Sladen Street (south)	Entry and exit	Up 12.5m single unit truck	All movements	Give way (traffic control for pedestrian/cyclist management)
		Up 19.0m truck and dog	All movements	
		19.0m semi-trailer	Left in, right out	
Gate H3 – Existing access off Rosler Parade	Entry and exit	Up 12.5m single unit truck	All movements	Give-way

Gate H1 – Existing access off Sladen Street (north)

Located on Sladen Street opposite the intersection with Ivor Street, Gate H1 is an existing access to the rail corridor that will provide access to the Henty Yard Clearances enhancement site.

FIGURE 32: GATE H1 – SLADEN STREET (NORTH)

Details of permitted movements and methods of control at Gate H1 is summarised in Table 68.

FIGURE 33: SITE ACCESS DETAILS – GATE H1

Sight Distance Assessment

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

TABLE 69: SIGHT DISTANCE ASSESSMENT – GATE H1

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	50km/hr[2]	73m[1]	Yes	123m	Refer below	83m	Refer below
West of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.
2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 50km/h plus 10km/h = 60km/h).

Available sight distance to the west of Gate H1 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Sladen Street, sight distance to the east is limited due to the proximity of the Sladen Street / Railway Parade (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Railway Parade (Olympic Highway) onto Sladen Street will do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate H1 and the Sladen Street / Railway Parade (Olympic Highway) intersection (approximately 75m) is considered appropriate given requirements of safe stopping distance is achieved.

Acceleration and Deceleration Lanes

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

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Sladen Street.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Sladen Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (refer above), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment adopted the methodology presented within Section 5.2.3.3 of the document and is presented below.

TABLE 70: SITE ACCESS ASSESSMENT CRITERIA – GATE H1

Site Access Assessment	
Location:	Sladen Street (north)
AADT:	764
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Less than 2D

FIGURE 34: VIEW EAST FROM GATE H1 (AT ACCESS POINT)

FIGURE 35: VIEW WEST FROM GATE H1 (AT ACCESS POINT)

As available sight distance approaching Gate H1 is less than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 71 below.

TABLE 71: GATE H1 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS LESS THAN 2D (TABLE 5-6 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

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

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

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

A shown above, a VMP is required and will be developed prior to the commencement of works. The VMP will identify the location of the site access gate, permitted movements and controls.

Gate H2 – Existing access off Sladen Street (south)

Located on Sladen Street approximately at the south east corner of the intersection with Ivor Street, Gate H2 is an existing access to the rail corridor that will provide access to the Henty Yard Clearances enhancement site.

FIGURE 36: GATE H2 – SLADEN STREET (SOUTH)

Details of permitted movements and methods of control at Gate H2 is summarised in Table 68.

FIGURE 37: SITE ACCESS DETAILS – GATE H2

Sight Distance Assessment

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

TABLE 72: SIGHT DISTANCE ASSESSMENT – GATE H2

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	50km/hr[2]	73m[1]	Yes	123m	Refer below	83m	Refer below
West of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.
2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 50km/h plus 10km/h = 60km/h).

Available sight distance to the west of Gate H2 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Sladen Street, sight distance to the east is limited due to the proximity of the Sladen Street / Railway Parade (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Railway Parade (Olympic Highway) onto Sladen Street will do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate H2 and the Sladen Street / Railway Parade (Olympic Highway) intersection (approximately 75m) is considered appropriate given requirements of safe stopping distance and minimum gap sight distance are achieved.

Acceleration and Deceleration Lanes

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

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Sladen Street.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Sladen Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (refer above), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment adopted the methodology presented within Section 5.2.3.3 of the document and is presented below.

TABLE 73: SITE ACCESS ASSESSMENT CRITERIA – GATE H2

Site Access Assessment	
Location:	Sladen Street (south)
AADT:	764
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Less than 2D

FIGURE 38: VIEW EAST FROM GATE H2 (AT ACCESS POINT)

FIGURE 39: VIEW WEST FROM GATE H2 (AT ACCESS POINT)

As available sight distance approaching Gate H2 is less than 2D (100m), an assessment has been undertaken using Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 74 below.

TABLE 74: GATE H2 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS LESS THAN 2D (TABLE 5-6 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

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

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

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

A shown above, a VMP is required and will be developed prior to the commencement of works. The VMP will identify the location of the site access gate, permitted movements and controls.

Gate H3 – Existing access off Rosler Parade

Located on Rosler Parade near the intersection with Henty-Walla Road, Gate H3 is an existing access to the rail corridor that will provide access to the Henty Yard Clearances enhancement site.

FIGURE 40: GATE H3 – ROSLER PARADE

Details of permitted movements and methods of control at Gate H3 is summarised in Table 68.

FIGURE 41: SITE ACCESS DETAILS – GATE H3

Sight Distance Assessment

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

TABLE 75: SIGHT DISTANCE ASSESSMENT – GATE H3

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
East of access	50km/hr[2]	73m[1]	Refer below	123m	Refer below	83m	Refer below
West of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes

1. Desirable minimum value for all road types.
2. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 50km/h plus 10km/h = 60km/h).

Available sight distance to the west of Gate H3 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Rosler Parade, sight distance to the east is limited due to the proximity of the Rosler Parade / Railway Parade (Olympic Highway) intersection, where approximately 55m of sight distance is available. While the available sight distance does not achieve the minimum safe stopping distance or minimum gap sight distance for the posted speed of 50km/hr, it is reasonably expected that vehicles manoeuvring from Railway Parade (Olympic Highway) onto Rosler Parade will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for a posted speed limit of 40km/hr is considered appropriate (49m and 55m accordingly).

Considering the above, the sight distance available between Gate H3 and the Rosler Parade / Railway Parade (Olympic Highway) intersection (approximately 55m) is considered appropriate.

Acceleration and Deceleration Lanes

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

- Suitable gaps in traffic are expected to exist for vehicles exiting the site access to enter the traffic stream along Rosler Parade.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Rosler Parade falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (refer above), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment adopted the methodology presented within Section 5.2.3.3 of the document and is presented below

TABLE 76: SITE ACCESS ASSESSMENT CRITERIA – GATE H3

Site Access Assessment	
Location:	Rosler Parade
AADT:	153
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	Less than 2D

FIGURE 42: VIEW EAST FROM GATE H3 (AT ACCESS POINT)

FIGURE 43: VIEW WEST FROM GATE H3 (AT ACCESS POINT)

As available sight distance approaching Gate H3 is less than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 77 below.

TABLE 77: GATE H3 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS LESS THAN 2D (TABLE 5-7 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES*)

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

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

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

A shown above, a VMP is required and will be developed prior to the commencement of works. The VMP will identify the location of the site access gate, permitted movements and controls.

3.2.7 Construction Vehicle Access Routes

Construction heavy vehicles will access the worksite via the routes identified within Environmental Approval Documentation, with the routes detailed below in Table 78.

TABLE 78: CONSTRUCTION VEHICLE ACCESS ROUTES – HENTY YARD CLEARANCES ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate H1	Inbound	Railway Parade (Olympic Highway) onto Sladen Street.	Up to 19.0m semi-trailer
	Outbound	Sladen Street onto Railway Parade (Olympic Highway).	
Gate H2	Inbound	Railway Parade (Olympic Highway) onto Sladen Street.	Up to 19.0m semi-trailer
	Outbound	Sladen Street onto Railway Parade (Olympic Highway).	
Gate H3	Inbound	Railway Parade (Olympic Highway) onto Rosler Parade.	Up to 12.5m single unit truck
	Outbound	Rosler Parade onto Railway Parade (Olympic Highway).	

These access routes are depicted in Figure 44. Alteration to these construction routes will be required during the Sladen Street closure (refer to 3.2.9 for details), these alterations are depicted in Figure 45.

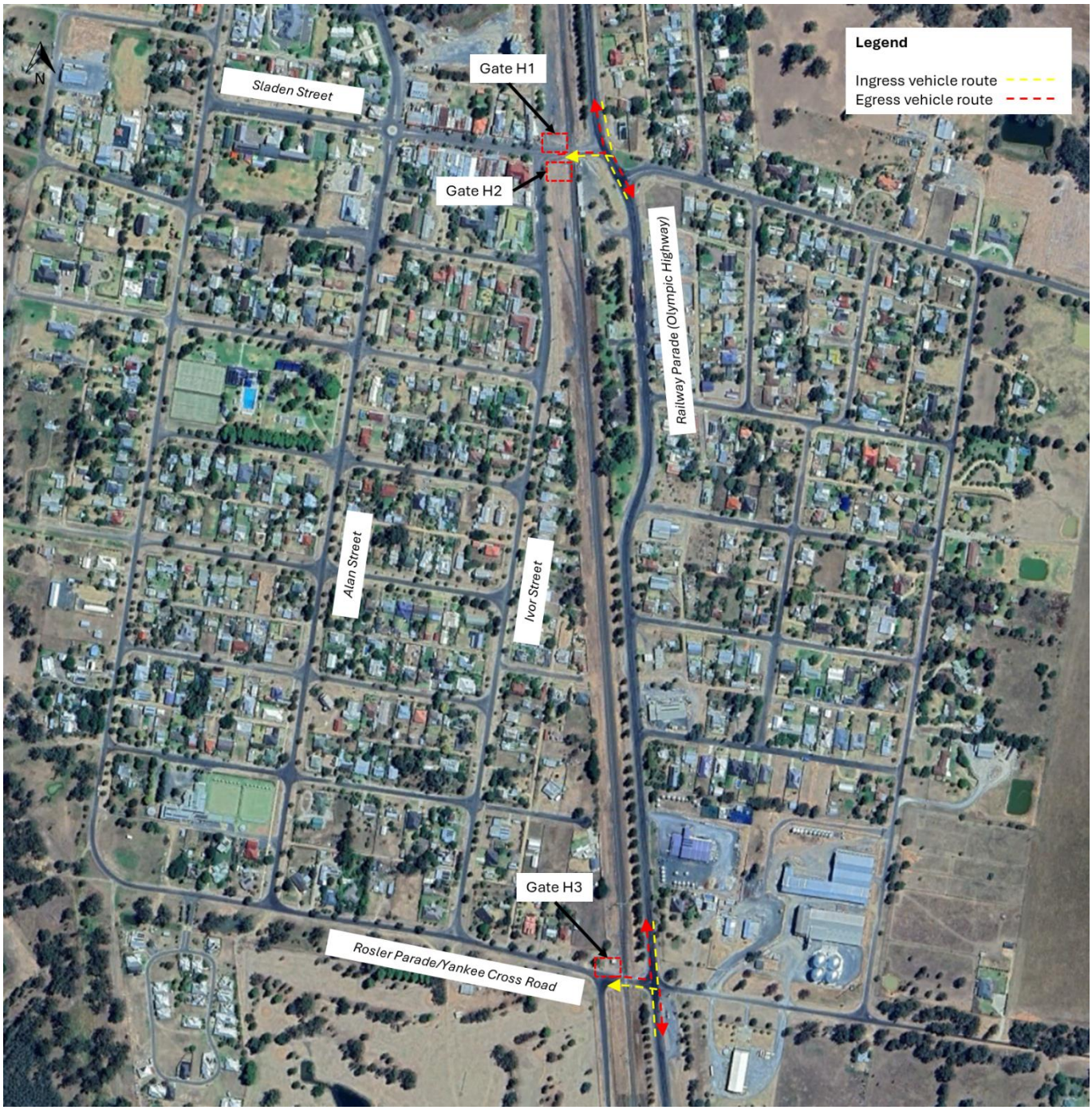


FIGURE 44: CONSTRUCTION VEHICLE ACCESS ROUTES

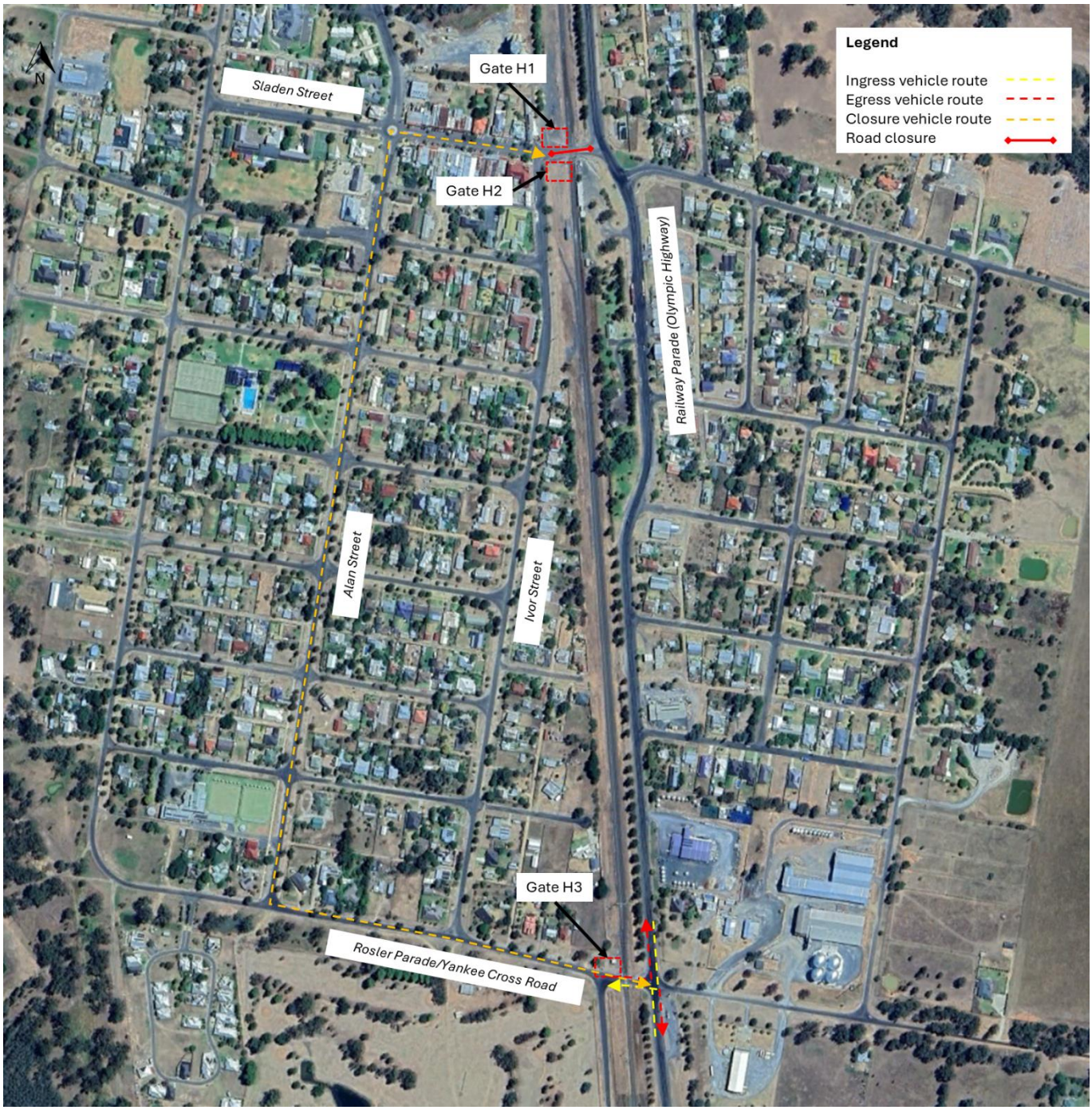


FIGURE 45: CONSTRUCTION VEHICLE ACCESS ROUTES – DURING SLADEN STREET CLOSURE

3.2.8 Impact on Traffic Flow

Key Roads

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

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

TABLE 79: LINK LOS ADAPTED FROM THE *GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4*

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

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

The link LOS assessment for the Henty Yard Clearances enhancement site is shown in Table 80 below. It should be noted that to determine future year background traffic demands (2025), an annual growth rate of 2% (compounding) has been applied to the recorded background traffic volumes (refer to Section 2).

TABLE 80: LINK LOS ASSESSMENT – HENTY YARD CLEARANCES ENHANCEMENT SITE

Road link	No. of lanes (per direction)	2025 peak hour Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Railway Parade / Olympic Highway[1]	1	238	A	6	244	2.5%	A
Sladen Street	1	53	A		59	11.3%	A
Rosler Parade[2]	1	10	A		16	60%	A

1: No data available, volumes estimated as Olympic Highway – 290m North of Calool Lane, Culcairn

2. No data available, volumes estimated as 50% of Sladen Street

The link LOS assessment for the Henty Yard Clearances enhancement site shows that with construction traffic, there is no change is LOS from the "without construction traffic scenario" during the peak periods. As a result, no significant impact to road operation or performance are expected to result from the traffic generated by the works. As such, mitigations are not considered warranted as a result of the works.

Key Intersections

As part of *Technical Paper 1 – Traffic and Transport,* and assessment of the performance of the highest trafficked (on a per lane basis) construction route intersection in the Greater Hume-Lockhart precinct during peak construction activities was undertaken for the Culcairn enhancement sites. The intersection assessment assessed peak hour construction traffic in conjunction with peak background traffic as a worst-case scenario. The assessment showed that the expected performance of the highest trafficked intersection in the precinct was LOS A, showed no change in LOS as a result of the construction generated traffic (48 vehicles per hour) and as such no significant impacts to intersection operation and/or performance. Considering this, it was determined that construction vehicles would not significantly impact upon the performance of any other lesser trafficked construction route within the precinct.

With reference to this assessment, the addition of six (6) construction vehicles per hour is not expected to significantly impact upon the operation of any intersections surrounding the enhancement site (i.e. one (1) vehicle every 10 minutes).

3.2.9 Impact of Road Closure

Sladen Street Road Closure

As detailed in Figure 46, the works required will be facilitated through the closure of Sladen Street between Railway Parade (Olympic Highway) and Ivor Street for a 30-day period in March 2027, commencing about two (2) weeks before and finishing about two (2) weeks after a 60-hour rail possession, however, pedestrian and cyclist access will remain.

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

- **Detour route**: Rosler Parade, Alan Street, Sladen Street

Negligible impacts to school bus operations are expected apart from the 30-day closure of Sladen Street. To facilitate the Sladen Street closure, Bus Service Alteration Requests (BSARs) will be prepared and any necessary amendments to existing services contracts will be completed prior to the implementation of the required 30-day detour during the closure of Sladen Street.

Negligible impacts are expected to Emergency services access and response times with access to the north via Grubben Road and/or Rosler Parade to the south being retained at all times.

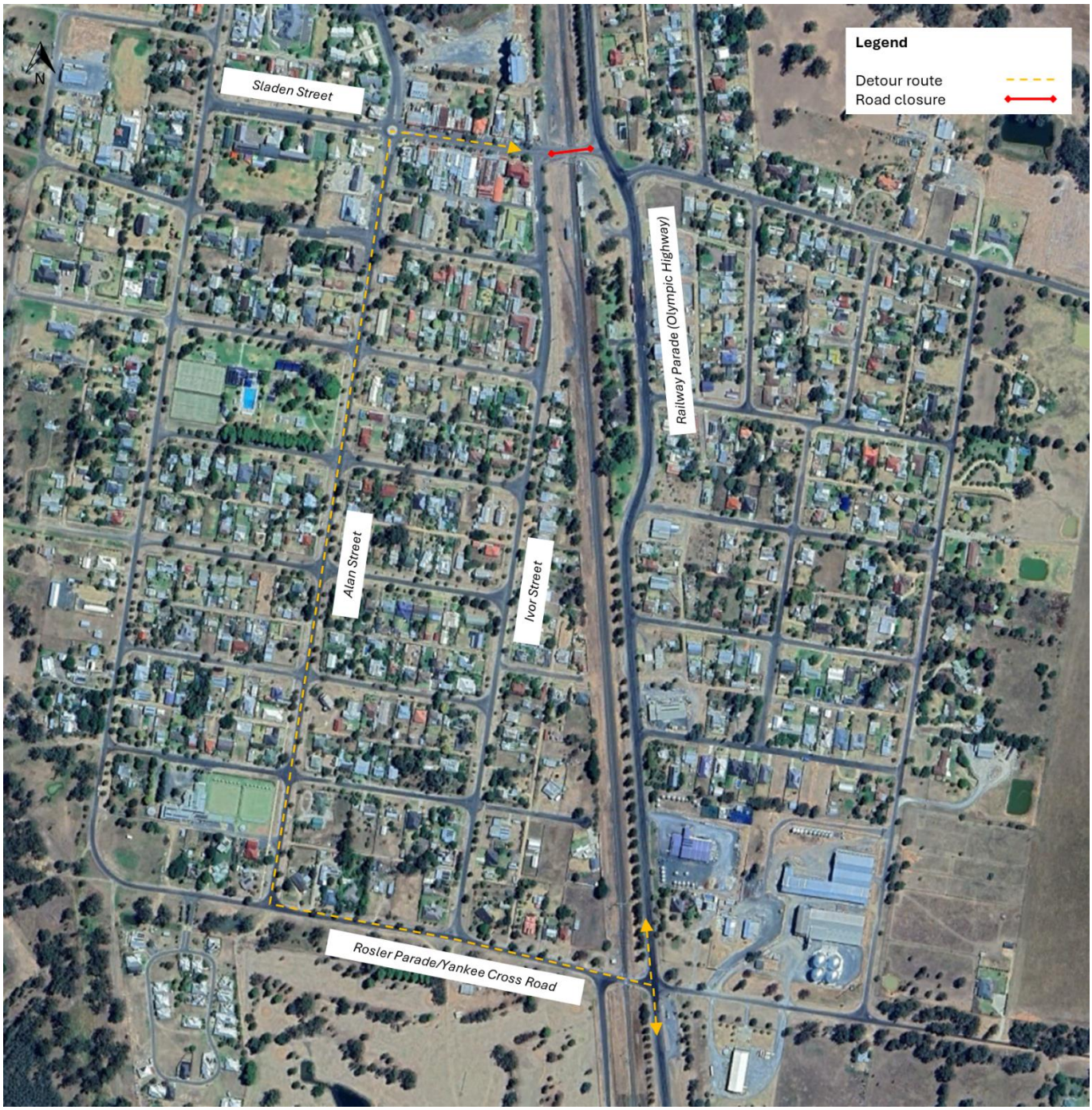


FIGURE 46: SLADEN STREET ROAD CLOSURE

3.2.10 Impact on Public Transport

There will be no change to or impact to public transport operations or access during the works at the Henty Yard Clearances enhancement site with the only exception being a 30-day temporary traffic detour required for the railway level crossing reconstruction. At this time the traffic detour as outlined in Section 3.2.9 will be implemented.

Bus Service Alteration Requests (BSARs) will be prepared and any necessary amendments to existing services contracts will be completed prior to the closure of Sladen Street.

3.2.11 Impact on Pedestrians and Cyclists

There will be no change to or impact to pedestrian and cyclist facilities or access during the works. Traffic control will be implemented to manage the intersection between pedestrians and cyclist and Gate H2 during the work. During the 30-day temporary traffic detour required for the railway level crossing reconstruction, provisions will be made to retain and manage pedestrian and cyclist connectivity along Sladen Street.

3.2.12 Access for Businesses and Residents

There will be no change to or impact to access for businesses and/or residents during the works at the Henty Yard Clearances enhancement site with the only exception being a 30-day temporary traffic detour required for the railway level crossing reconstruction. At this time the traffic detour as outlined in Section 3.2.9 will be implemented.

3.2.13 Changes to Kerbside Management

There will be no change to or impact to kerbside management during the works at the Henty Yard Clearances enhancement site with the only exception being a 30-day temporary traffic detour required for the railway level crossing reconstruction. At this time the vehicles used for kerbside management activities (i.e. garbage trucks) will be subject to the traffic detour as outlined in Section 3.2.9, however, there will be no change to kerbside management activities.

3.2.14 Works Requiring Short Term Traffic Control

The works are generally confined to the rail corridor and as such do not involve works be constructed under traffic. Temporary speed limit reductions and/or short-term traffic control (intermittent stops) may be implemented to manage site entry and exit movements as required for construction heavy vehicles.

TABLE 81: SHORT-TERM TRAFFIC CONTROL REQUIREMENTS – HENTY YARD CLEARANCES ENHANCEMENT SITE

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate H2 – Existing access off Sladen Street (south)	Construction	Pedestrian and cyclist management	3 months	Subject to the times permitted under the appropriate approval issued by the relevant authority	Pedestrian and cyclist management
Sladen Street Closure and traffic detour including the Railway Parade (Olympic Highway) and Rosler Parade intersection and the Allan Street and Rosler Parade intersection.	Track possession for Railway Level Crossing works	Detour of Sladen Street on-road traffic.	1 month	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Sladen Street

4 ROAD SAFETY ASSESSMENT OF CONSTRUCTION VEHICLE ACCESS ROUTES

4.1 Background

While the above assessment considered the ability for construction vehicles to manoeuvre into and out work sites using the designated access routes, consideration has not been given to the appropriateness of the use of roads along the designated access routes by construction vehicles.

To evaluate any potential impacts associated with the use of roads along the designated access routes by construction vehicles, an assessment encompassing:

- A crash history analysis to understand crashes and risks
  - A review of historical crash data provides a way to look at factors contributing to the likelihood or consequence of crashes.
- A turn path analysis
  - By undertaking turn path analysis, the mobility of construction vehicles can be evaluated, and potential risks associated with introducing construction vehicles is able to be attained.
- A risk assessment in the road safety context (comparing the current level of risk (i.e., current traffic) with the proposed level of risk (i.e., current traffic plus construction traffic)).
  - A risk assessment based on network road design attributes supplemented by crash data considering potential safety or transport issues.

In line with previous assessments documented within Appendix D of the Addendum Assessment to *Technical Paper 1: Traffic and Transport*, this assessment has been undertaken only along roads and at locations where there is no evidence or existing approval (i.e., pre-approved heavy vehicle routes) or heavy vehicle traffic. As such, the analysis has been undertaken to consider the key roads and key intersections outlined herein.

4.2 Crash History

4.2.1 Background

While it is recognised that as part of *Technical Paper 1: Traffic and Transport* a crash analysis was undertaken, limited findings were presented, with the following observations made:

- Culcairn Station and Surrounds
  - the crashes that occurred in the data collection period in the vicinity of the Culcairn Station and Surrounds enhancement sites, with the following observations:
    — Railway Parade/Balfour Street (key road links and intersection) – four crashes
    — Balfour Steer/Melville Street (key road links and intersection) – one crash
    — No fatal crashes are noted in the vicinity of this enhancement site.
- Henty Yard Clearances
  - the crashes that occurred in the data collection period in the vicinity of the Henty Yard Clearances enhancement site, with the following observations noted:
    — Olympic Highway (key road link) – six crashes, five of which occurred in dark lighting conditions
    — No fatal crashes are noted in in the vicinity of this enhancement site.

Unlike the initial analysis undertaken, this analysis has been conducted to identify predominant crash types and any crash patterns or trends along particular sections of construction vehicle access routes and identify contributing factors and discuss potential countermeasures where required. The analysis comprises the following steps:

- The first step of the analysis involves obtaining electronically the detail of each of the recorded crashes that occurred within the bounds of the construction vehicle access routes. Crash data used in this assessment has been sourced from the *Transport for NSW, Interactive Crash Statistics (https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics).*
- Next, to identify whether a particular location has a potential crash problem, an initial analysis of crash frequency has been undertaken (i.e., number of crashes) with respect to the lower limiting threshold values (i.e., locations with three (3) or more recorded crashes) is first undertaken. Where the number of crashes at a particular location exceeds the lower limiting threshold, a further desktop analysis has been undertaken to identify predominant crash types (i.e., rear-end, head-on etc.) and common crash characteristics (i.e., time-of-day, day/night/duck etc. of the occurrence of all the recorded crashes). Through the identification and summation of predominant crash types at a particular location, comparison against crash-specific threshold values is undertaken to determine whether further analysis of crash causation is required, and investigation of countermeasures.

TABLE 82: CRASH HISTORY DATA THRESHOLDS

Type of location and criteria	Number of towaway and casualty crashes in five (5) years						
	Pedestrian	Intersection	Rear-end, overtaking, vehicle turning	Right-turn-against, oncoming	Off-road lost control, head-on	Manoeuvring	**Lower limiting threshold (further analysis required)**
Cross-intersection (not signalised or roundabout		3	5	5			**3**
Non-signalised intersection (not roundabout or cross-intersection)		4	5	5			**4**
Signalised intersection		5	9	5			**5**
Roundabout		5	5				**5**
Rural intersection ("Give Way" or "Stop" control)		3	4	4		3	**3**
Urban mid-block location			3	3	3	4	**3**
Rural mid-block location			3	3	3		**3**
Mid-block location with a pedestrian crash problem	3						**3**

Notes:

Threshold numbers are representative of high-volume roads, with some non-injury crashes report (*Austroads Guide to Road Safety, Part 2: Safe Roads – Table 4.1)*

Urban = 80km/hr or lower, rural = over 80km/hr

'Mid-block' means a length of road between intersections

For intersection locations, include crashes within 30m (urban) or 100m (rural).

4.2.2 Crash analysis

Culcairn

The figure below shows six (6) crashes recorded between the period from 2019 to 2023 within Culcairn proximate the works.

FIGURE 47: CRASH LOCATIONS CULCAIRN

From the available crash data, six (6) crashes were recorded proximate the Culcairn Station and Surrounds site:

- One (1) crash proximate to the Railway Parade and Balfour Street intersection
  - One (1) non-casualty (towaway).
- One (1) crash proximate to the Balfour Street and Melville Street intersection
  - One (1) moderate injury.
- One (1) crash proximate to the Gamble Street and Melville Street intersection
  - One (1) non-casualty (towaway).
- One (1) crash on Balfour Street between Melville Street and Gordon Street
  - One (1) moderate injury.
- One (1) crash on Balfour Street between Munro Street and Federal Street
  - One (1) non-casualty (towaway).
- One (1) crash proximate to the Melville Street and Melrose Street intersection
  - One (1) non-casualty (towaway).

With respect to the identified thresholds, the occurrence of six (6) crashes spaced across Culcairn is not considered to present any trends or patterns warranting further investigation.

Henty

The figure below shows six (6) crashes recorded between the period from 2019 to 2023 within Henty proximate the works.

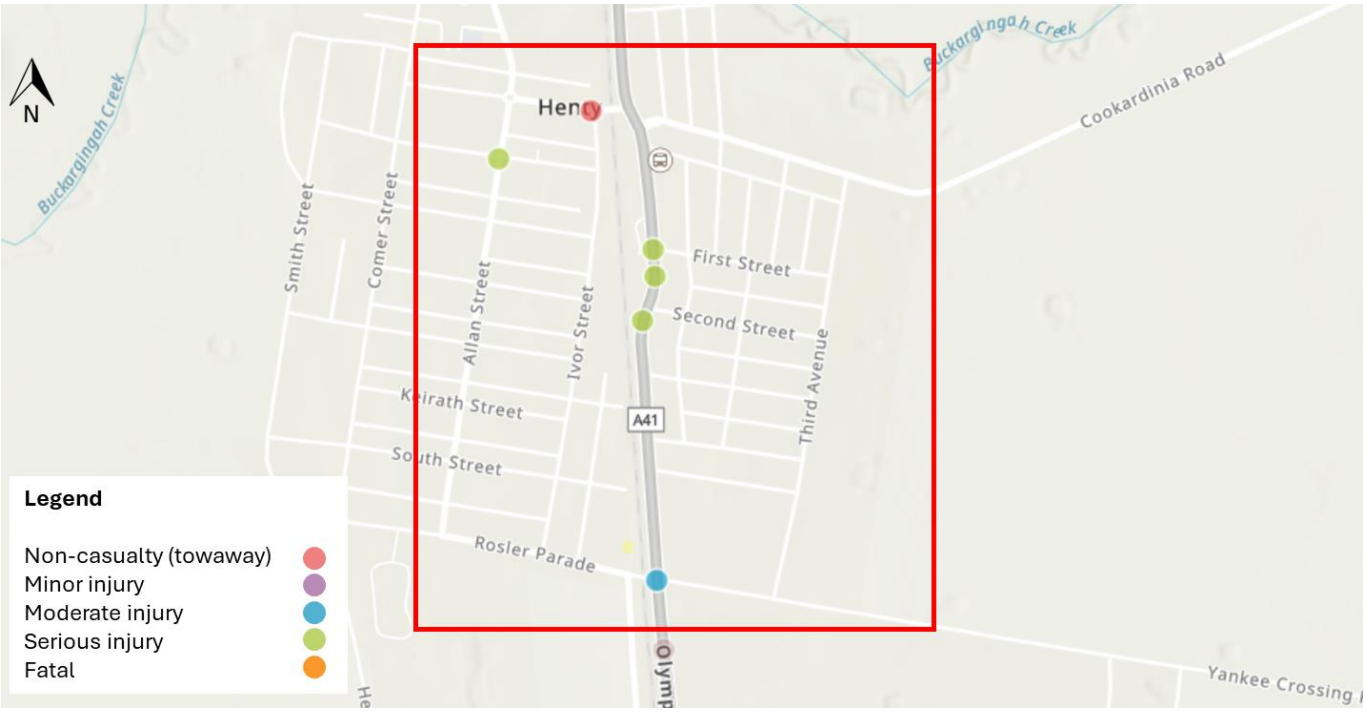


FIGURE 48: CRASH LOCATIONS HENTY

From the available crash data, six (6) crashes were recorded proximate the Culcairn Station and Surrounds site:

- One (1) crash proximate to the Railway Parade and Rosler Parade/Yankee Crossing Road intersection
  - One (1) moderate injury.
- One (1) crash proximate to the Allan Street and Lyne Street intersection
  - One (1) serious injury.
- One (1) crash proximate to the Railway Parade and First Street intersection
  - One (1) serious injury.
- One (1) crash on Railway Parade between First Street and Second Street
  - One (1) serious injury.
- One (1) crash on Railway Parade between Second Street and Third Street
  - One (1) serious injury.
- One (1) crash proximate to the Sladen Street and Ivor Street intersection
  - One (1) non-casualty (towaway).

With respect to the identified thresholds, the occurrence of six (6) crashes spaced across Culcairn is not considered to present any trends or patterns warranting further investigation.

4.3 Swept path analysis

4.3.1 Overview

To ensure that construction vehicles can safely manoeuvre along the identified construction routes, a review of vehicle movements at intersections has been undertaken. A summary of identified construction routes to be utilised by construction vehicles throughout the works is provided by the swept path assessment provided in Appendix B.

4.4 Risk Assessment

A risk assessment has been undertaken to identify, evaluate, and to mitigate potential hazards associated with the introduction of construction heavy vehicle traffic linked to the works. Through this assessment, key hazards such as adverse conditions resulting from increased vehicle demands (i.e., congestion), road user safety and pedestrian safety have been analysed for both current (i.e. current operating conditions) and future (current with construction traffic) scenarios.

Identified risks have been considered using the risk scoring matrix shown in Table 83, with the risk assessment detailed in Table 84 (Culcairn) and Table 85 (Henty).

From the risk assessment, where a risk has been observed to have a “High” risk level, or where an increase in risk level has been observed, further consideration of mitigation measures has been undertaken to reduce the likelihood or consequence of the risk.

TABLE 83: RISK ASSESSMENT SCORING MATRIX

		Potential consequence				
		Property damage (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential Likelihood	Almost certain (5) (likely to occur more than once a year)	M	M	H	H	H
	Likely (4) (likely to occur approximately once a year)	M	M	M	H	H
	Moderate (3) (likely to occur 5 once every five years)	L	M	M	M	H
	Unlikely (2) (likely to occur approximately once every 5 – 10 years)	L	L	M	M	M
	Rare (1) (likely to occur with less frequency than once every 10 years)	L	L	L	M	M

TABLE 84: RISK ASSESSMENT (CULCAIRN)

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Railway Parade (between Balfour Street and Gate C1)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Railway Parade generally features greater than 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Railway Parade	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Culcairn Station and Surrounds enhancement site detailed within Section 4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Railway Parade.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Railway Parade.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Kerbside parking is not altered along Railway Parade.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Railway Parade.
6	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	M	1	4	M	-	-	-	-	Overtaking is generally not expected along Railway Parade.
Balfour Street (between the Railway Parade and Melville Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-	-	-	-	Balfour Street generally features a 3.5m wide travel lanes.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Balfour Street	1	3	L	1	3	L	-	-	-	-	The link level of service (LOS) assessment for the Culcairn Station and Surrounds enhancement site detailed within Section 4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Balfour Street.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	M	2	3	M	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Balfour Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	M	2	3	M	-	-	-	-	Kerbside parking is not altered along Balfour Street.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Balfour Street.
6	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Overtaking is generally not expected along Balfour Street.
Melville Street (between the Balfour Street and Gate C2)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-	-	-	-	Melville Street generally features a 3.5m wide travel lanes.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Melville Street	1	3	L	1	3	L	-	-	-	-	The link level of service (LOS) assessment for the Culcairn Station and Surrounds enhancement site detailed within Section 4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Melville Street.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	M	2	3	M	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Melville Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	M	2	3	M	-	-	-	-	Kerbside parking is not altered along Melville Street.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Melville Street.
6	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	M	1	4	M	-	-	-	-	Overtaking is generally not expected along Melville Street.

TABLE 85: RISK ASSESSMENT (HENTY)

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
Project risks		Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Sladen Street (between Railway Parade and Alan Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-.	-	-	-	Sladen Street generally features greater than 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Sladen Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Henty Yard Clearances enhancement site detailed within Section 4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Sladen Street.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Sladen Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Kerbside parking is not altered along Sladen Street.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Sladen Street.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed environment.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Overtaking is generally not expected along Sladen Street.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Rosler Parade (between Railway Parade and Alan Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Rosler Parade generally features a 7.0m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Rosler Parade	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Henty Yard Clearances enhancement site detailed within Section 4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Rosler Parade.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Rosler Parade.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Kerbside parking is not altered along Rosler Parade.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Rosler Parade.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed environment.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Overtaking is generally not expected along Rosler Parade.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Alan Street (between Rosler Parade and Sladen Street)												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Alan Street generally features a 8.4m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Alan Street	1	3	**L**	1	3	**L**	-	-	-	-	The link level of service (LOS) assessment for the Henty Yard Clearances enhancement site detailed within Section 4.2.2 of the *Technical Paper 1 – Traffic and Transport* shows no change in LOS as a result of construction generated traffic and subsequently no significant impacts to road operation and performance are expected on Alan Street.
3	Vehicles entering and exiting driveways are unrecognised by approaching drivers, resulting in rear-end collisions.	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Alan Street.
4	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Kerbside parking is not altered along Alan Street.
5	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Alan Street.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed environment.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Overtaking is generally not expected along Alan Street.

5 OPERATIONAL REQUIREMENTS

5.1 Temporary Road Safety Barriers and End Treatments

The use road safety barriers and end treatments will be in accordance with the approved products nominated within the TfNSW Accepted Road Safety Barrier Systems and Devices guidance.

5.2 Temporary Signage

The type, location and sizes of existing signage to be retained and/or removed and new signage to be installed during the operation of this TMP will be as per the TGS's listed Appendix A.

5.3 Temporary Pavement Markings

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

5.4 Variable Message Signs

Variable message signs may be provided as part of the project's traffic management on the approach to the project works. Typically, VMS will be installed two (2) weeks prior to any changes to traffic conditions and/or to support short term high impact works.

The VMS shall be located:

- Where there is a kerb, the VMS should be positioned behind it.
- Where practical, located behind a suitable barrier and outside the barrier's deflection zone.
- Located where it does not interfere with pedestrians, cyclists, and other footpath users.
- Located where it does not affect adjoining street gap sight distances.

If no suitable location is available behind the kerb, located in a parking lane ensuring it does not encroach into the traffic lane and is adequately delineated.

5.5 Works to be Constructed Under Short-term Traffic Control

The works are generally confined to the rail corridor and as such do not involve works be constructed under traffic. Temporary speed limit reductions and/or short-term traffic control (intermittent stops) will be implemented as required to manage some site entry and exit movements for construction heavy vehicles.

All works requiring short-term traffic control will be managed under the necessary approval(s) from the relevant authorities.

5.6 Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is about designing urban environments such that opportunities for offending are reduced and feelings of safety are enhanced. CPTED aims to reduce opportunities for crime by increasing the risks and efforts for offenders as well as reducing the rewards.

The applicable CPTED requirements for temporary works on this project are as follows:

- Natural Surveillance: Perception that people can be seen is increased
- Natural access control: Create and control access to private spaces
- Good definition of space and ownership: Reduce the ambiguity between private and public spaces

Where pedestrian access has the potential of be being affected by the Project construction work, a screening assessment has been undertaken to determine whether further analysis is required. The screening assessment for the Junee precinct is included in Table 86.

TABLE 86: CPTED SCREENING ASSESSMENT

Question		Yes/No	Comments
1	Are any pedestrian footpaths required to be diverted due to the Project construction work? (If 'no', the screening assessment is complete. If 'yes' proceed to Question 2).	No	Refer to Section 3.1.10 & Section 3.2.11.
2	If pedestrian diversions are required as a result of the construction work, does the diversion direct pedestrians onto existing pedestrian or shared access footpaths? (If 'yes', the screening assessment is complete. If 'no' proceed to Question 3)	-	
3	Does the diverted pedestrian footpath provide for clear lines of sight to public places and provide natural surveillance?	-	
4	Does the diverted pedestrian footpath facilitate access to public space (e.g. does not create enclosed spaces or spaces that only have one entry and exit point)	-	
5	Does the diverted pedestrian footpath provide good definition of space and ownership.	-	
6	Is lighting sufficient and meet ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public	-	

6 COMMUNICAITON AND COORDINATION

6.1 Traffic and Transportation Committee

The Traffic and Transportation Committee (TTC) will be the forum for discussion of the effectiveness of the PTMP. Refer to Section 6.9 of the CTTAMP for more details.

6.2 Traffic and Transport Liaison Group

The Traffic and Transport Liaison Group (TTLG) and Community and Stakeholder Communication and Engagement team will work closely with each other to ensure there is a seamless approach to managing traffic communications. Refer to Section 6.9 of the CTTAMP.

APPENDICES

APPENDIX A

List of Expected Traffic Guidance Schemes

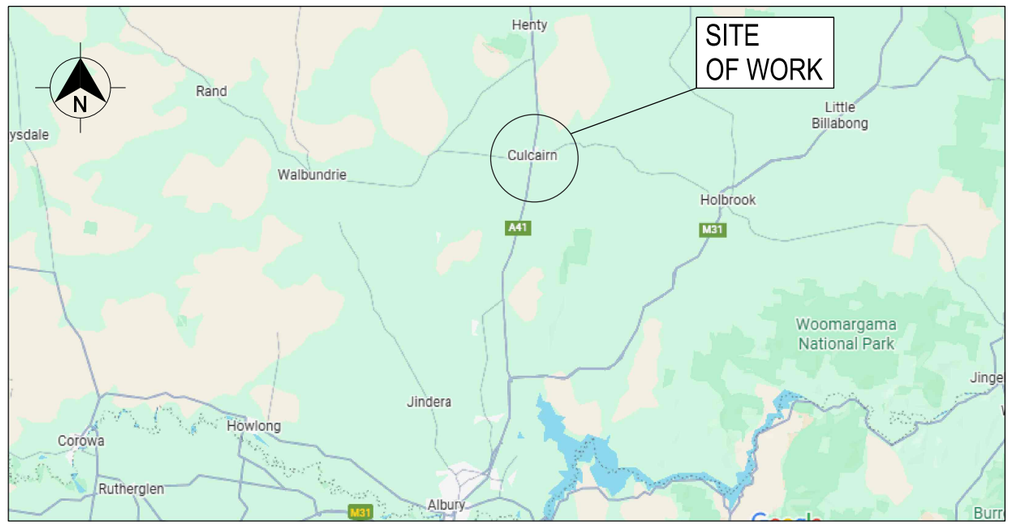
List of Expected Traffic Guidance Schemes

TGS #	Title	Comment
MR-A2I-CU-TGS-001	Gate C1 – Existing access off Railway Parade (Site access manoeuvres OSOM pedestrian bridge removal)	
MR-A2I-HE-TGS-001	Sladen Street Closure and traffic detour	

APPENDIX B

Swept Path Analysis

GREATER HUME COUNCIL
CTTAMP MITIGATIONS
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
CULCAIRN



LOCALITY PLAN

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

PLOT DATE / TIME 04/09/2025 8:41:16 AM PLOT BY BryceDennett

CLIENT MARTINUS

PREPARED BY RIGORE ENGINEERING SERVICES

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

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS - CULCAIRN

A3

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW10-001
ISSUE 1

GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
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	DD	31				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW10	SWEPT PATH ANALYSIS (28 SHEETS)					
SW10-001	COVER SHEET					
SW10-002	INDEX					
SW10-003	KEY PLAN					
SW10-004	SWEPT PATH - SEMI - RAILWAY PARADE AND BALFOUR STREET - LI RO					PASS
SW10-005	SWEPT PATH - SEMI - RAILWAY PARADE AND BALFOUR STREET - RO LI					PASS
SW10-006	SWEPT PATH - SEMI - RAILWAY PARADE AND BALFOUR STREET - THROUGH					PASS
SW10-007	SWEPT PATH - SEMI - BALFOUR STREET AND MELVILLE - LO RI					PASS
SW10-008	SWEPT PATH - 12.5 SU - GATE C1 - LO					PASS
SW10-009	SWEPT PATH - 12.5 SU - GATE C1 - RI					PASS
SW10-010	SWEPT PATH - TD - GATE C1 - LO					PASS
SW10-011	SWEPT PATH - TD - GATE C1 - RI					PASS
SW10-012	SWEPT PATH - SEMI - GATE C1 - LO					PASS
SW10-013	SWEPT PATH - SEMI - GATE C1 - RI					PASS
SW10-014	SWEPT PATH - 12.5 SU - GATE C2 - LI					PASS
SW10-015	SWEPT PATH - 12.5 SU - GATE C2 - LO					PASS
SW10-016	SWEPT PATH - 12.5 SU - GATE C2 - RI					PASS
SW10-017	SWEPT PATH - 12.5 SU - GATE C2 - RO					PASS
SW10-018	SWEPT PATH - TD - GATE C2 - LI					PASS
SW10-019	SWEPT PATH - TD - GATE C2 - LO					PASS
SW10-020	SWEPT PATH - TD - GATE C2 - RI					PASS
SW10-021	SWEPT PATH - TD - GATE C2 - RO					PASS
SW10-022	SWEPT PATH - SEMI - GATE C2 - LI					CONDITIONAL PASS
SW10-023	SWEPT PATH - SEMI - GATE C2 - LO					CONDITIONAL PASS
SW10-024	SWEPT PATH - SEMI - GATE C2 - RI					PASS
SW10-025	SWEPT PATH - SEMI - GATE C2 - RO					PASS
SW10-026	SWEPT PATH - 8.8 SU - GATE C3 - LI					PASS
SW10-027	SWEPT PATH - 8.8 SU - GATE C3 - LO					PASS
SW10-028	SWEPT PATH - 8.8 SU - GATE C3 - RO					PASS

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DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

GREATER HUME COUNCIL
SHEET INDEX
A2I CTTAMP
HENTY PRECINCT
SWEPT PATH ANALYSIS
INDEX

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DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL

KEY PLAN

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS

KEY PLAN

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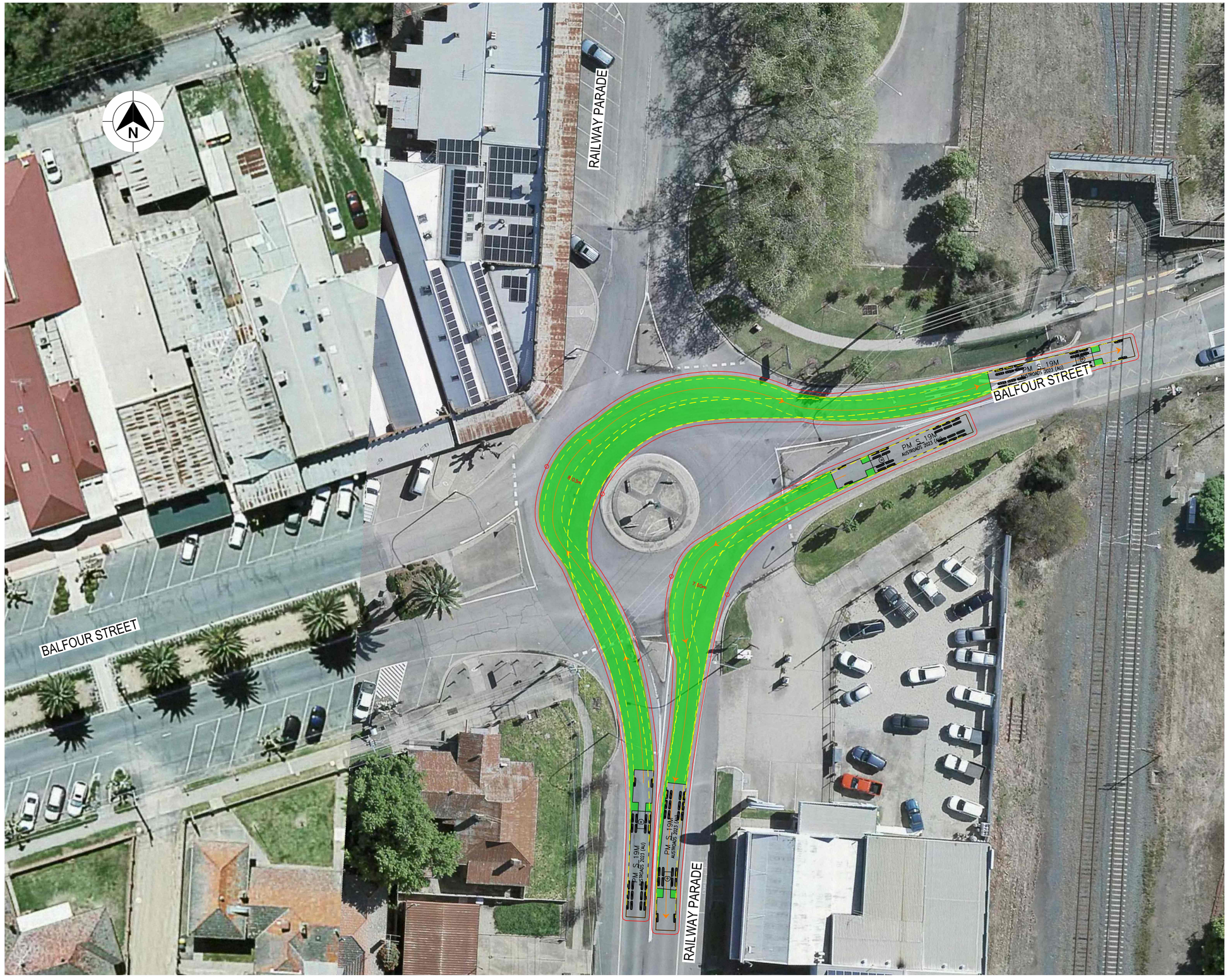
ISSUE STATUS — SHEET No. SW10-003 — ISSUE 1



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GDA 2020

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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

AUSTROADS
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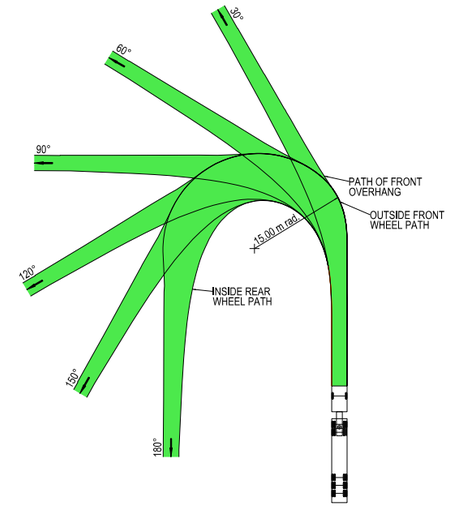

VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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PLOT BY ThomHunter

CLIENT MARTINUS

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DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
RAILWAY PARADE AND BALFOUR STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
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- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

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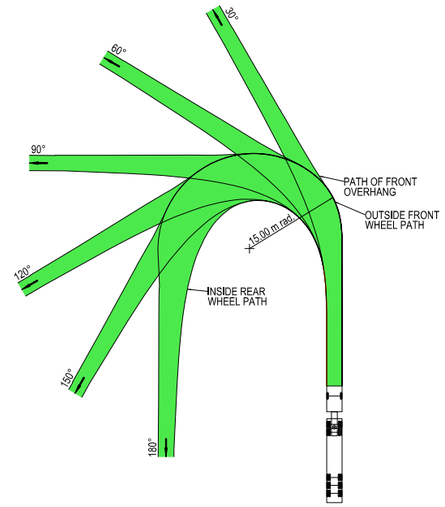

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NOTES

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

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

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PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
RAILWAY PARADE AND BALFOUR STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
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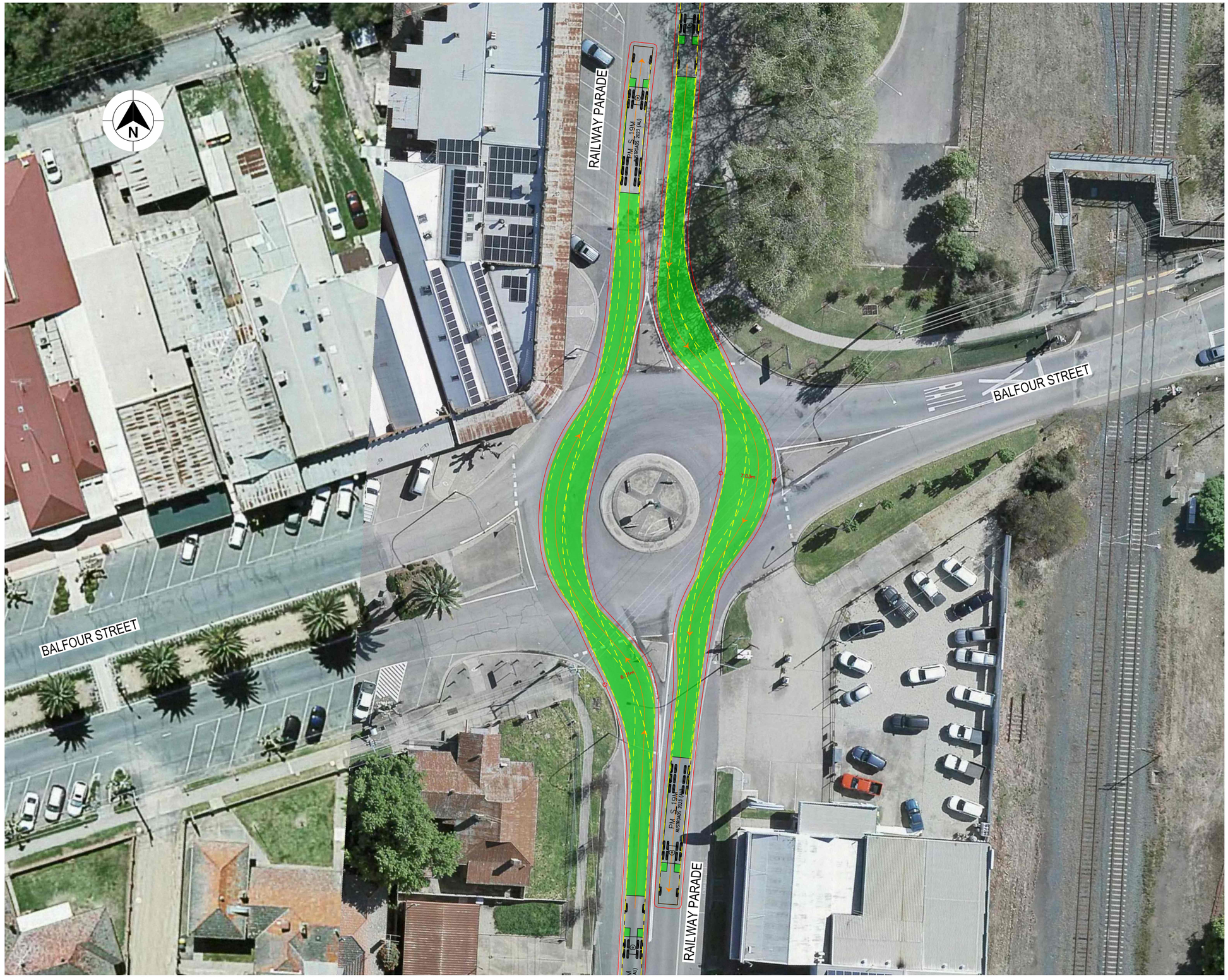

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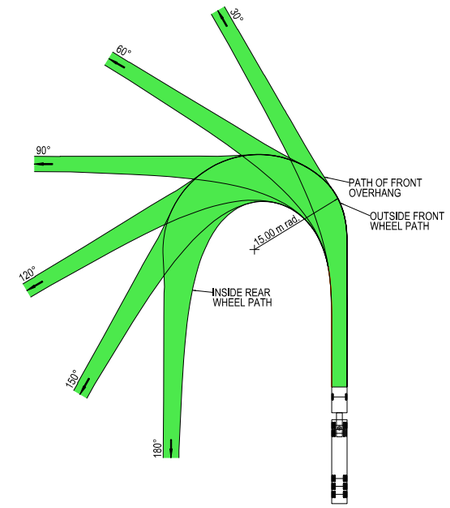

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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

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DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
RAILWAY PARADE AND BALFOUR STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RAILWAY PARADE AND BALFOUR STREET - THROUGH

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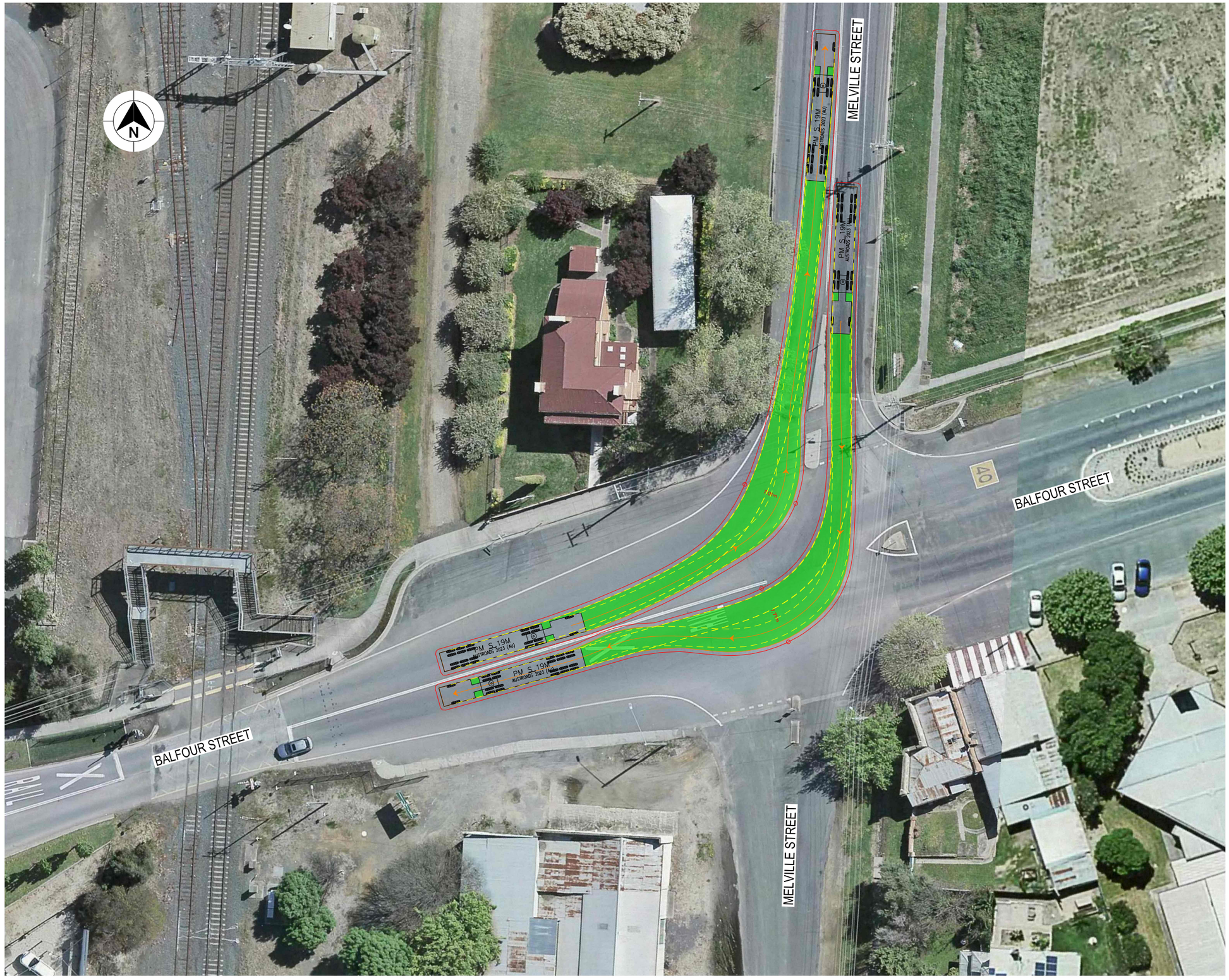

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AUSTROADS
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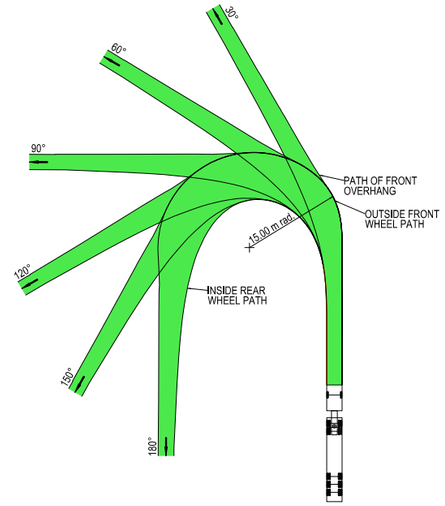
0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
BALFOUR STREET AND MELVILLE STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - BALFOUR STREET AND MELVILLE STREET - LO RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW10-007
ISSUE 1

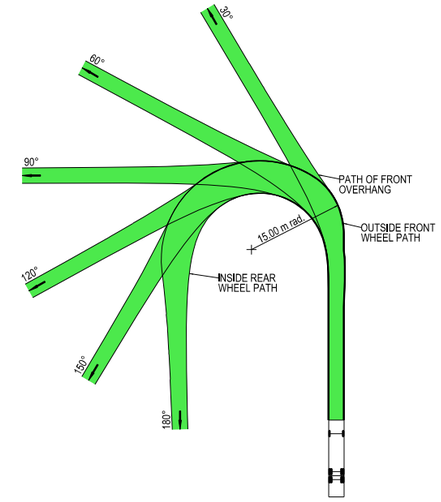
LEGEND

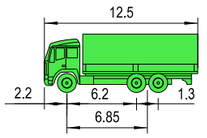
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 05/08/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
RAILWAY PARADE - GATE C1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE C1 - LO

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS:
SHEET No.: SW10-008
ISSUE: 1

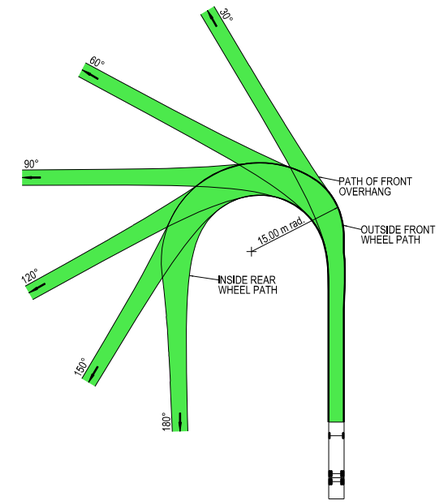
LEGEND

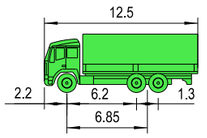
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
RAILWAY PARADE - GATE C1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE C1 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-009 — ISSUE 1

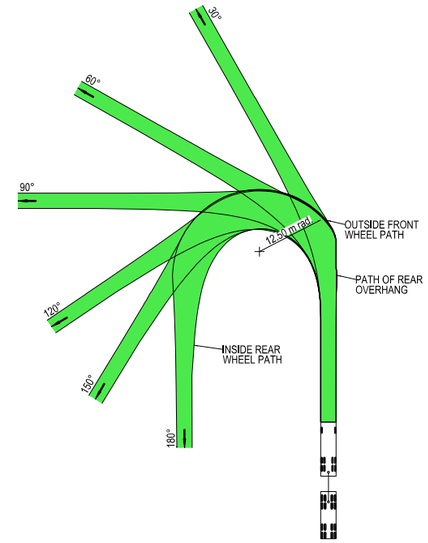
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
RAILWAY PARADE - GATE C1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE C1 - LO

A3

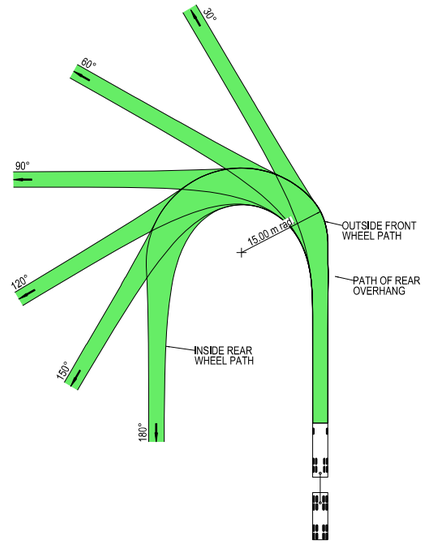
RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-010
ISSUE 1

LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
RAILWAY PARADE - GATE C1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE C1 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-011
ISSUE 1

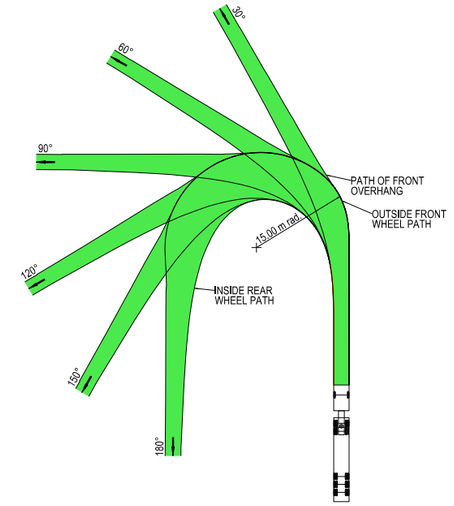
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
RAILWAY PARADE - GATE C1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE C1 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-012
ISSUE 1

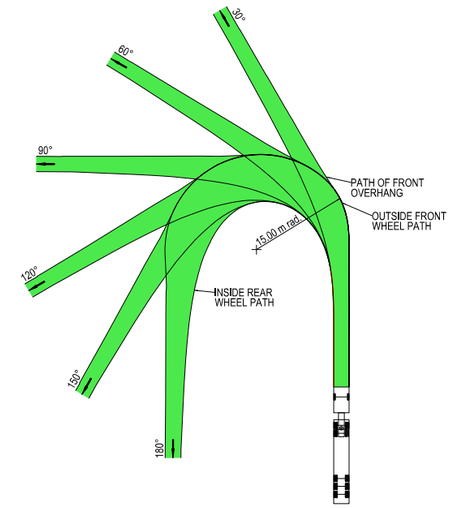
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

GREATER HUME COUNCIL
RAILWAY PARADE - GATE C1

A3

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE C1 - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-013
ISSUE 1

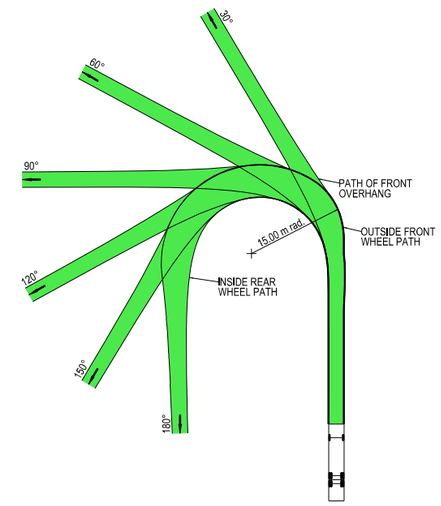
LEGEND

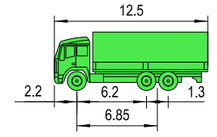
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

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

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

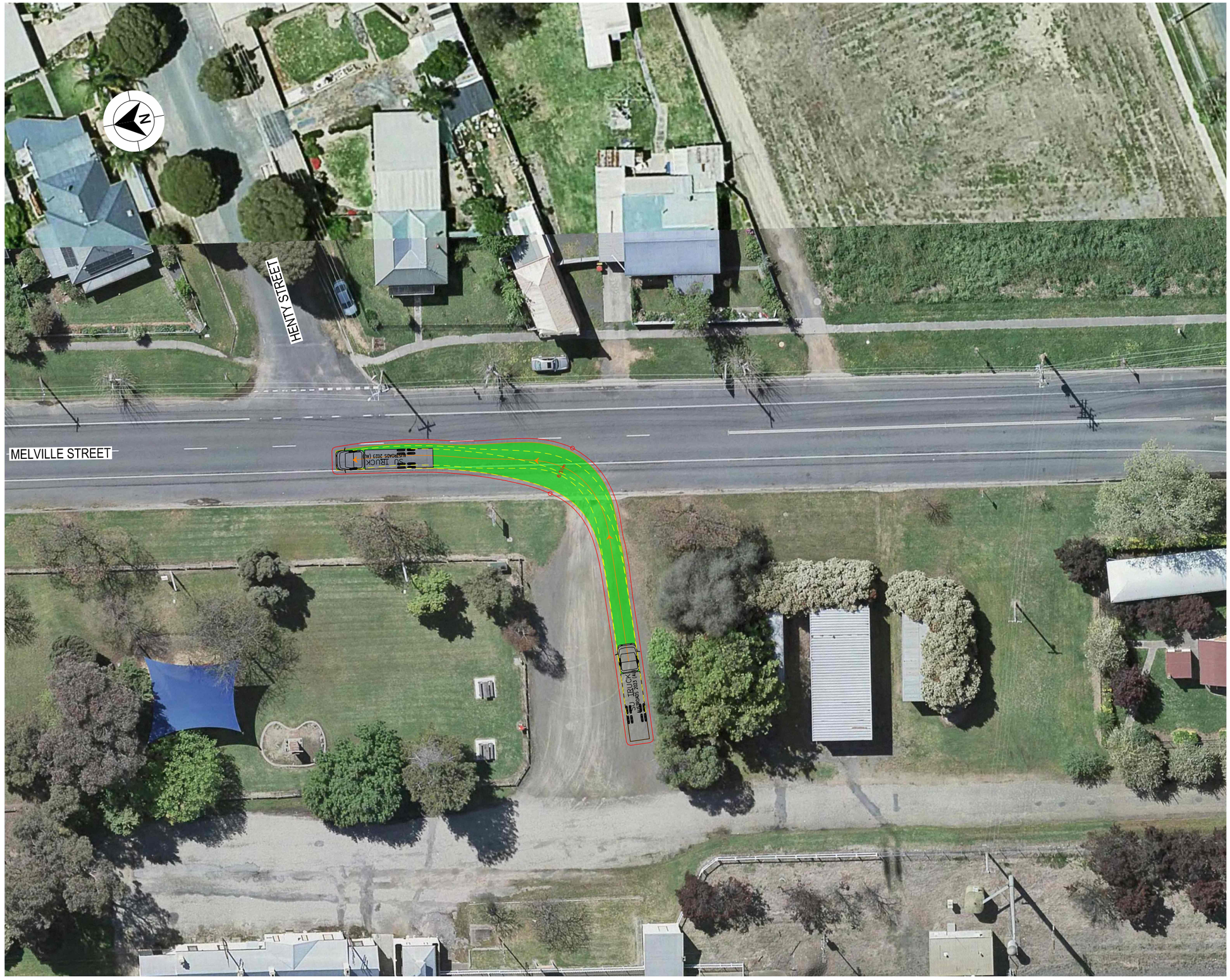
	TITLE	NAME	DATE
DRAWN	T.HUNTER		03/09/2025
DRG CHECK	J.COLES		03/09/2025
DESIGN	T.HUNTER		03/09/2025
DESIGN CHECK	J.COLES		03/09/2025
DESIGN MNGR	J.GORRIE		03/09/2025
PROJECT MNGR	J.GORRIE		03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE C2 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-014
ISSUE 1



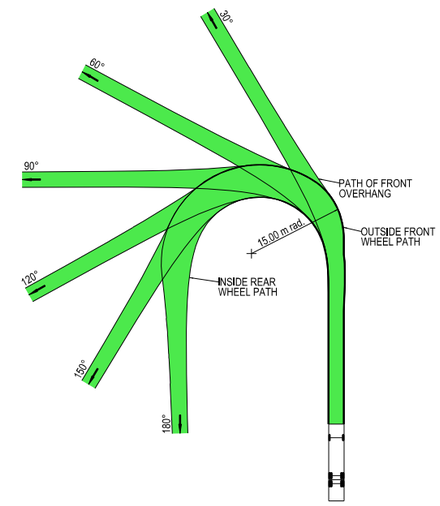
LEGEND

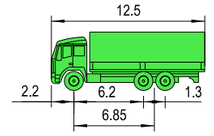
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

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

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

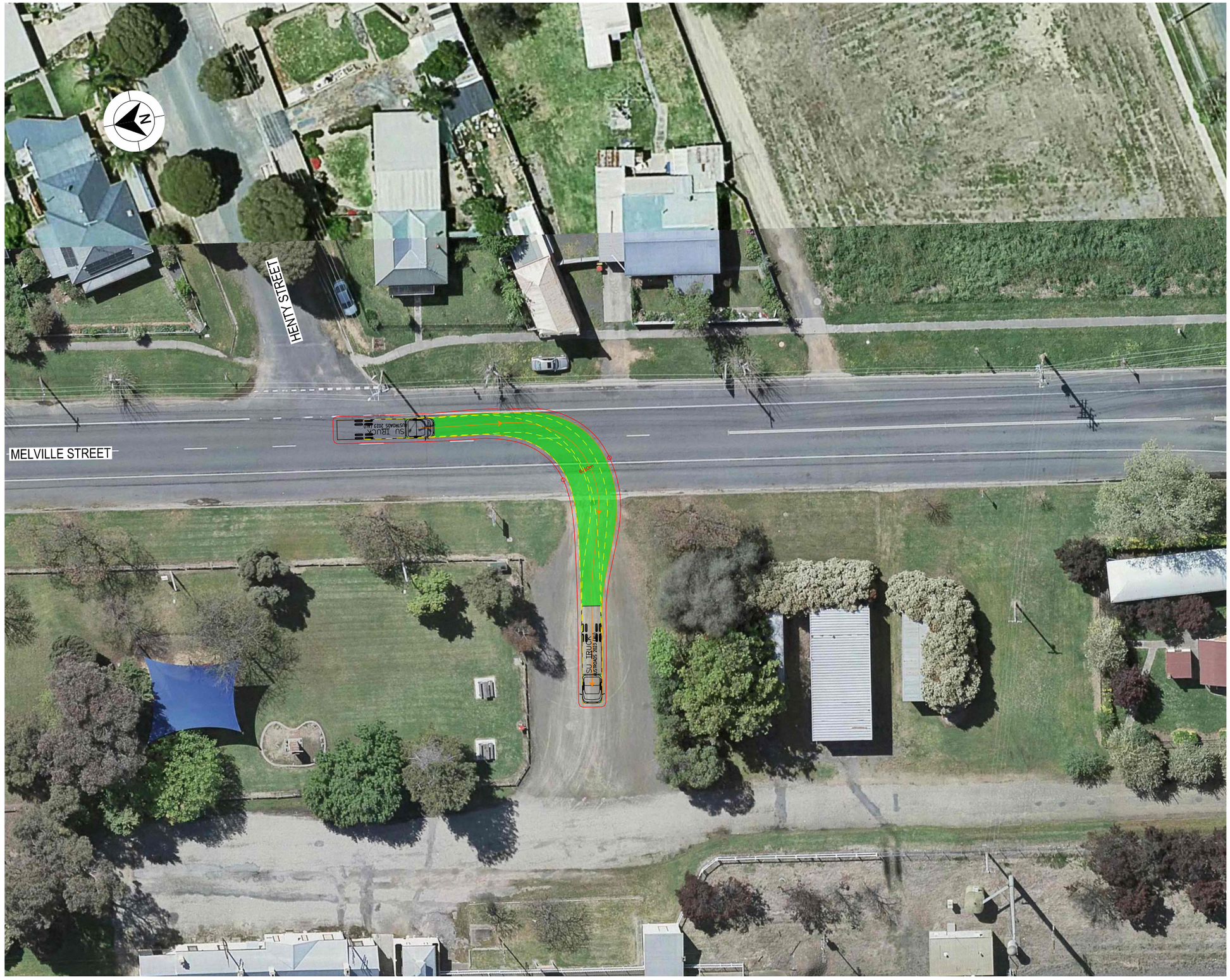
	TITLE	NAME	DATE
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE C2 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-015
ISSUE 1



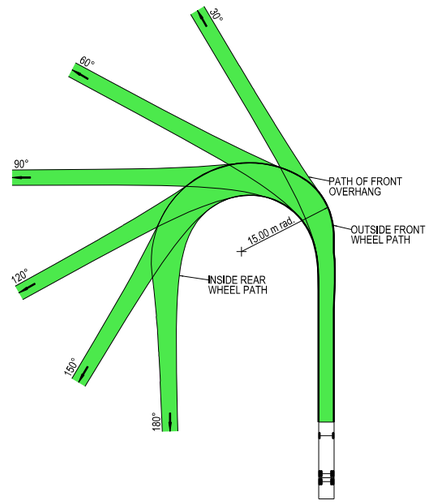
LEGEND

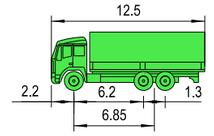
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

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

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

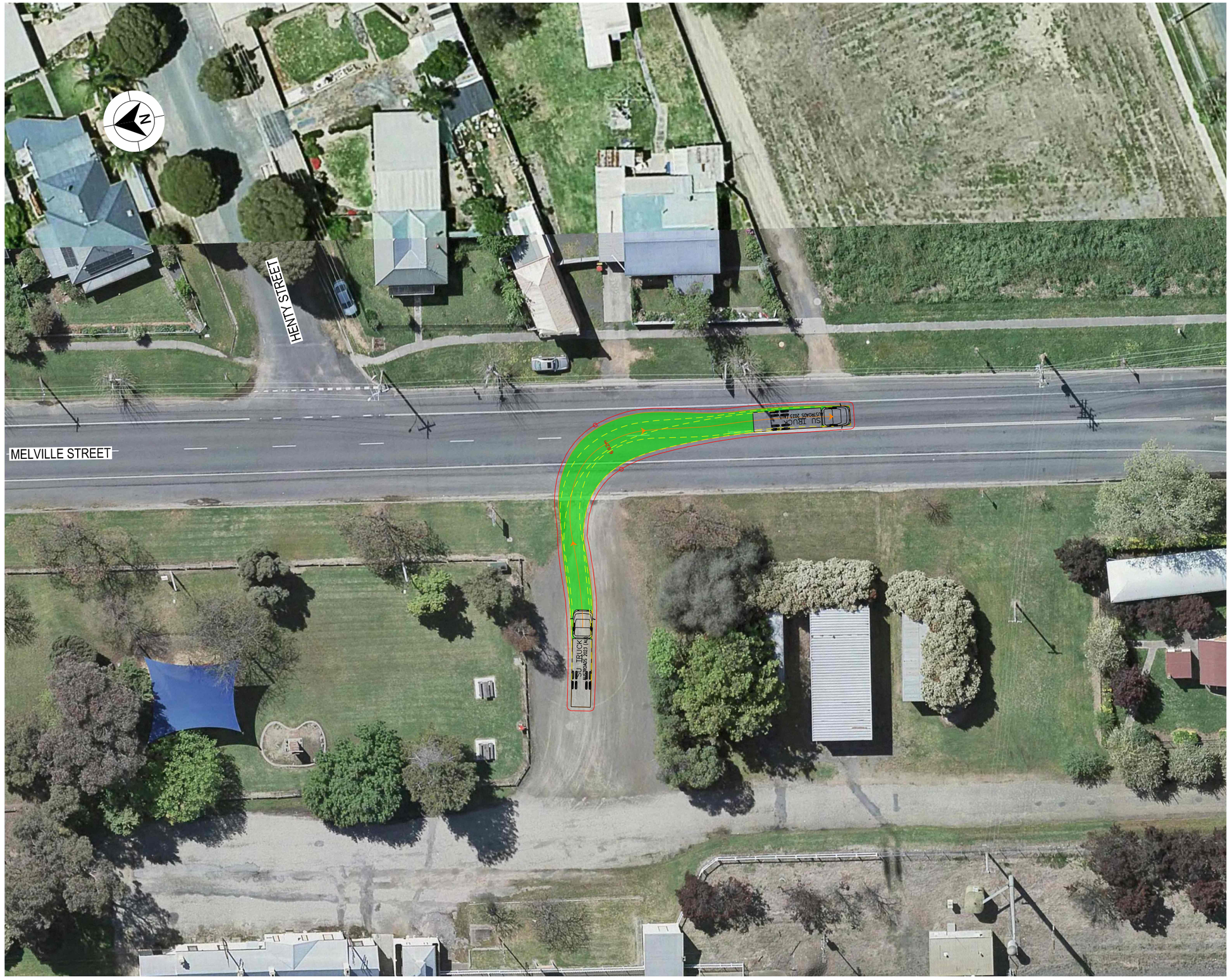
MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE C2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-016 — ISSUE 1



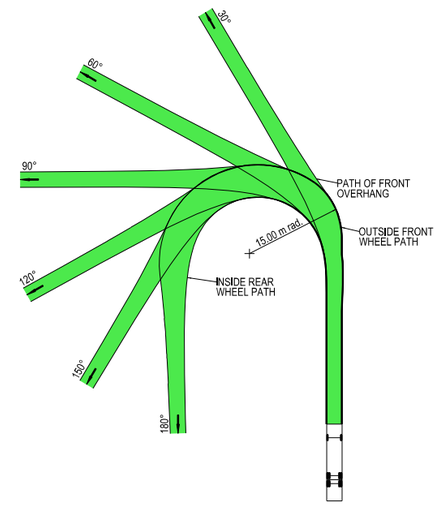
LEGEND

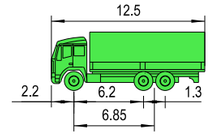
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

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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 - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 12.5 SU - GATE C2 - RO

A3

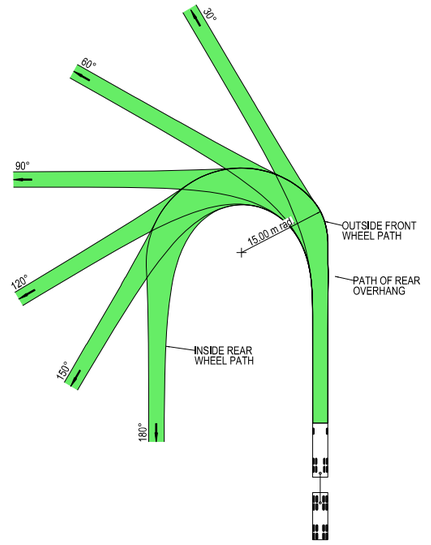
RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-017
ISSUE 1

LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

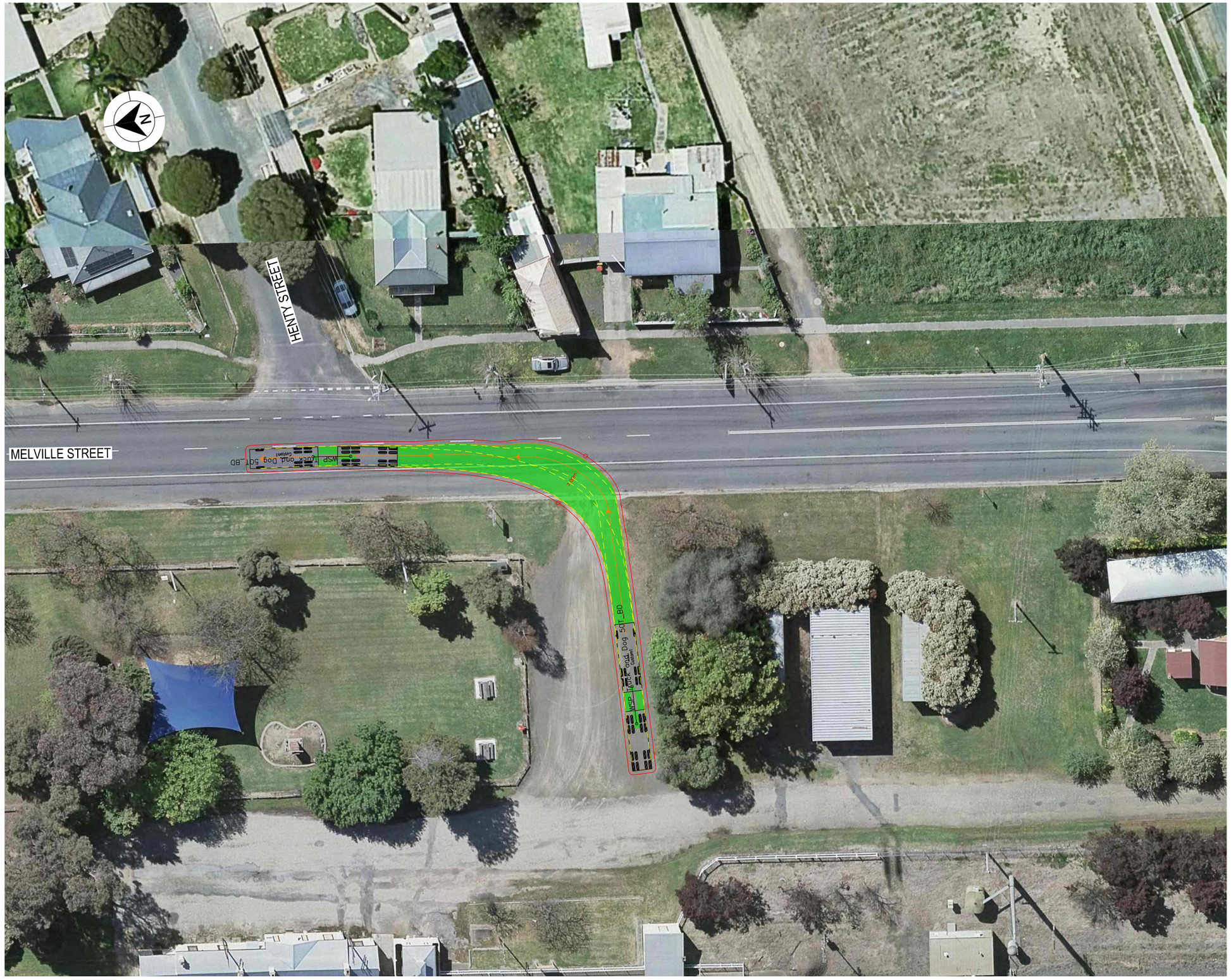
CLIENT
MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE C2 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-018 — ISSUE 1



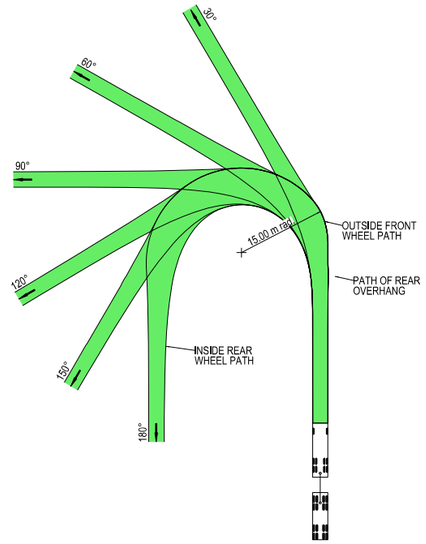
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

NOT FOR CONSTRUCTION

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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 - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

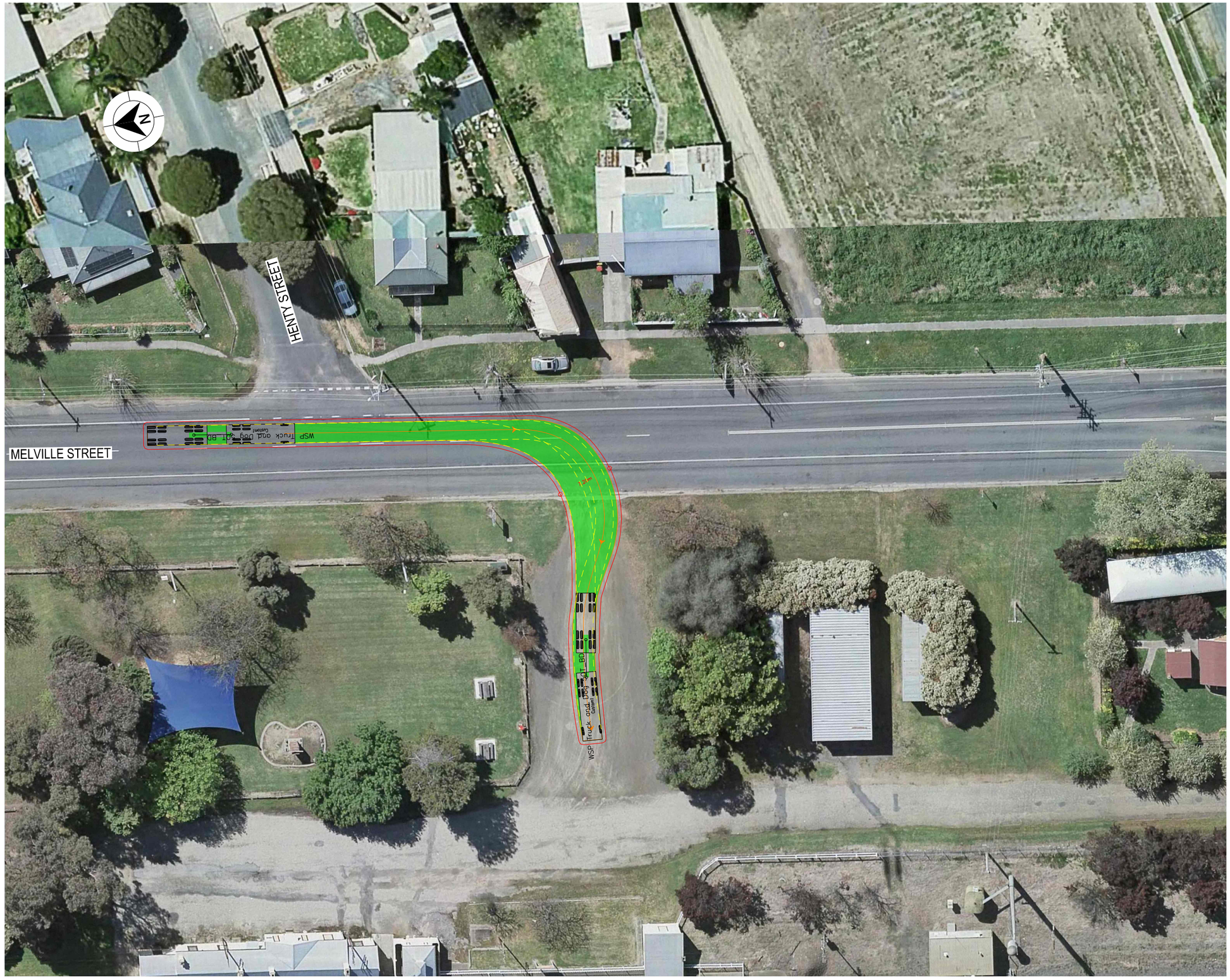
	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE C2 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-019
ISSUE 1



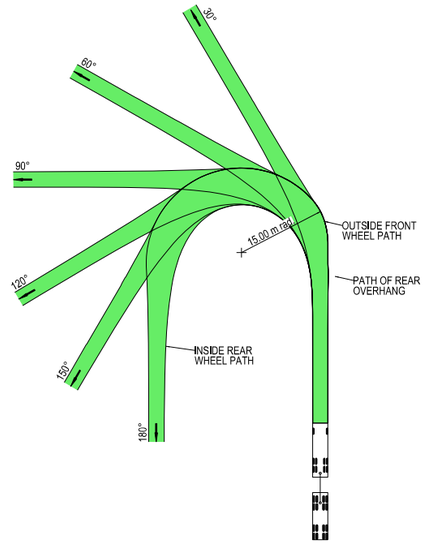
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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DRAWN	T.HUNTER		03/09/2025
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DESIGN MNGR	J.GORRIE		03/09/2025
PROJECT MNGR	J.GORRIE		03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE C2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-020
ISSUE 1

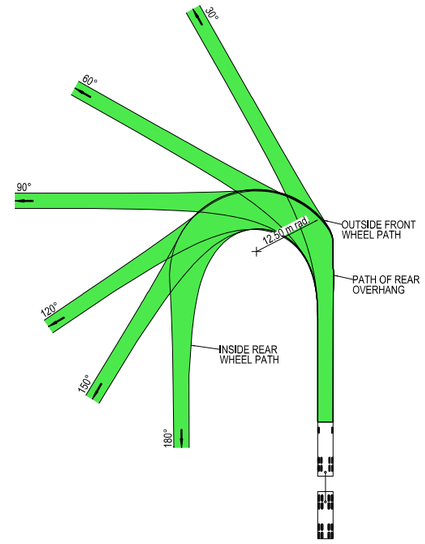
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE C2 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

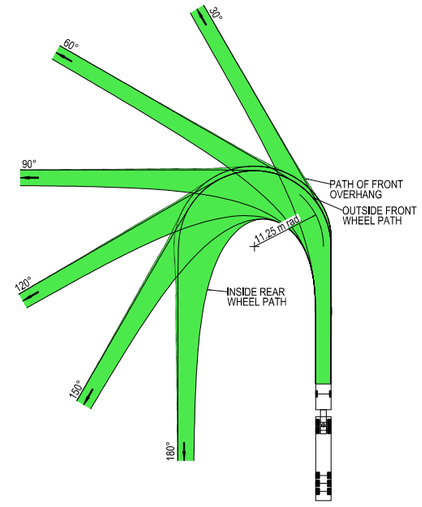
ISSUE STATUS — SHEET No. SW10-021 — ISSUE 1

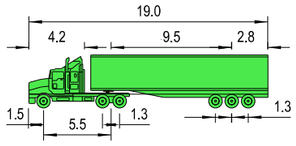
LEGEND

GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE C2 - LI

A3

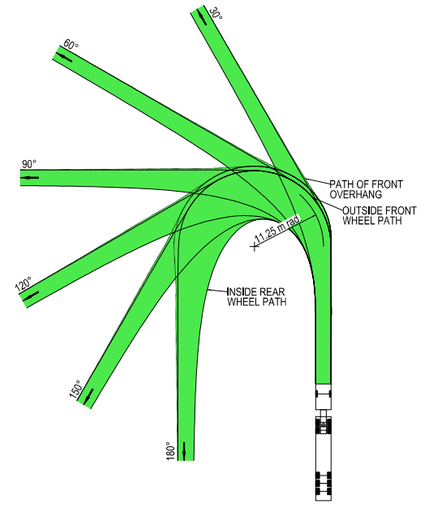
RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-022
ISSUE 1

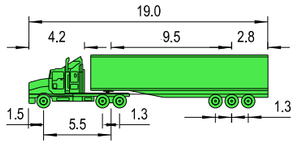
LEGEND

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
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
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OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE C2 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-023
ISSUE 1

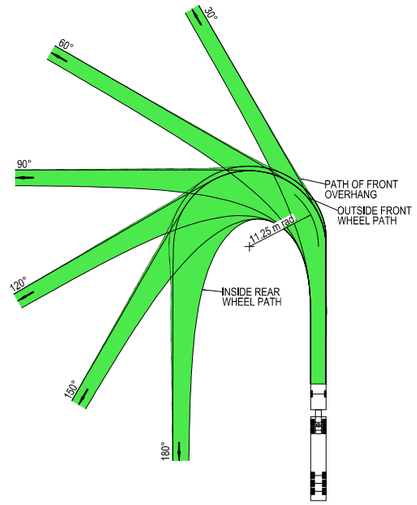
LEGEND

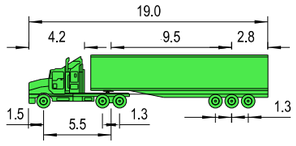
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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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	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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

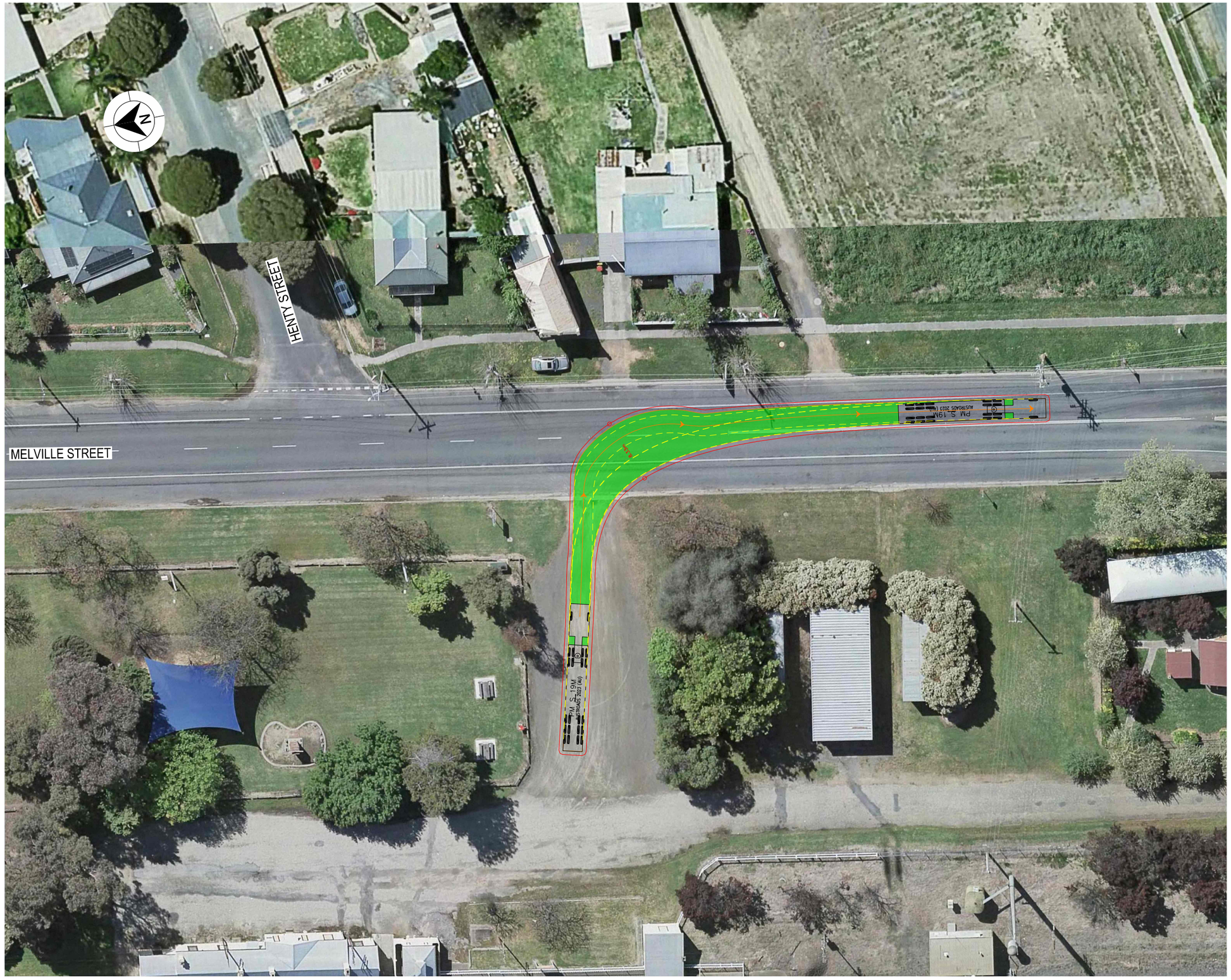
	TITLE	NAME	DATE
DRAWN	T.HUNTER		03/09/2025
DRG CHECK	J.COLES		03/09/2025
DESIGN	T.HUNTER		03/09/2025
DESIGN CHECK	J.COLES		03/09/2025
DESIGN MNGR	J.GORRIE		03/09/2025
PROJECT MNGR	J.GORRIE		03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE C2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-024
ISSUE 1

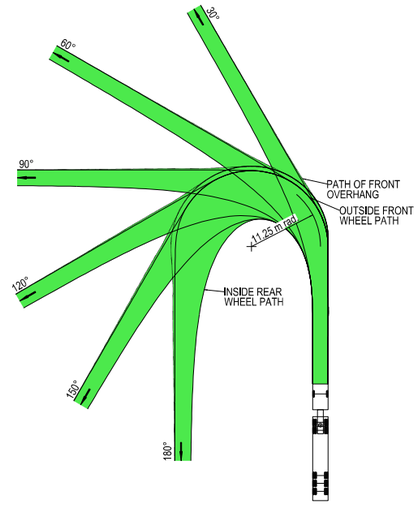


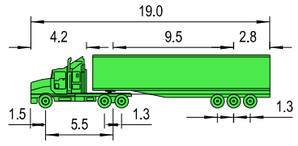
LEGEND

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.
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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	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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

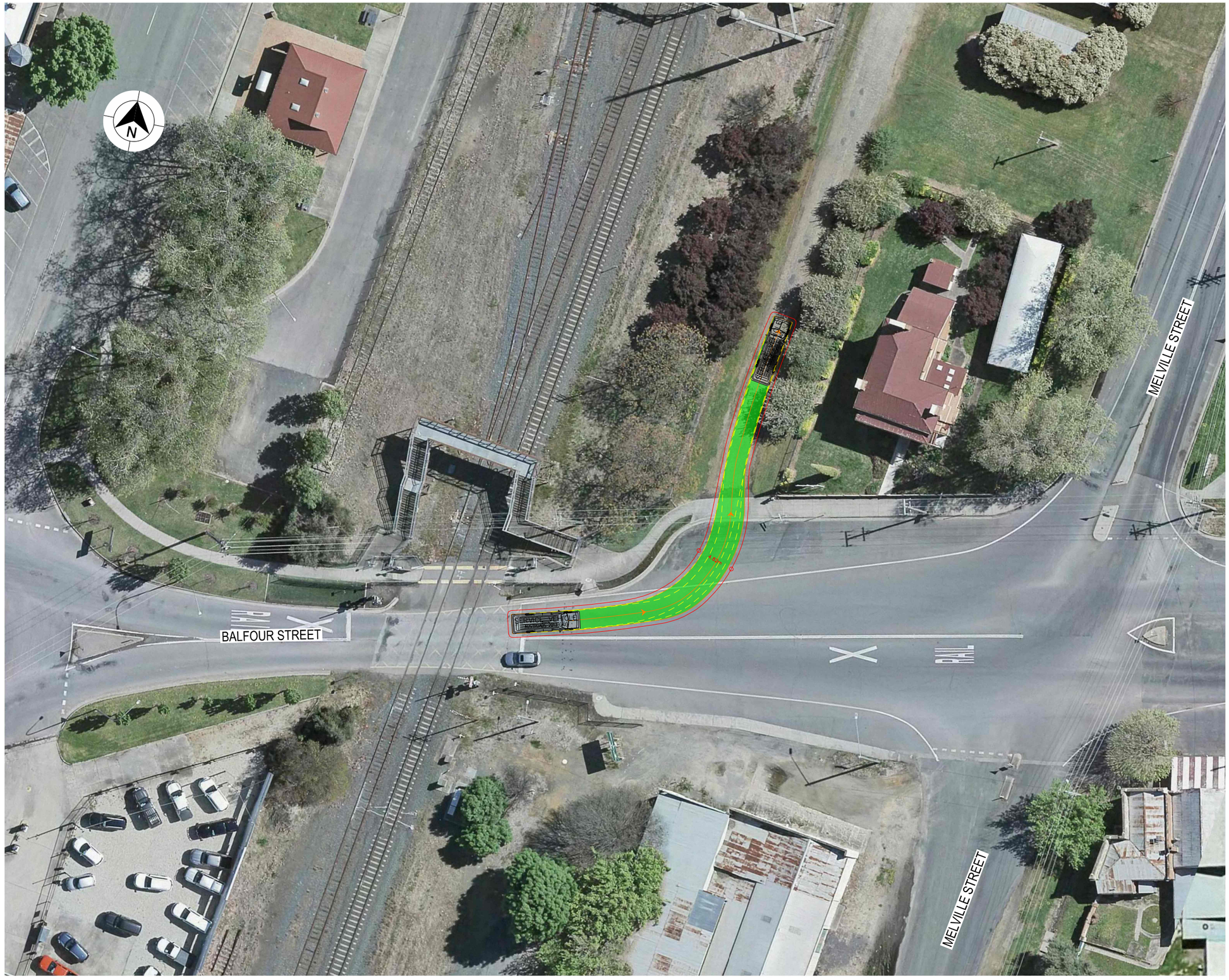
	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
MELVILLE STREET - GATE C2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE C2 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-025
ISSUE 1



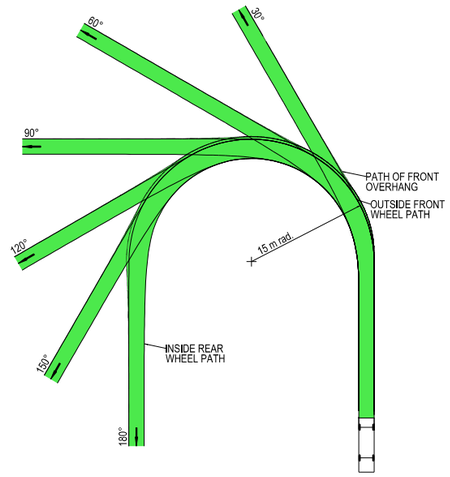
LEGEND

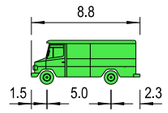
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\RIGORE ENGINEERING SERVICES\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Miligations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE:

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

PLOT DATE / TIME: 05/08/2025

PLOT BY: ThomHunter

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
BALFOUR STREET - GATE C3

A3

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 8.8 SU - GATE C3 - LI

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

ISSUE STATUS — SHEET No.: SW10-026 — ISSUE: 1

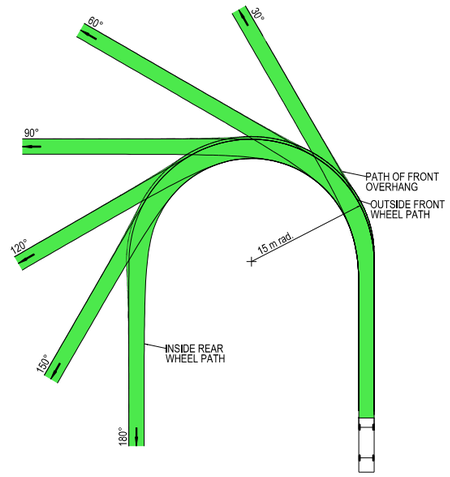
LEGEND

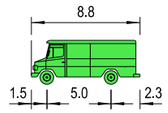
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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

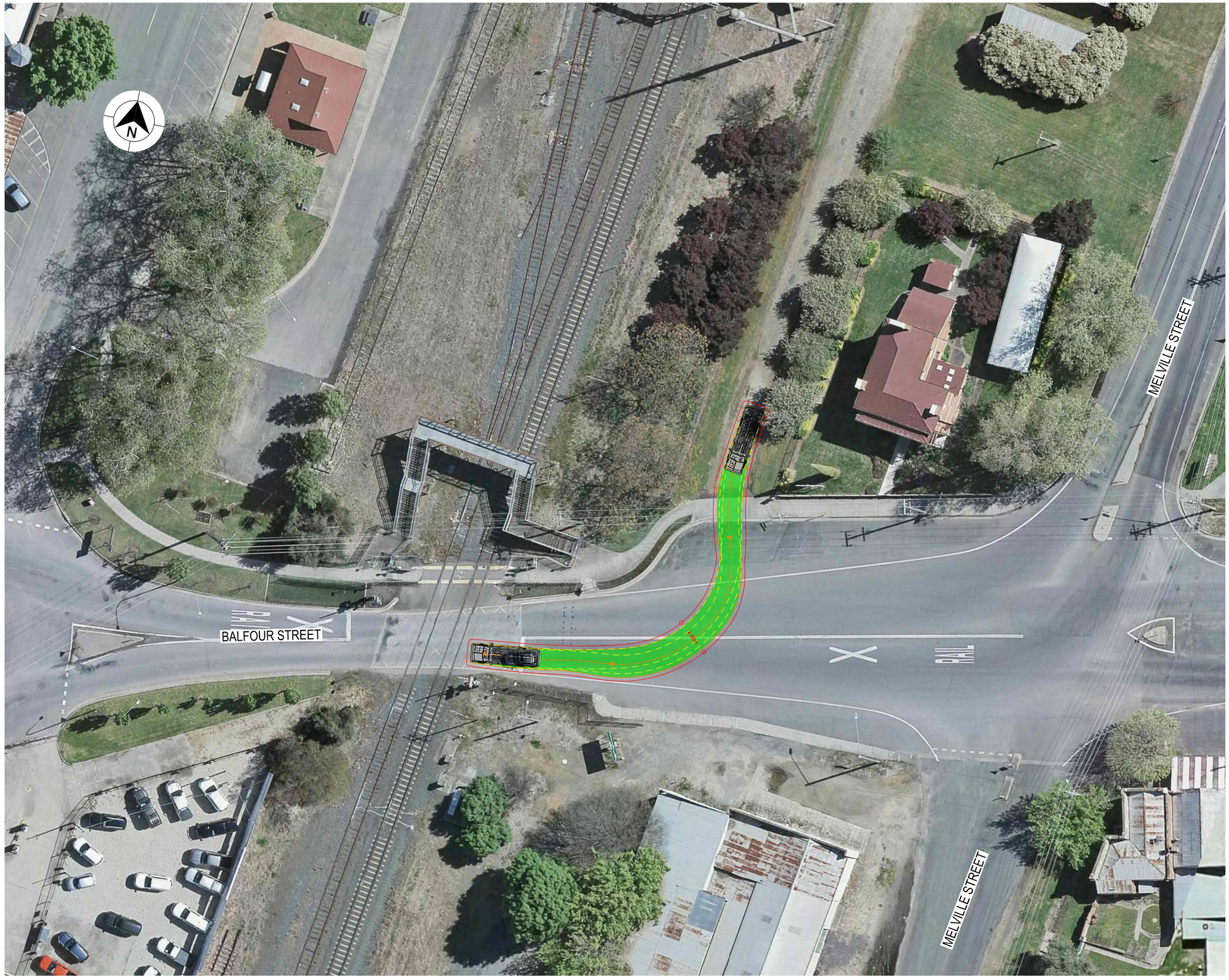
	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
BALFOUR STREET - GATE C3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 8.8 SU - GATE C3 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-027
ISSUE 1



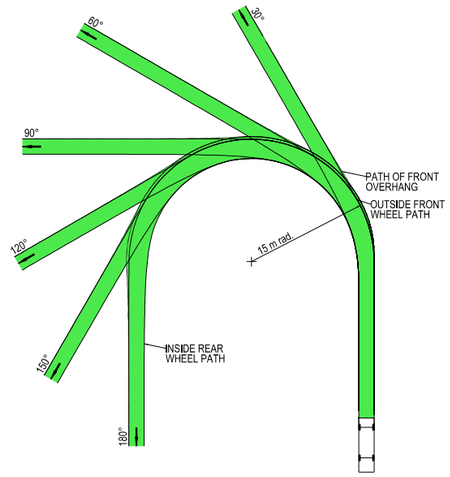
LEGEND

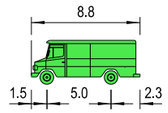
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 Miligations\dgn\05-Drawing Production\D-PLAN - Culcairn Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 05/08/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

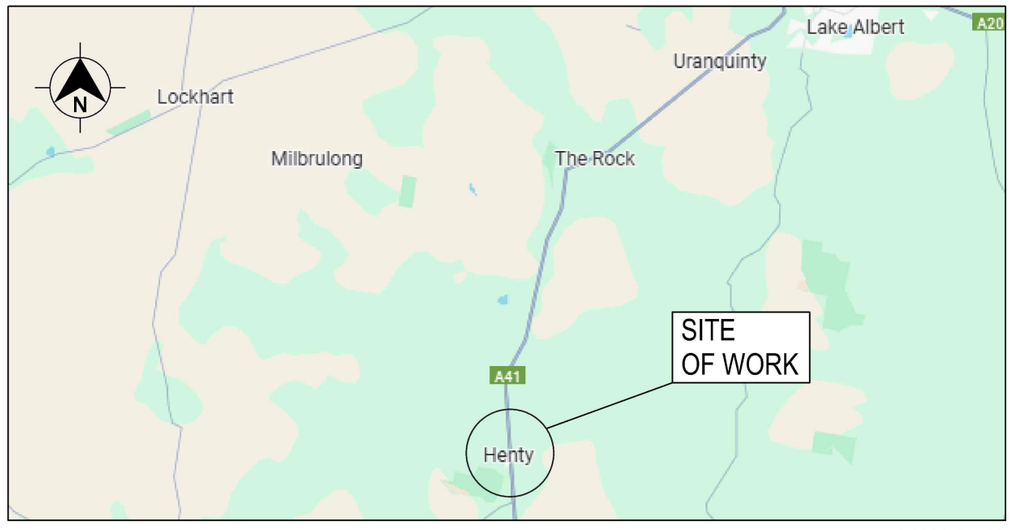
	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

A3

GREATER HUME COUNCIL
BALFOUR STREET - GATE C3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - 8.8 SU - GATE C3 - RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-028
ISSUE 1

GREATER HUME COUNCIL
CTTAMP MITIGATIONS
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
HENTY



LOCALITY PLAN

NOT FOR CONSTRUCTION

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

PLOT DATE / TIME 14/07/2025 8:41:16 AM PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

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

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS - HENTY

A3

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW5-001
ISSUE 1

GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	14				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW5	SWEPT PATH ANALYSIS (49 SHEETS)					
SW5-001	COVER SHEET					
SW5-002	INDEX					
SW5-003	KEY PLAN					
SW5-004	SWEPT PATH - SU - OLYMPIC HIGHWAY AND SLADEN STREET - LI RO					PASS
SW5-005	SWEPT PATH - SU - OLYMPIC HIGHWAY AND SLADEN STREET - RI LO					PASS
SW5-006	SWEPT PATH - TD - OLYMPIC HIGHWAY AND SLADEN STREET - LI RO					PASS
SW5-007	SWEPT PATH - TD - OLYMPIC HIGHWAY AND SLADEN STREET - RI LO					PASS
SW5-008	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND SLADEN STREET - LI RO					PASS
SW5-009	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND SLADEN STREET - RI LO					PASS
SW5-010	SWEPT PATH - SU - OLYMPIC HIGHWAY AND ROSLER PARADE - LI RO					PASS
SW5-011	SWEPT PATH - SU - OLYMPIC HIGHWAY AND ROSLER PARADE - RI LO					PASS
SW5-012	SWEPT PATH - TD - OLYMPIC HIGHWAY AND ROSLER PARADE - LI RO					PASS
SW5-013	SWEPT PATH - TD - OLYMPIC HIGHWAY AND ROSLER PARADE - RI LO					PASS
SW5-014	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - LI					PASS
SW5-015	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - LO					PASS
SW5-016	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - RI					PASS
SW5-017	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - RO					PASS
SW5-018	SWEPT PATH - SU - GATE H1 - LI RO					PASS
SW5-019	SWEPT PATH - SU - GATE H1 - RI LO					PASS
SW5-020	SWEPT PATH - TD - GATE H1 - LI					PASS
SW5-021	SWEPT PATH - TD - GATE H1 - LO					PASS
SW5-022	SWEPT PATH - TD - GATE H1 - RI					PASS
SW5-023	SWEPT PATH - TD - GATE H1 - RO					PASS
SW5-024	SWEPT PATH - SEMI - GATE H1 - LO RI					PASS
SW5-025	SWEPT PATH - SU - GATE H2 - LI					PASS
SW5-026	SWEPT PATH - SU - GATE H2 - LO					PASS
SW5-027	SWEPT PATH - SU - GATE H2 - RI					PASS
SW5-028	SWEPT PATH - SU - GATE H2 - RO					PASS
SW5-029	SWEPT PATH - TD - GATE H2 - LI					PASS
SW5-030	SWEPT PATH - TD - GATE H2 - LO					PASS
SW5-031	SWEPT PATH - TD - GATE H2 - RI					PASS
SW5-032	SWEPT PATH - TD - GATE H2 - RO					PASS
SW5-033	SWEPT PATH - SEMI - GATE H2 - LI					PASS
SW5-034	SWEPT PATH - SEMI - GATE H2 - RO					PASS
SW5-035	SWEPT PATH - SU - GATE H3 - LI					PASS
SW5-036	SWEPT PATH - SU - GATE H3 - LO					PASS
SW5-037	SWEPT PATH - SU - GATE H3 - RI					PASS
SW5-038	SWEPT PATH - SU - GATE H3 - RO					PASS
SW5-039	SWEPT PATH - B DOUBLE - OYLMPIC HIGHWAY AND ROSLER PARADE - LI					PASS
SW5-040	SWEPT PATH - B DOUBLE - OYLMPIC HIGHWAY AND ROSLER PARADE - LO					CONDITIONAL PASS
SW5-041	SWEPT PATH - B DOUBLE - OYLMPIC HIGHWAY AND ROSLER PARADE - RI					CONDITIONAL PASS
SW5-042	SWEPT PATH - B DOUBLE - OYLMPIC HIGHWAY AND ROSLER PARADE - RO					PASS
SW5-043	SWEPT PATH - B DOUBLE - ROSLER PARADE AND ALLAN STREET - LO					PASS
SW5-044	SWEPT PATH - B DOUBLE - ROSLER PARADE AND ALLAN STREET - RI					CONDITIONAL PASS
SW5-045	SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - EN NE					PASS
SW5-046	SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - NW WN					PASS
SW5-047	SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - SE ES					PASS
SW5-048	SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - EAST WEST					PASS
SW5-049	SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - NORTH SOUTH					PASS

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME: 12/09/2025 8:41:16 AM
PLOT BY: ThomHunter

CLIENT: MARTINUS

GREATER HUME COUNCIL
SHEET INDEX
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
INDEX

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-002
ISSUE 1

LEGEND

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

GDA 2020

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 14/07/2025 8:41:16 AM

PLOT BY: BryceDennett

CLIENT: MARTINUS

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

SCALES ON A3 SIZE DRAWING

0 300 600 900 1200

SCALE 1:30000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)

HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
KEY PLAN

A3

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

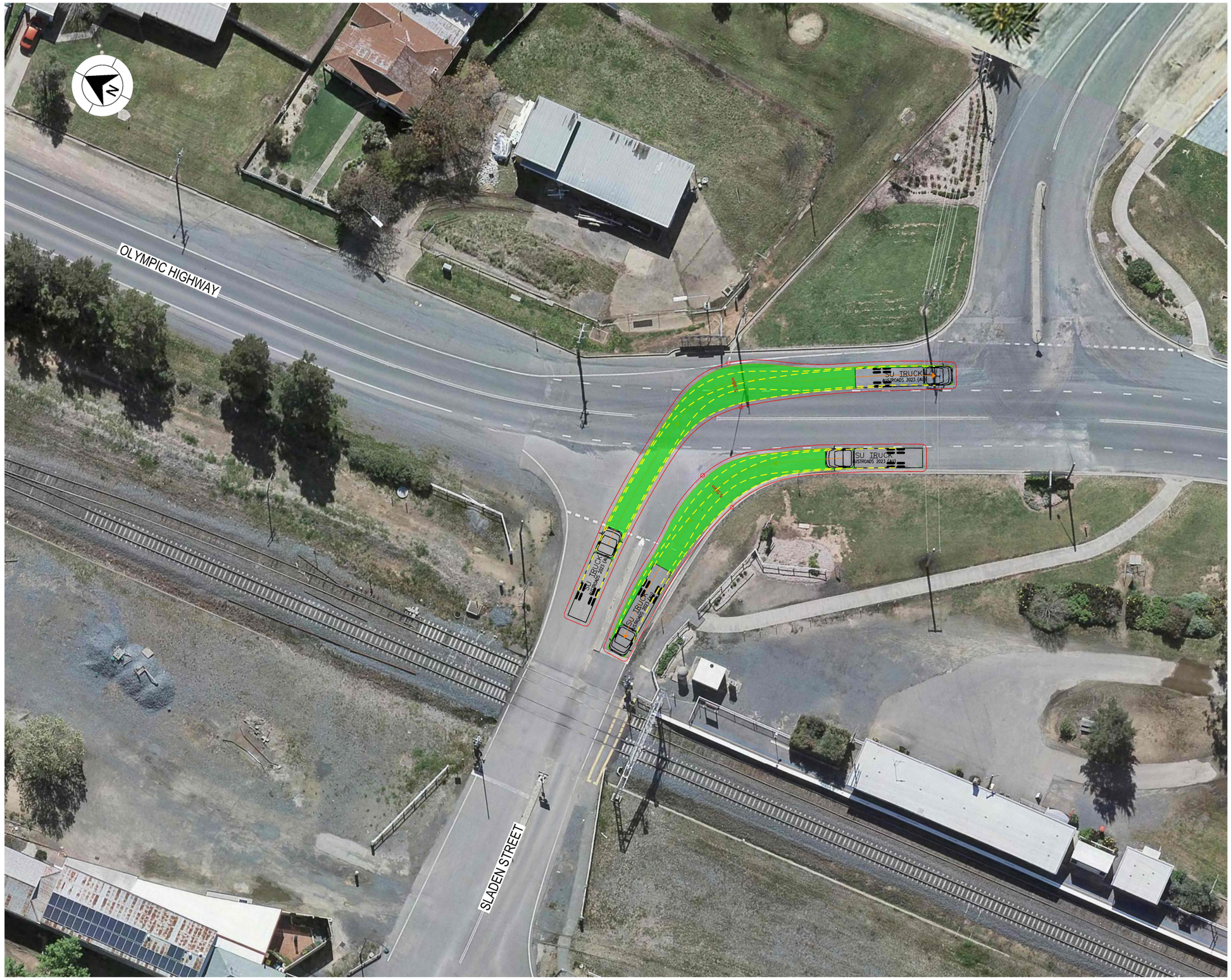
RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW5-003

ISSUE 1



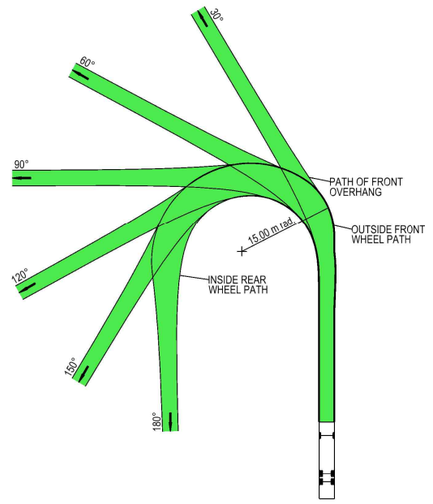
LEGEND

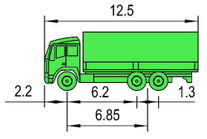
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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

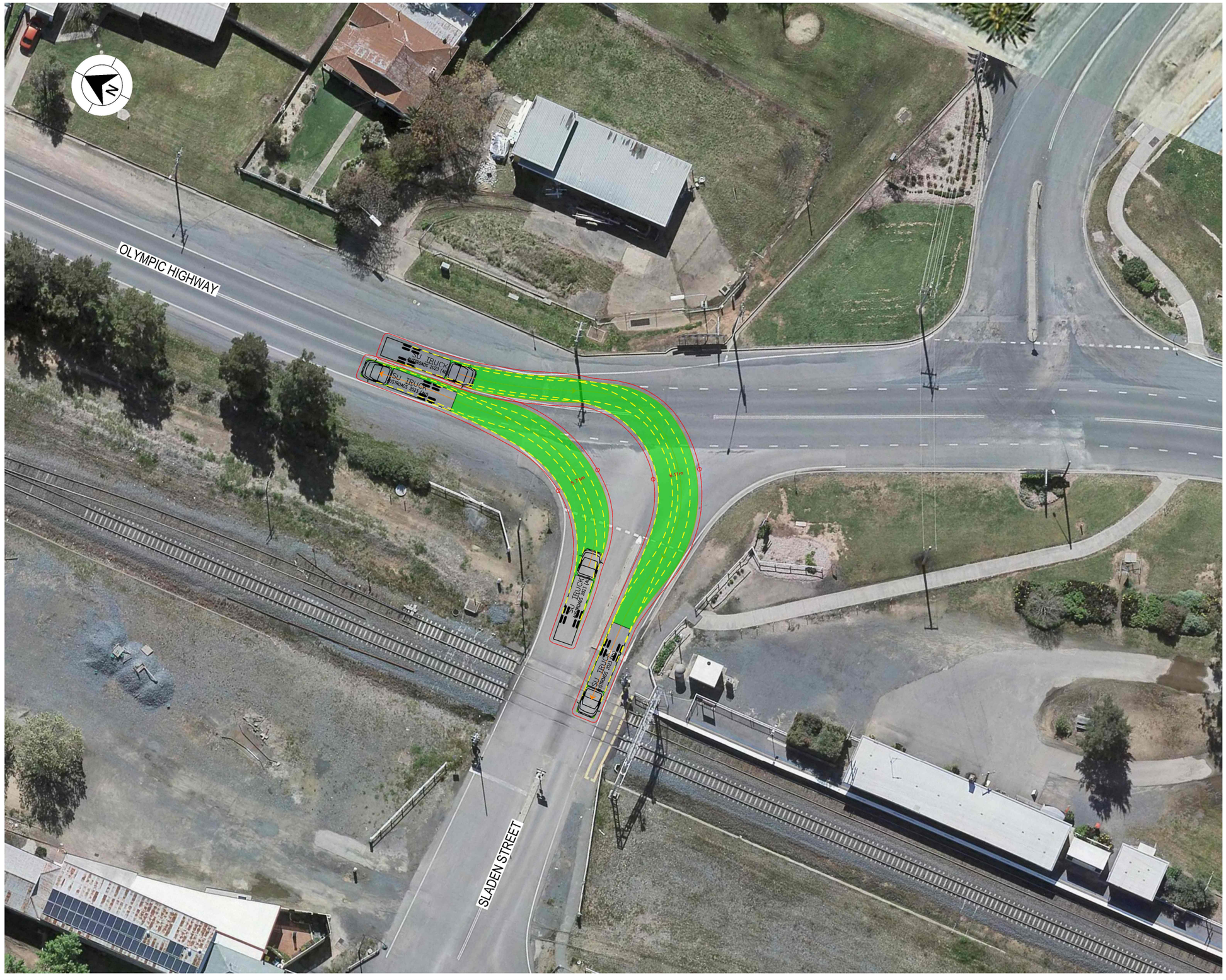
	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

A3

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - OLYMPIC HIGHWAY AND SLADEN STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-004
ISSUE 1



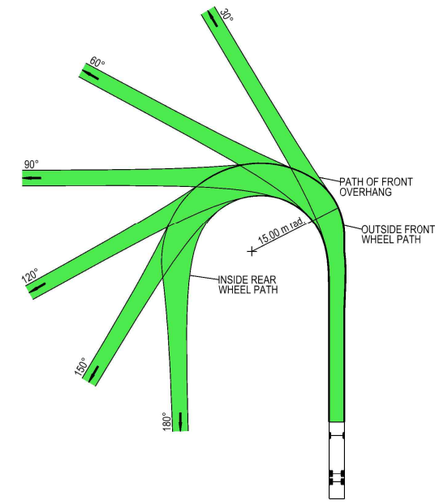
LEGEND

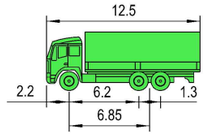
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

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PLOT DATE / TIME 14/07/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
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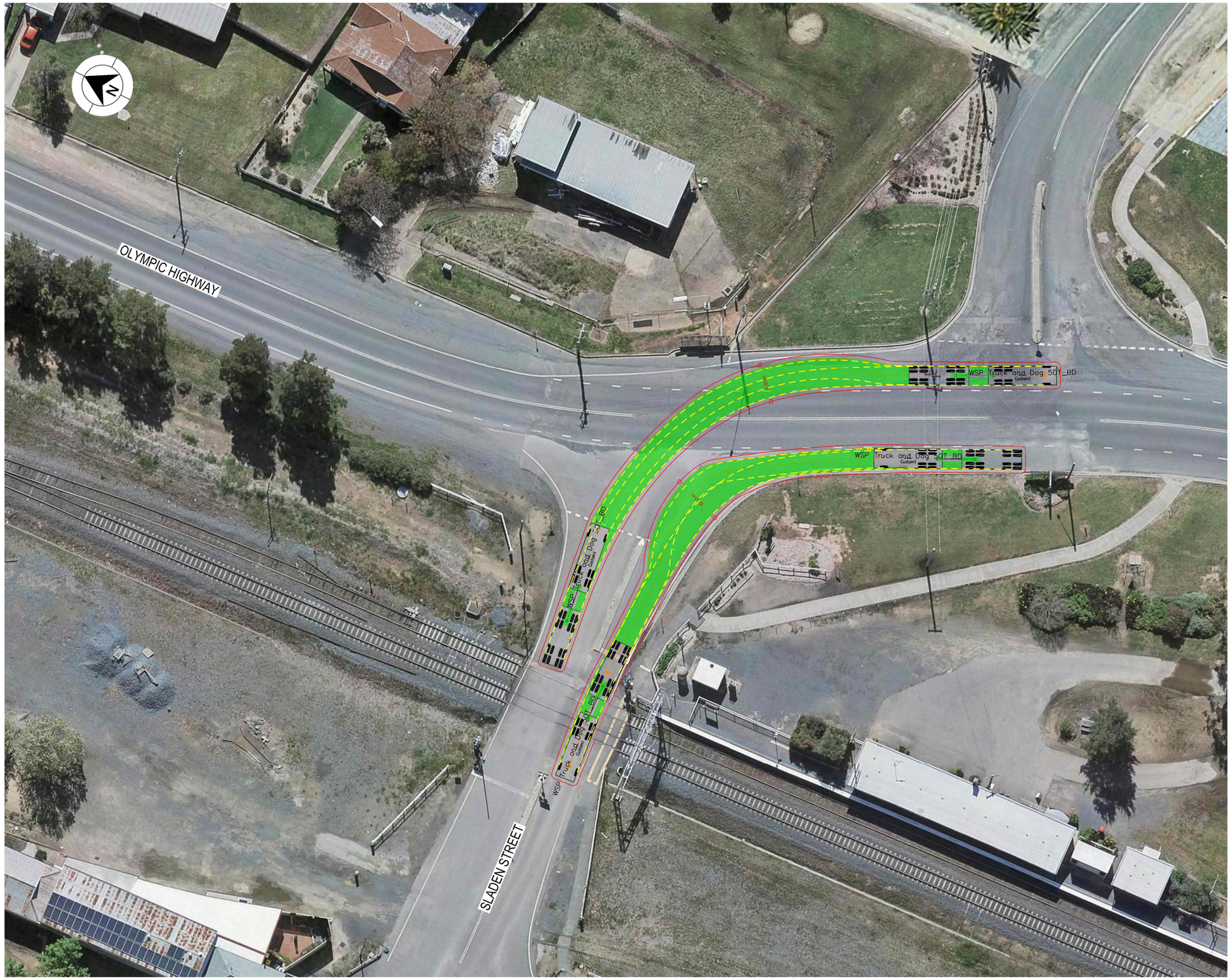
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - OLYMPIC HIGHWAY AND SLADEN STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-005
ISSUE 1



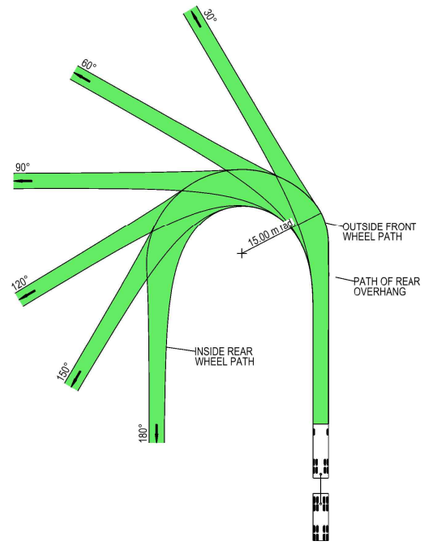
LEGEND

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)	
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 - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 14/07/2025
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

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RIGORE ENGINEERING SERVICES

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TITLE		
DRAWN	T.HUNTER	03/09/2025
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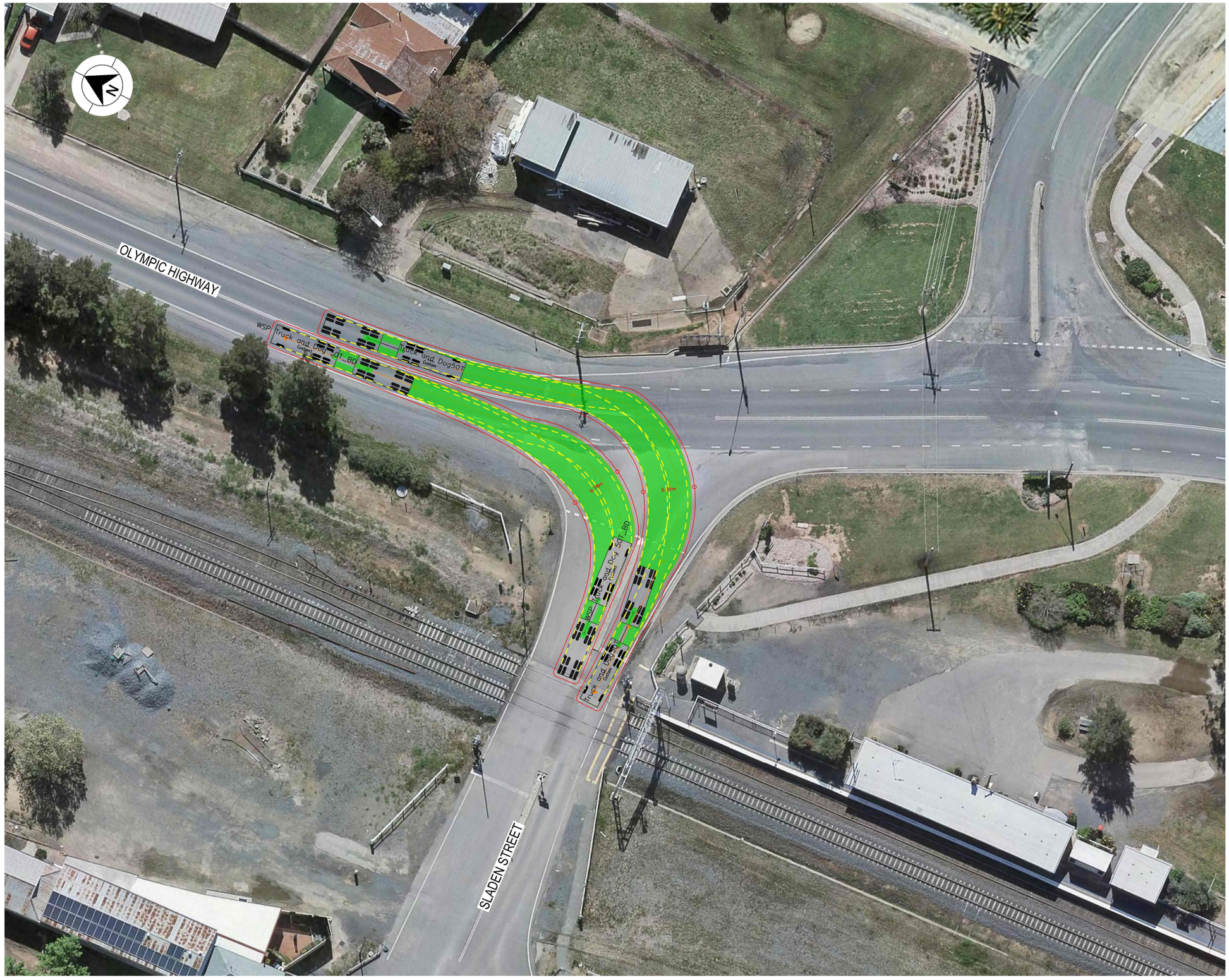
MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLYMPIC HIGHWAY AND SLADEN STREET - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-006
ISSUE 1



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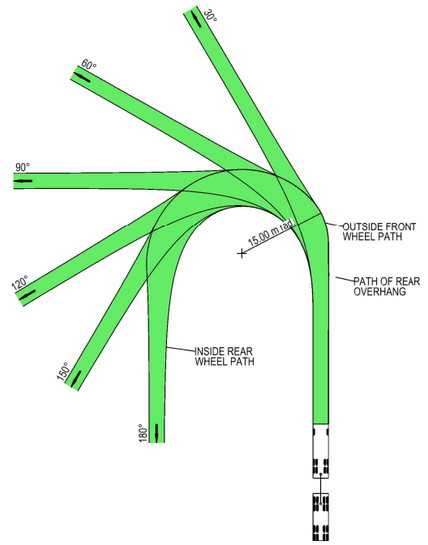
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DESIGN LOT CODE

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

PLOT DATE / TIME 14/07/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
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DESIGN MNGR	J.GORRIE	03/09/2025
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MARTINUS

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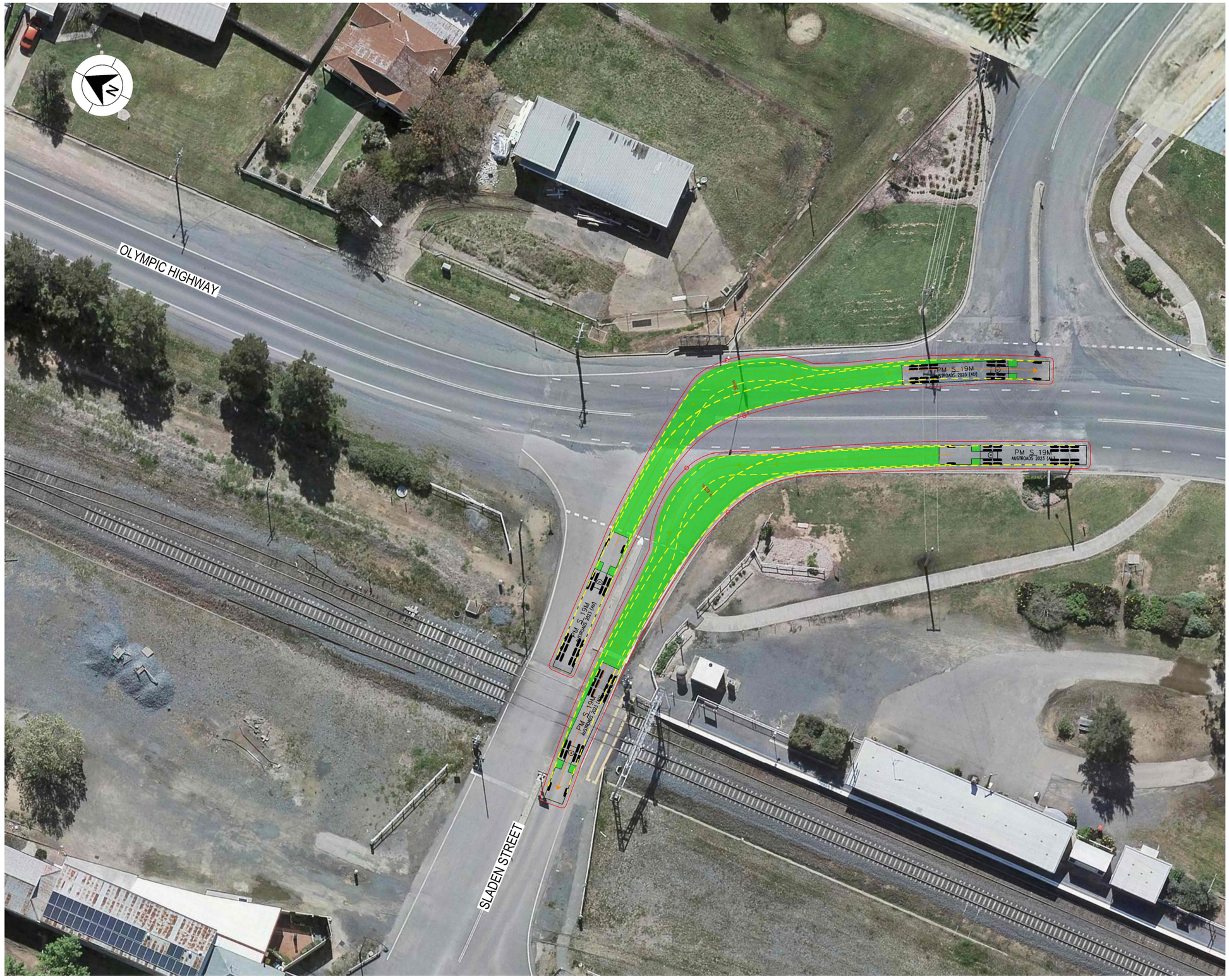
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLYMPIC HIGHWAY AND SLADEN STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-007
ISSUE 1



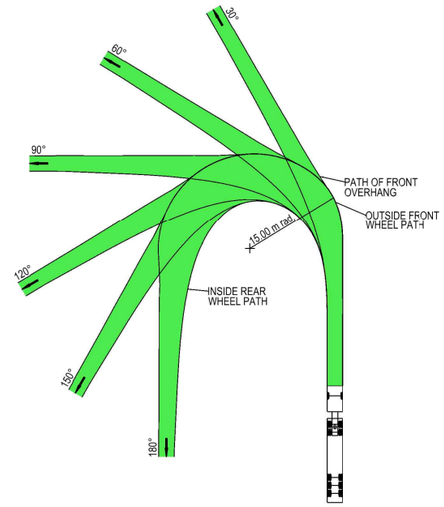
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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

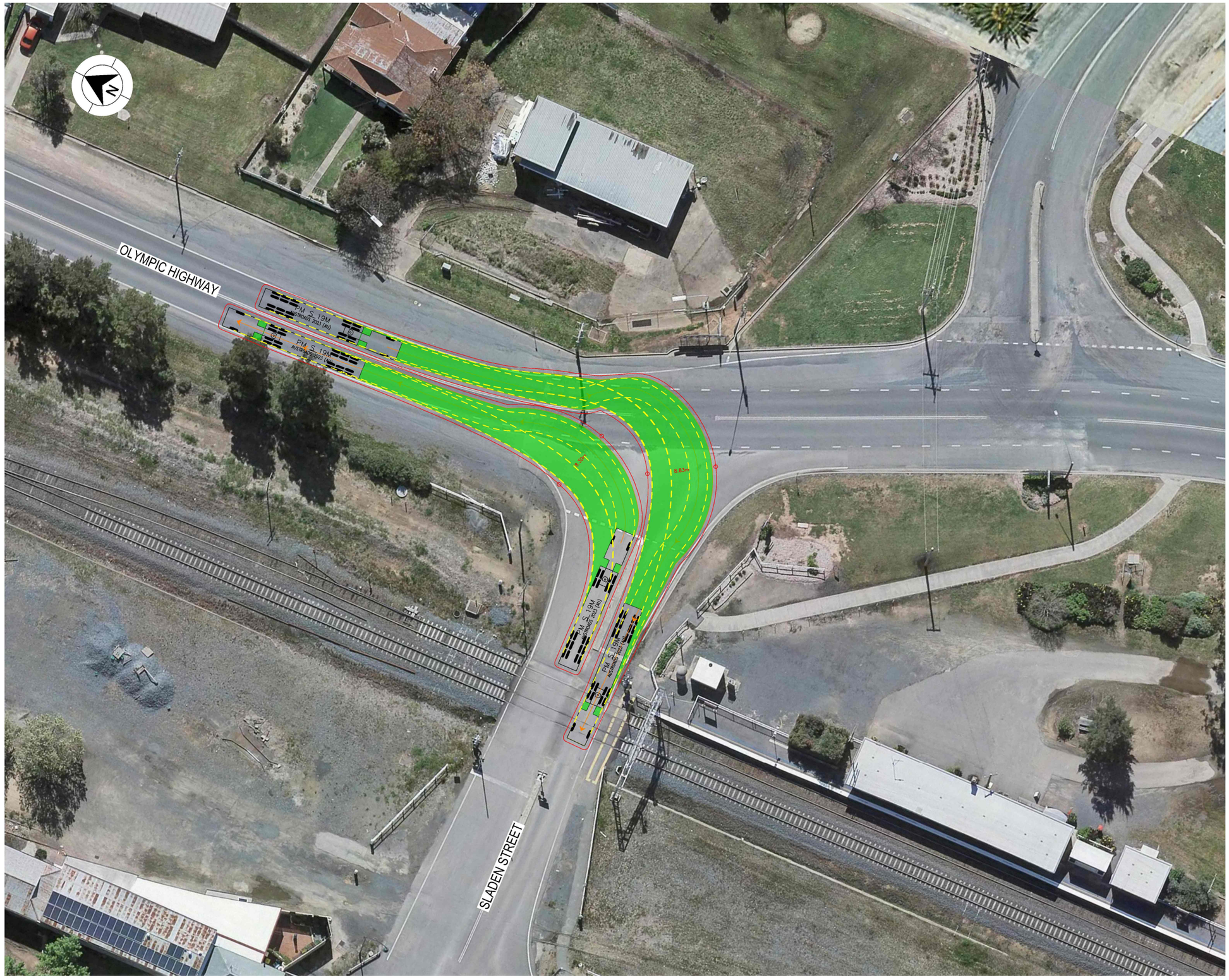
	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

A3

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND SLADEN STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-008
ISSUE 1

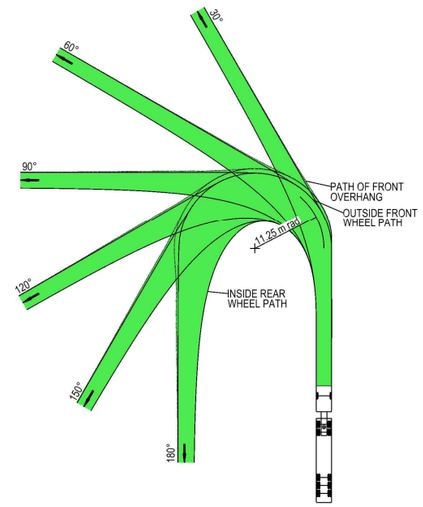


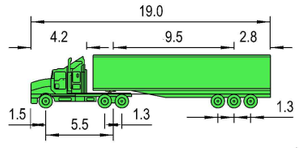
LEGEND

GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

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

PLOT DATE / TIME 14/07/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND SLADEN STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-009
ISSUE 1

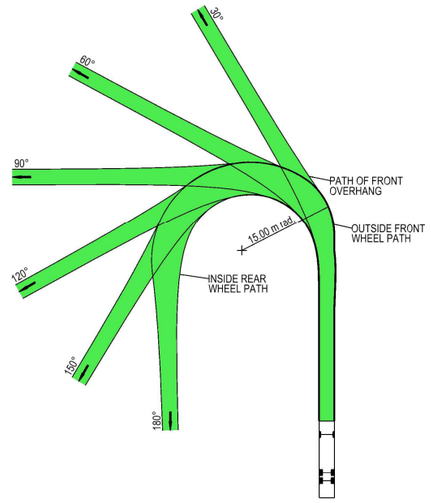
LEGEND

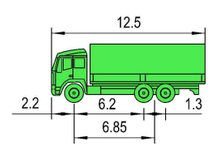
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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

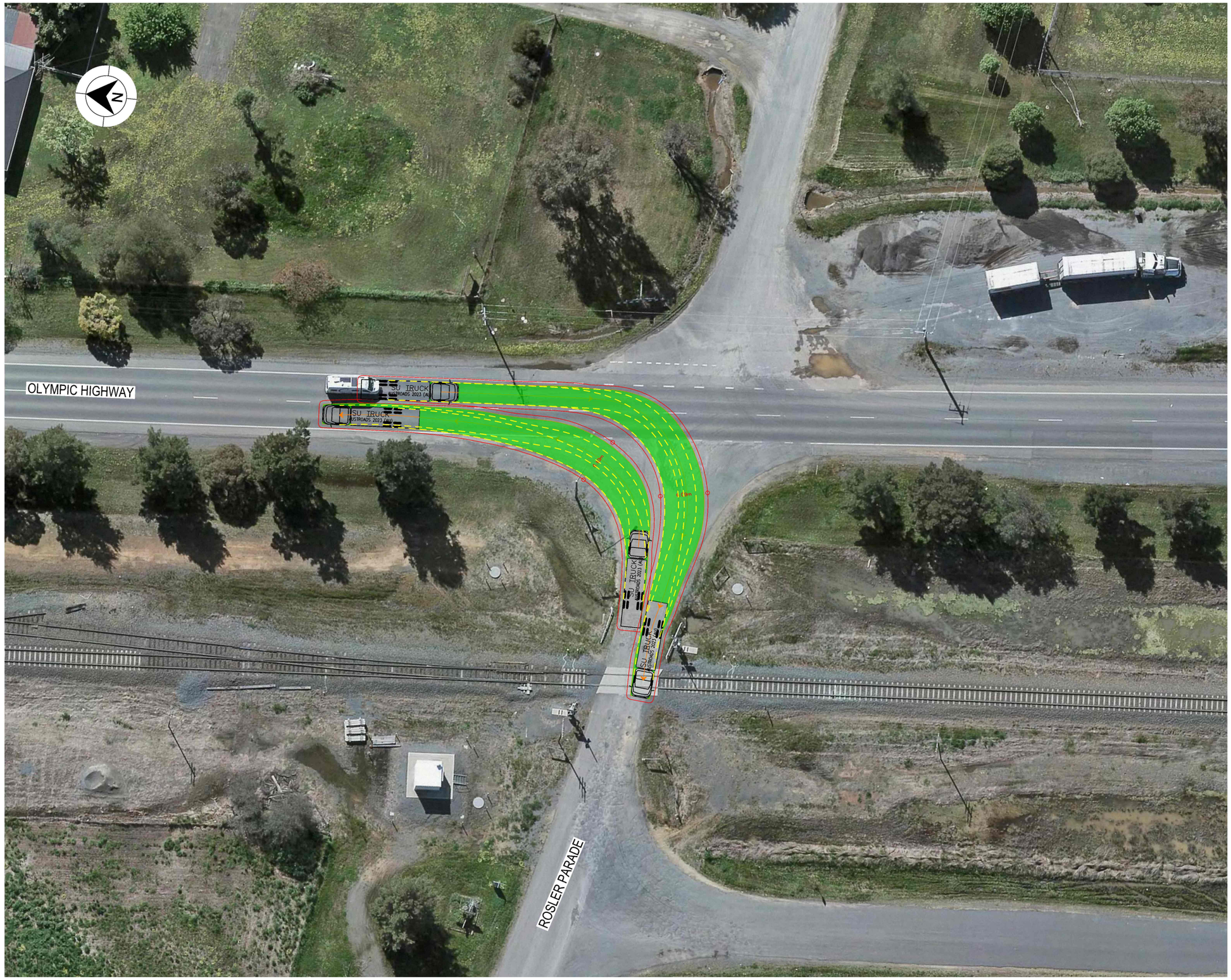
	TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025	
DRG CHECK	J.COLES	03/09/2025	
DESIGN	T.HUNTER	03/09/2025	
DESIGN CHECK	J.COLES	03/09/2025	
DESIGN MNGR	J.GORRIE	03/09/2025	
PROJECT MNGR	J.GORRIE	03/09/2025	

MARTINUS

A3

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - OLYMPIC HIGHWAY AND ROSLER PARADE - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-010
ISSUE 1



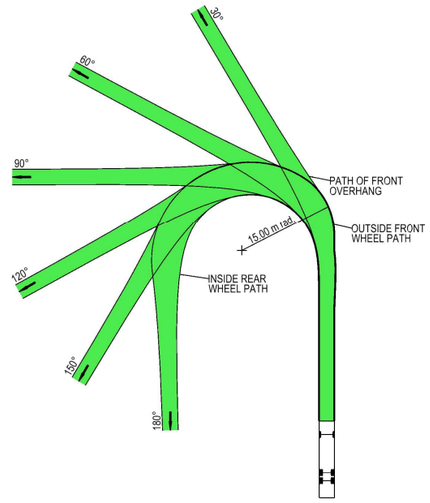
LEGEND

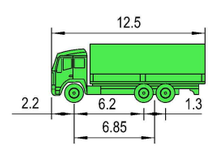
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - OLYMPIC HIGHWAY AND ROSLER PARADE - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-011
ISSUE 1

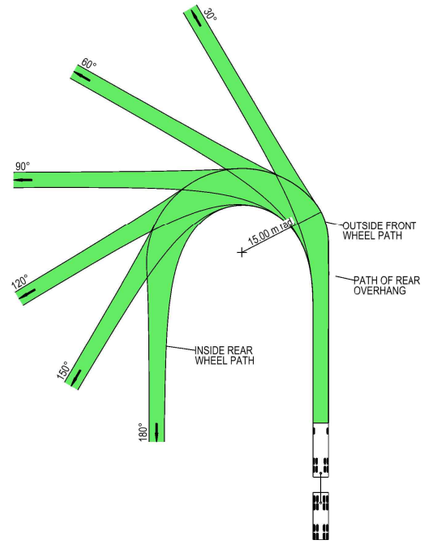
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLYMPIC HIGHWAY AND ROSLER PARADE - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-012
ISSUE 1

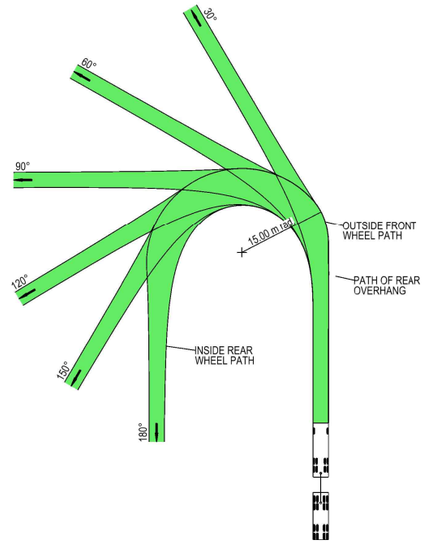
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLYMPIC HIGHWAY AND ROSLER PARADE - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-013
ISSUE 1

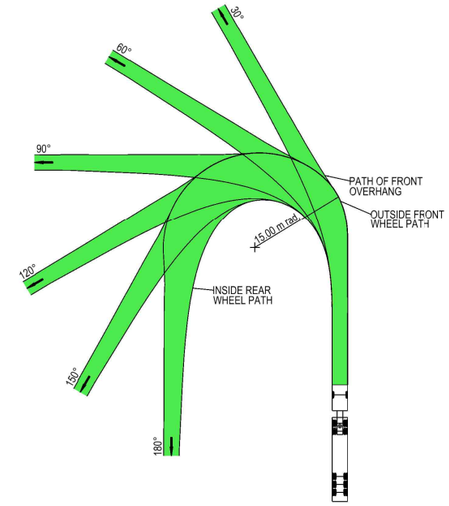
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-014
ISSUE 1

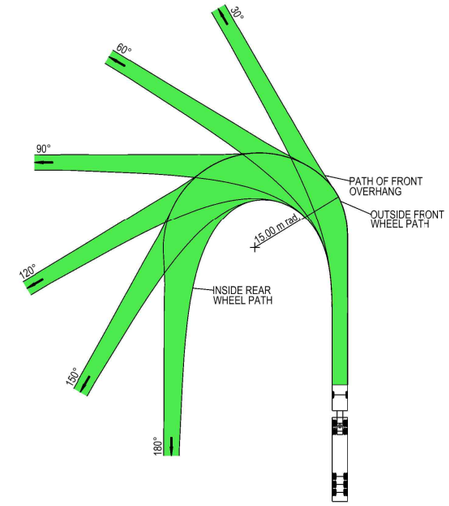
LEGEND

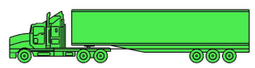
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 04/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-015
ISSUE 1

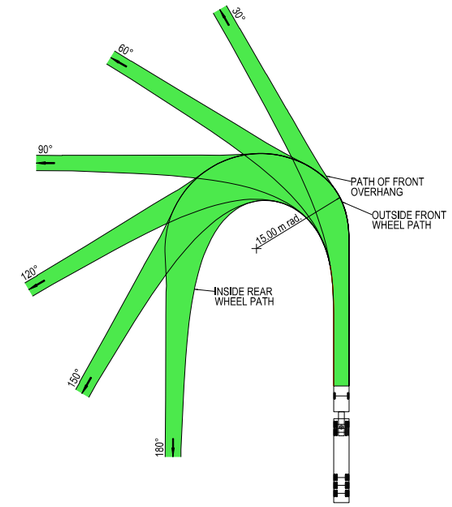
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 12/09/2025 — 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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

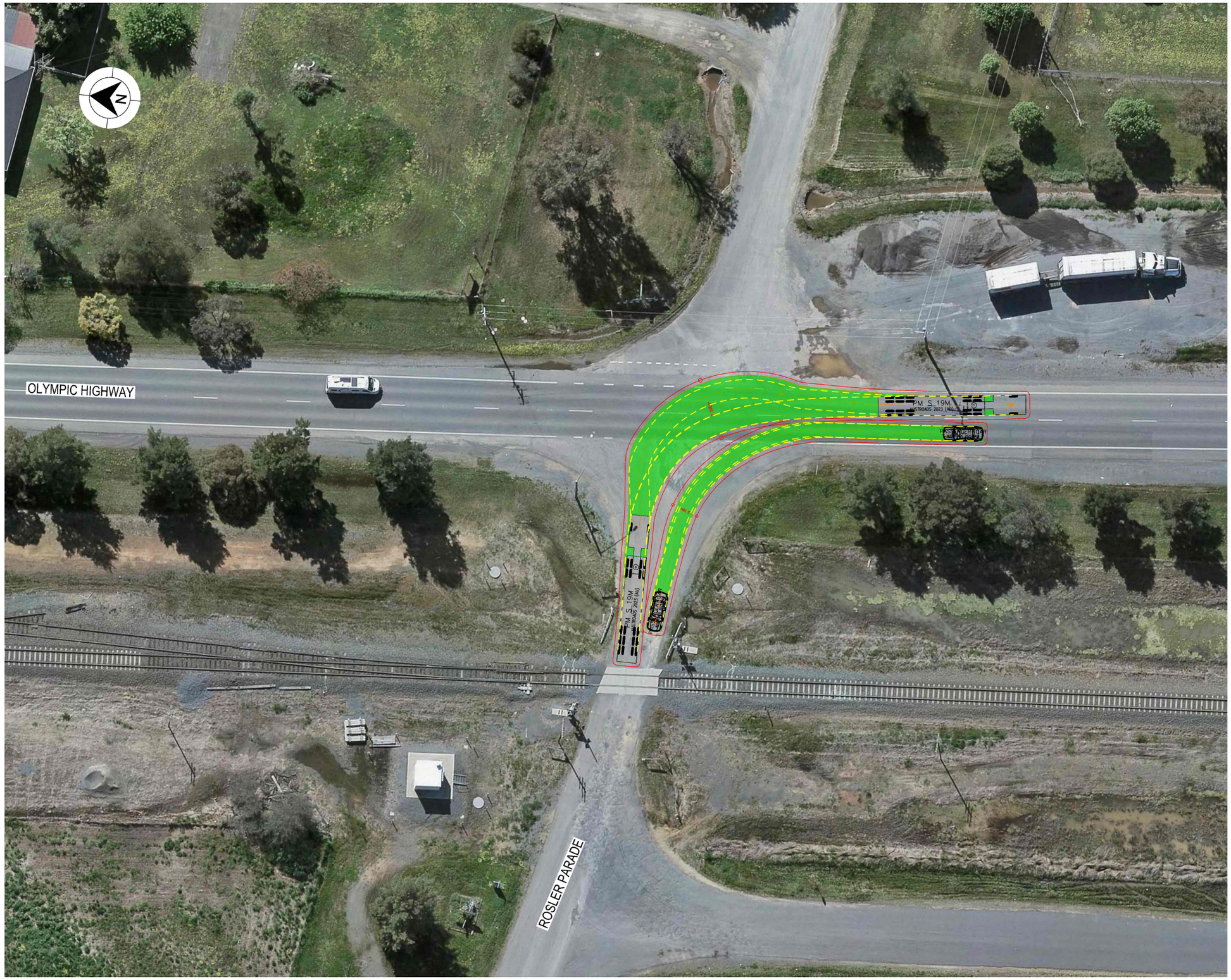
MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-016 — ISSUE 1



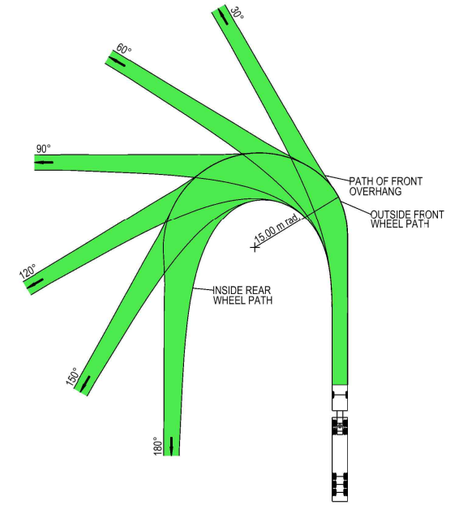
LEGEND

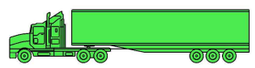
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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

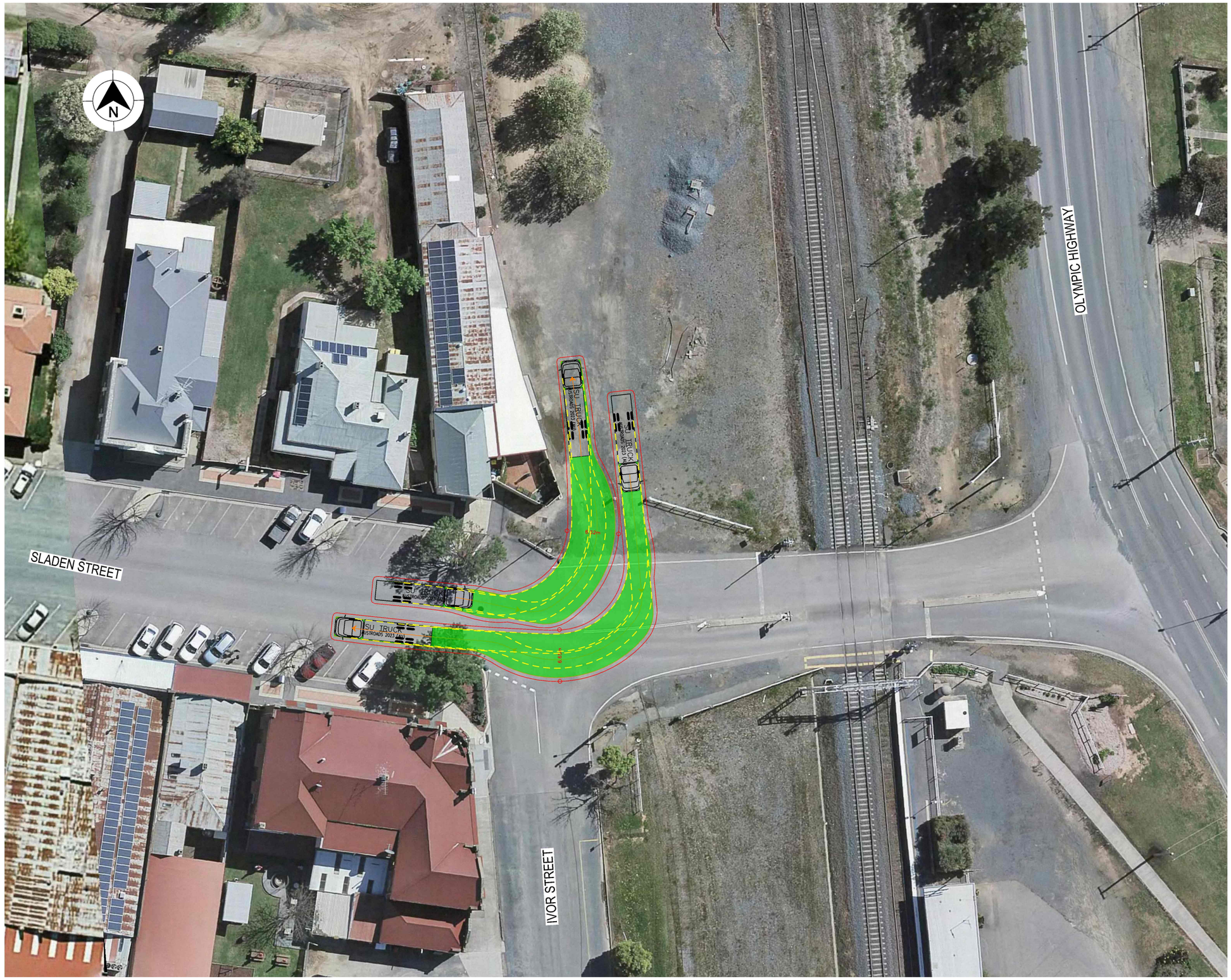
	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND ROSLER PARADE - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-017
ISSUE 1



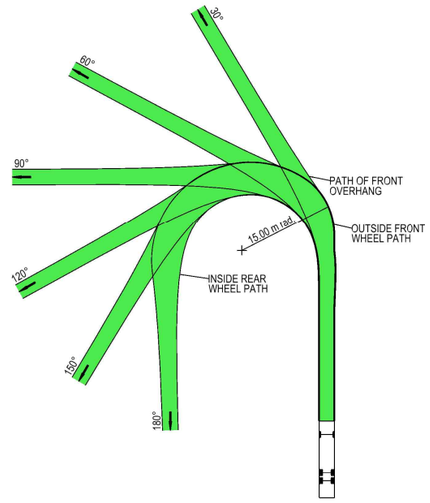
LEGEND

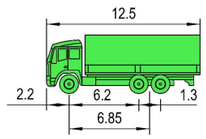
GDA 2020

- 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.
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 03/09/2025
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

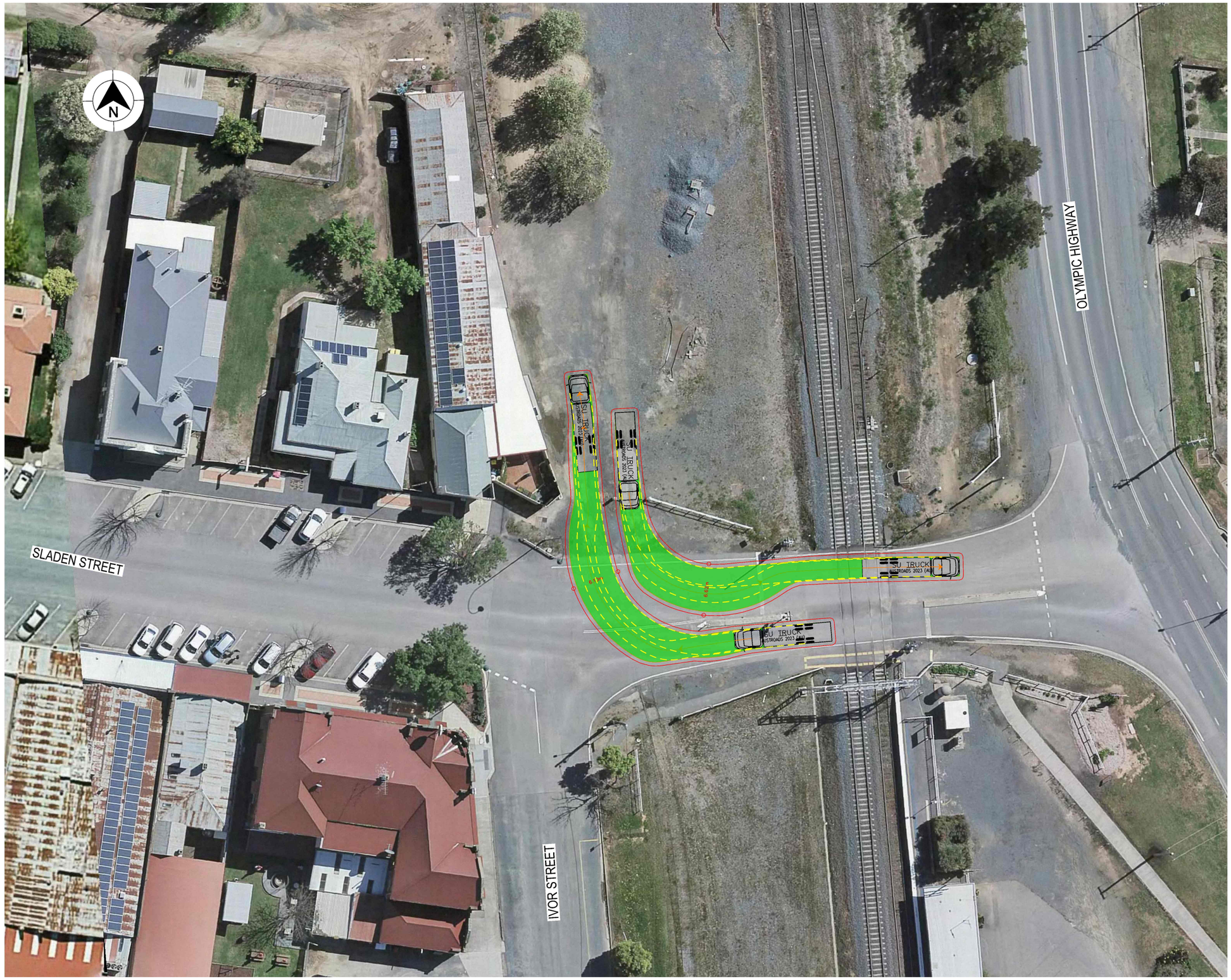
	TITLE	NAME	DATE
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H1 - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-018
ISSUE 1



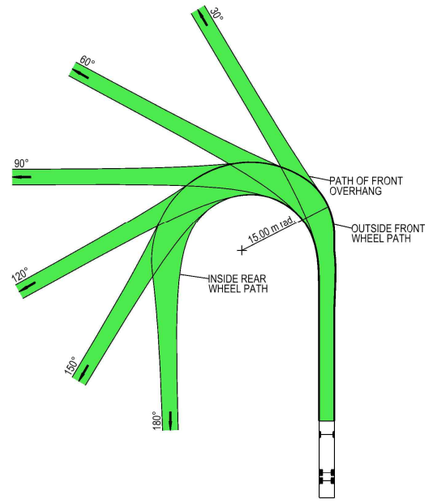
LEGEND

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.
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
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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

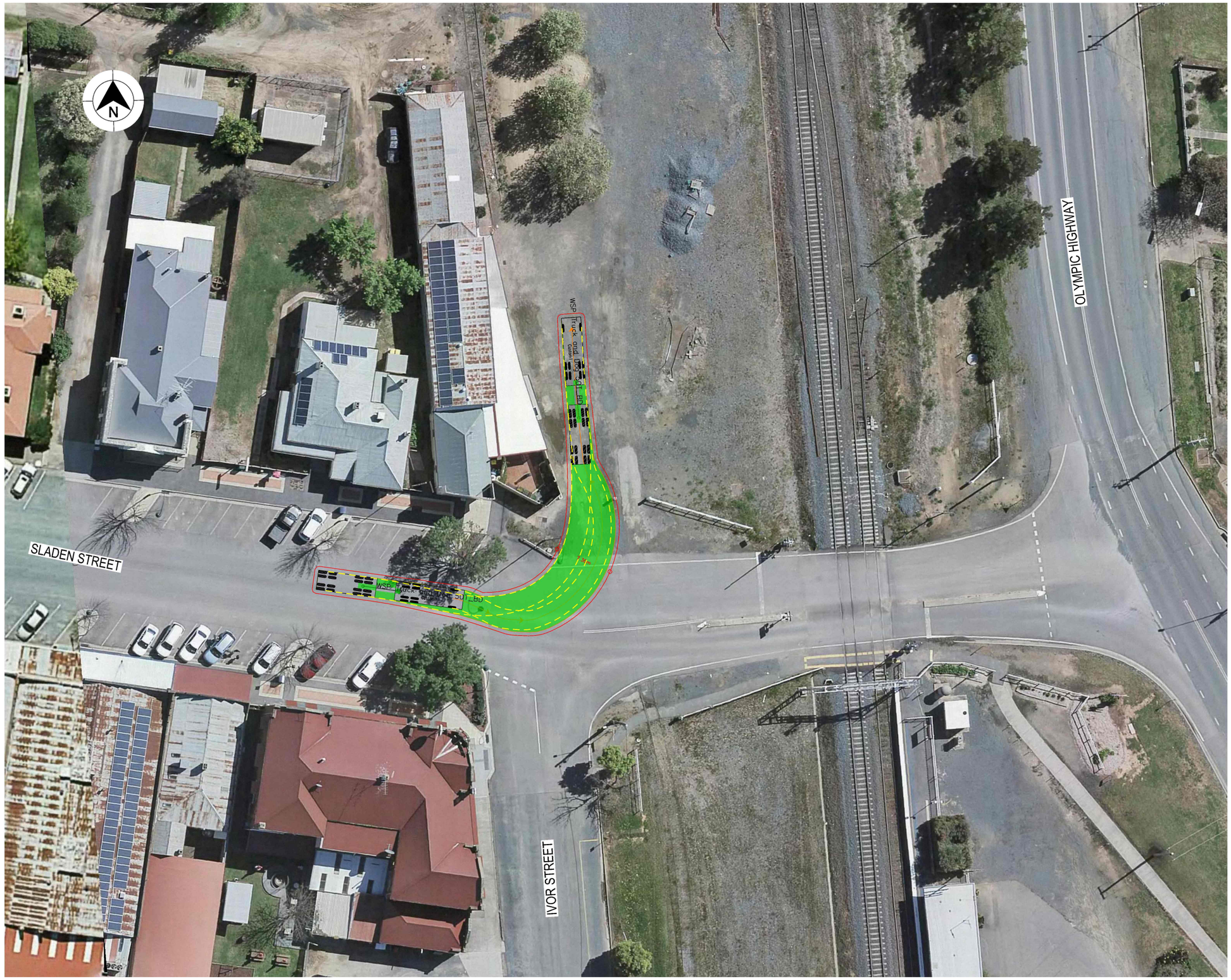
	TITLE	NAME	DATE
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H1 - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-019
ISSUE 1



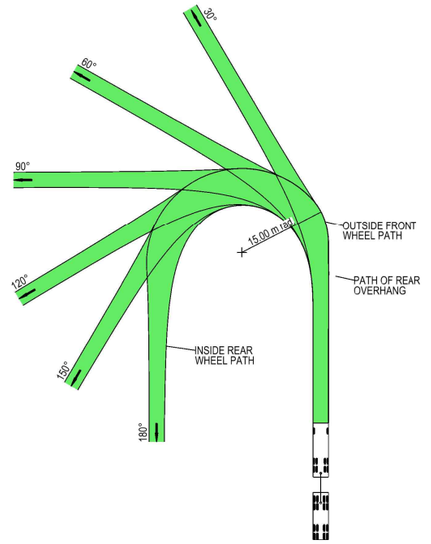
LEGEND

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 03/09/2025
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	T.HUNTER	03/09/2025
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DESIGN	T.HUNTER	03/09/2025
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DESIGN MNGR	J.GORRIE	03/09/2025
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MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-020
ISSUE 1

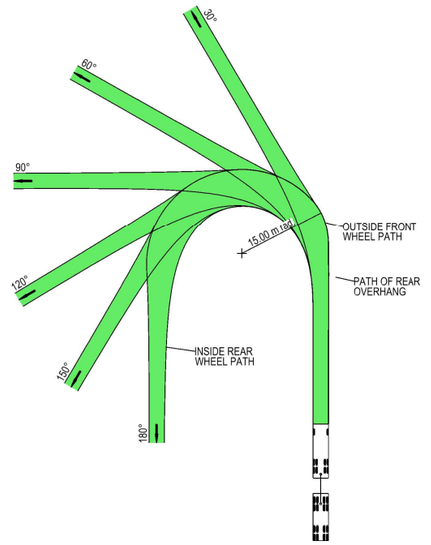
LEGEND

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
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DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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

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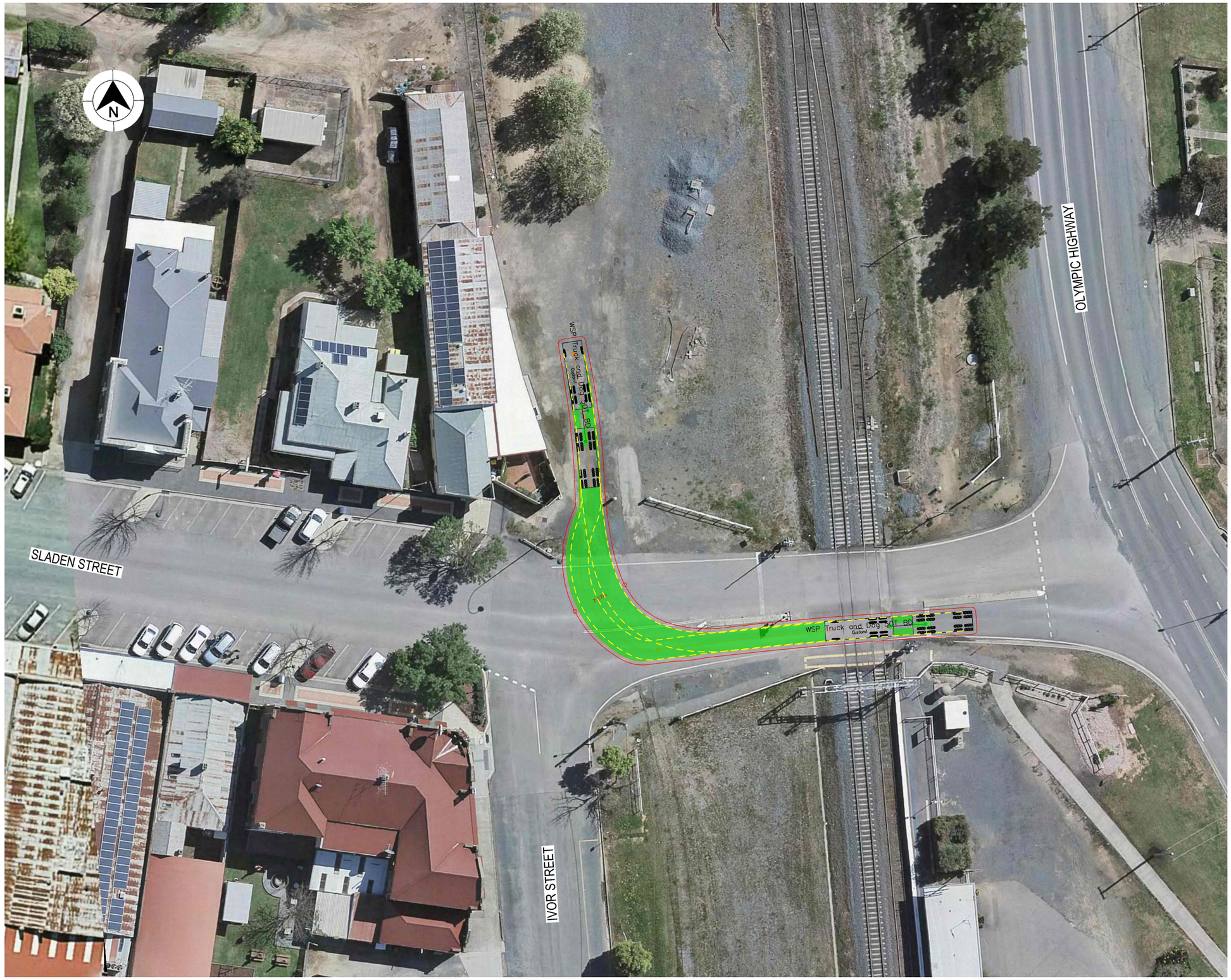
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H1 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-021
ISSUE 1



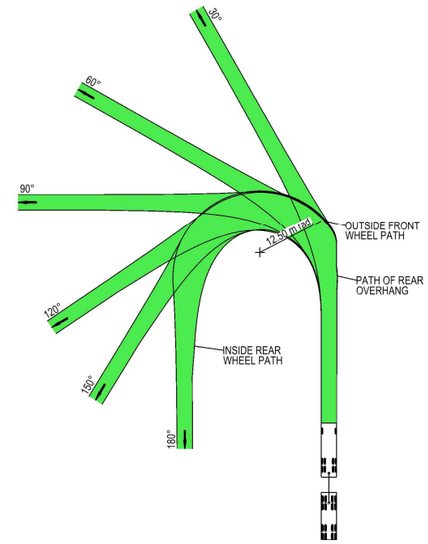
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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

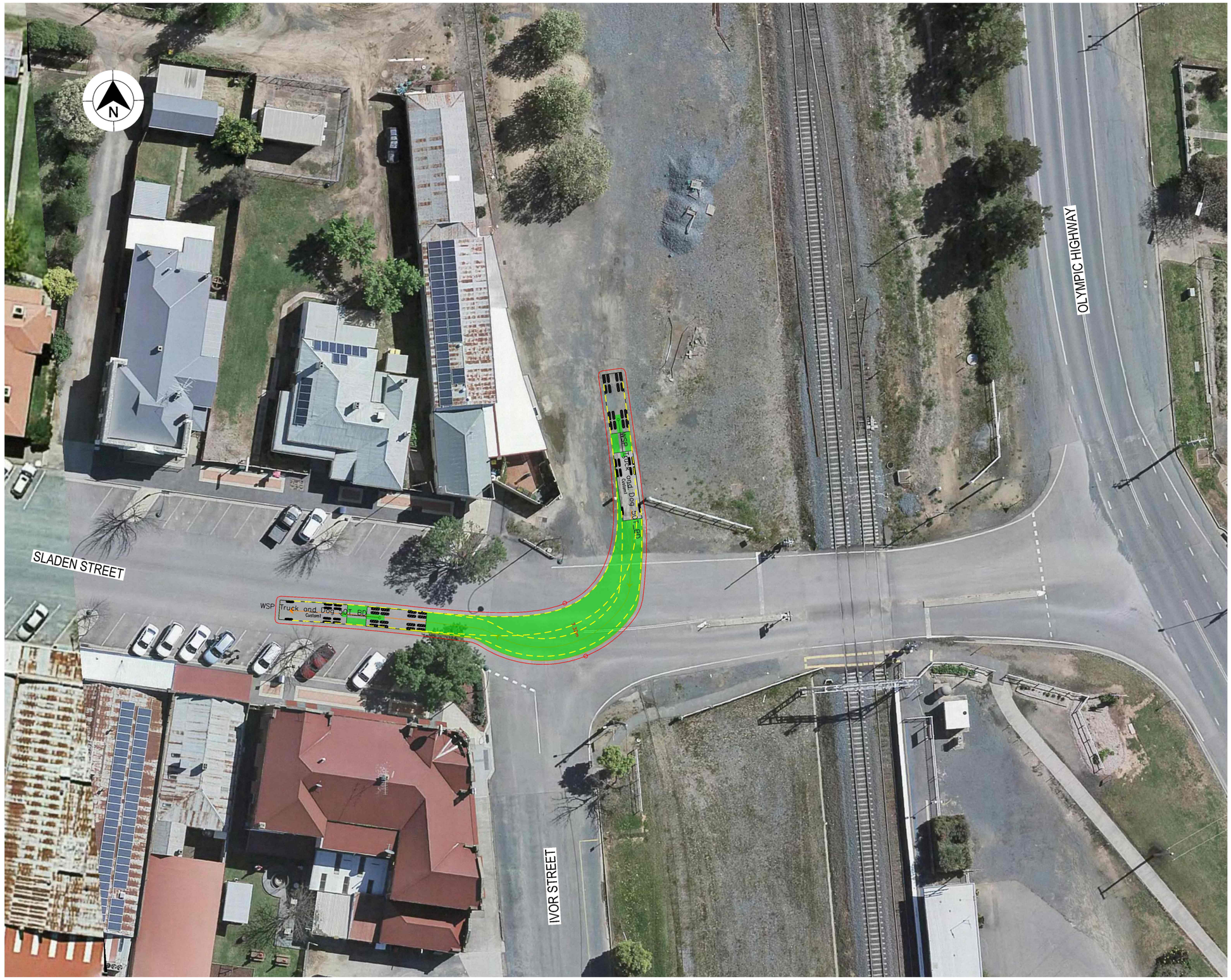
TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H1 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-022
ISSUE 1



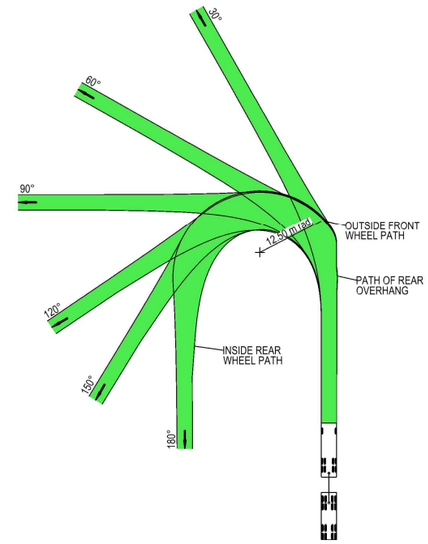
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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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 - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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

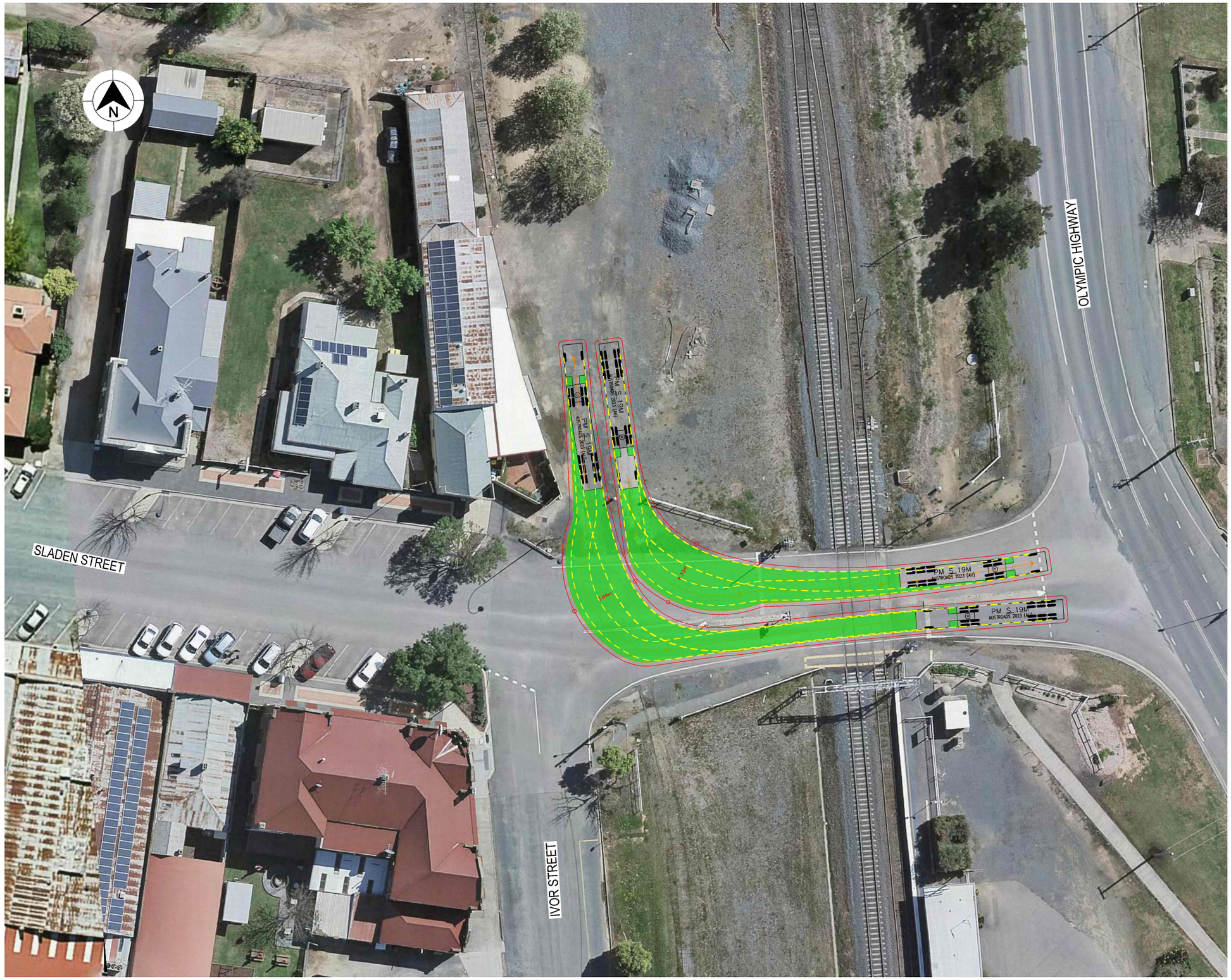
	TITLE	NAME	DATE
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H1 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-023
ISSUE 1



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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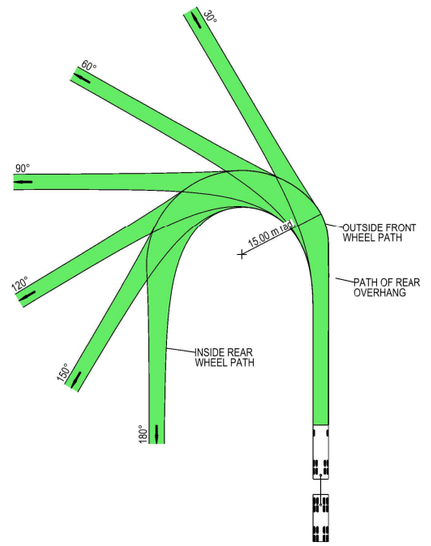
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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

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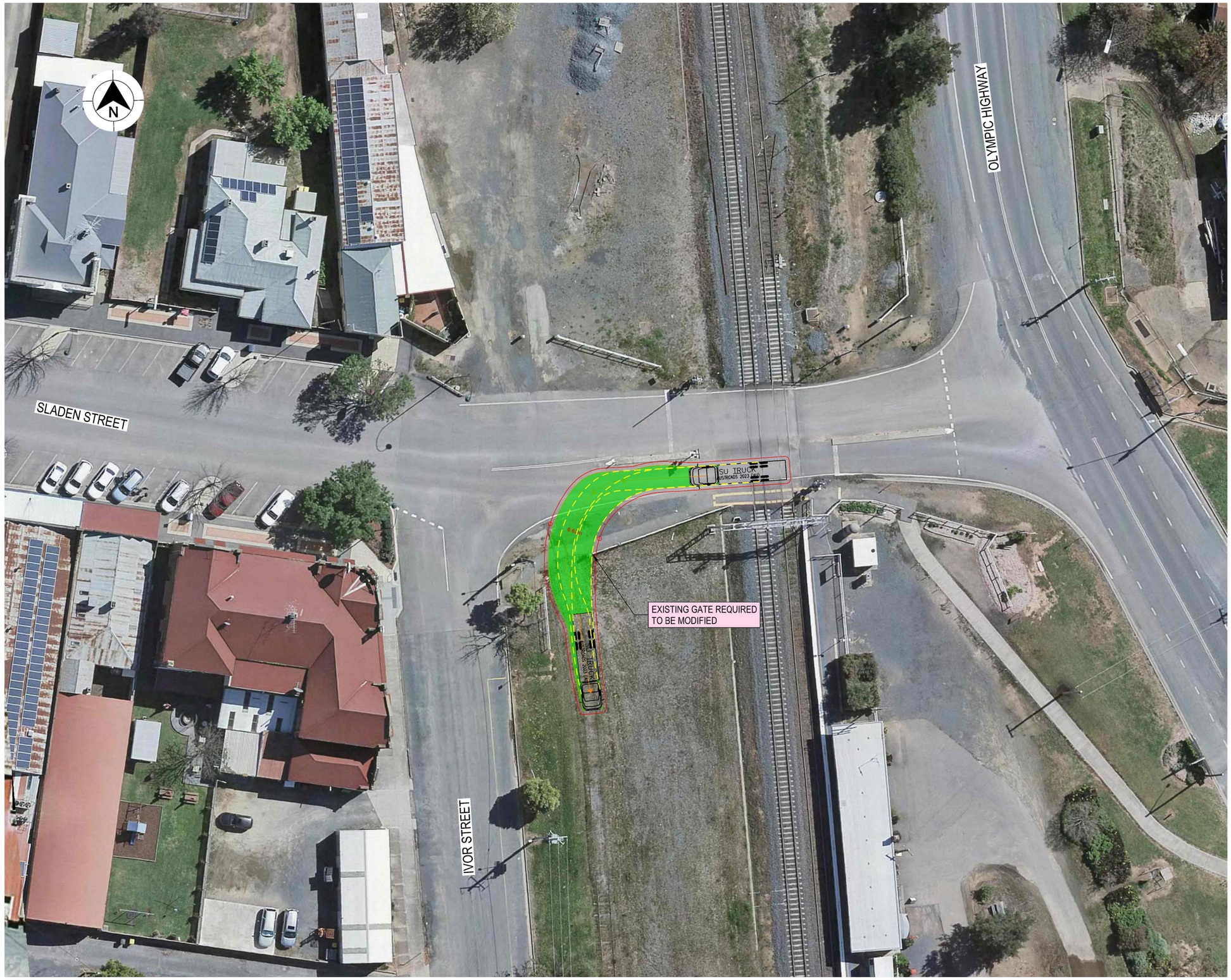
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE H1 - LO RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-024
ISSUE 1



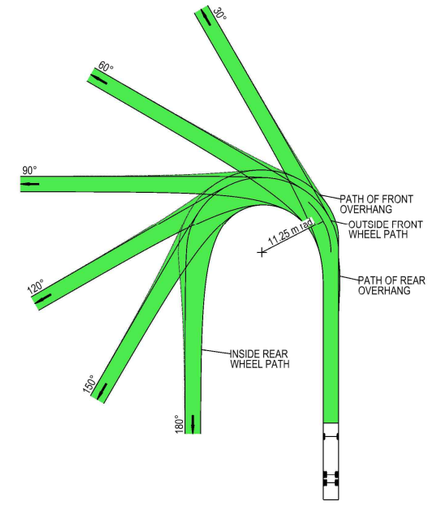
LEGEND

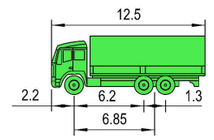
GDA 2020

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

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

SINGLE UNIT SERVICE TRUCK (12.5 m)

OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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

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

SCALES ON A3 SIZE DRAWING
0 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: 03/09/2025
PLOT BY: ThomHunter

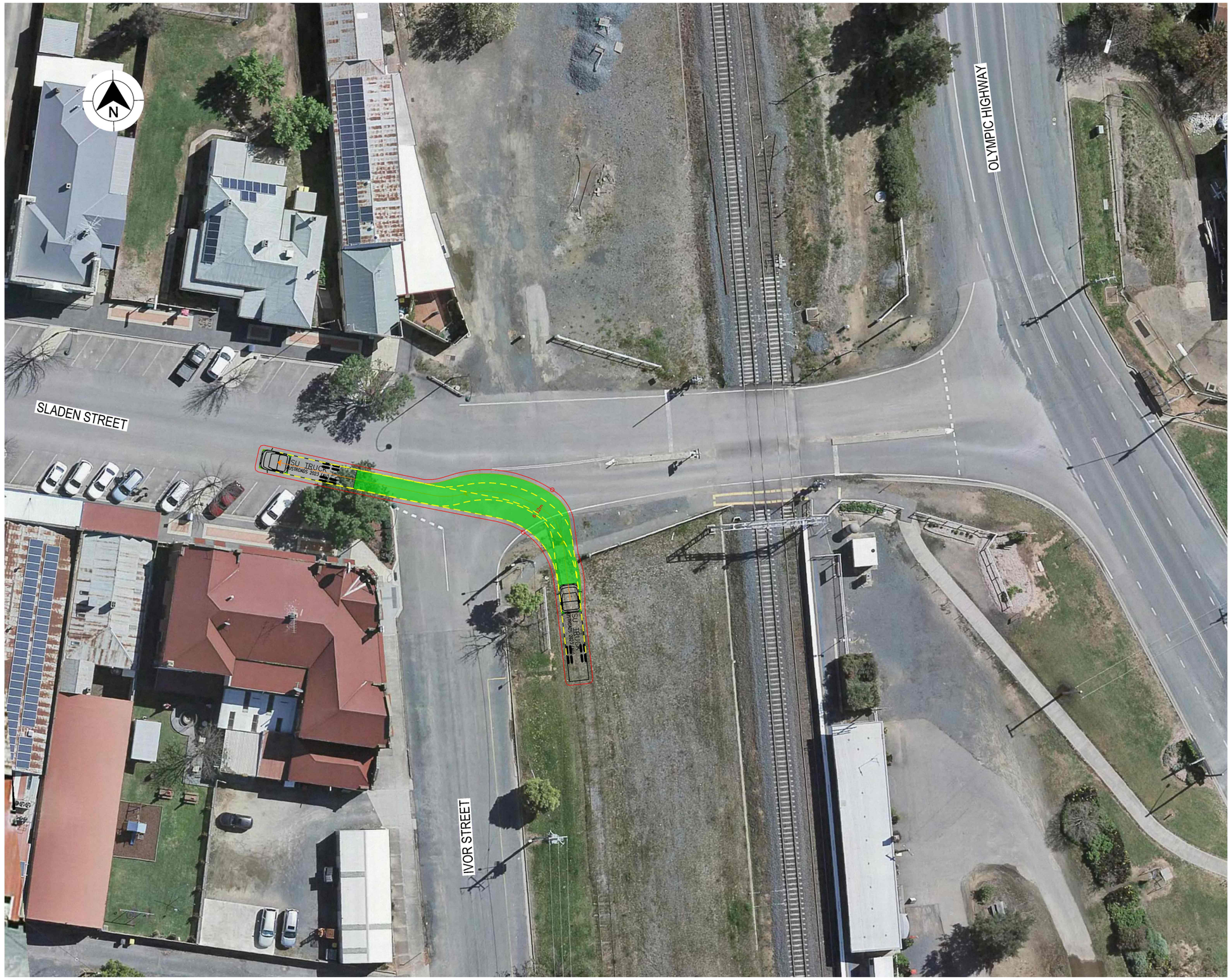
TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

CLIENT
MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H2 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-025
ISSUE 1



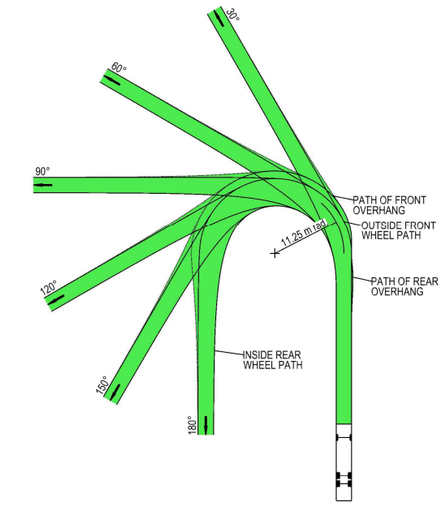
LEGEND

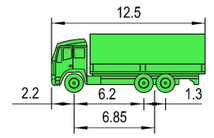
GDA 2020

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

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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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 - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H2 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-026
ISSUE 1

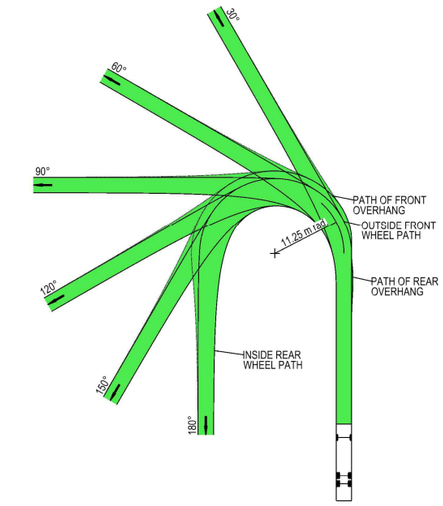
LEGEND

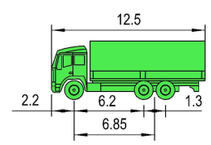
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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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

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-027
ISSUE 1

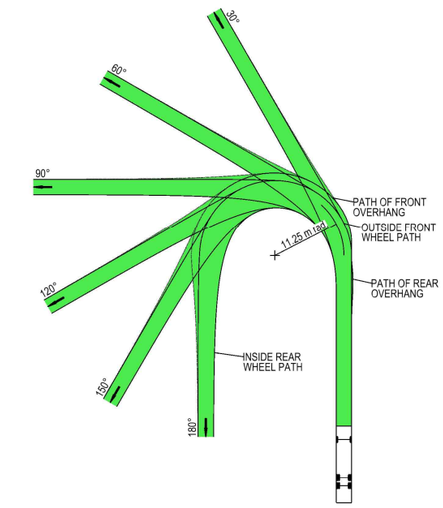
LEGEND

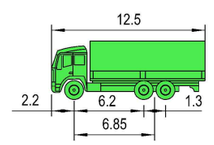
GDA 2020

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

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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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	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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

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TITLE		
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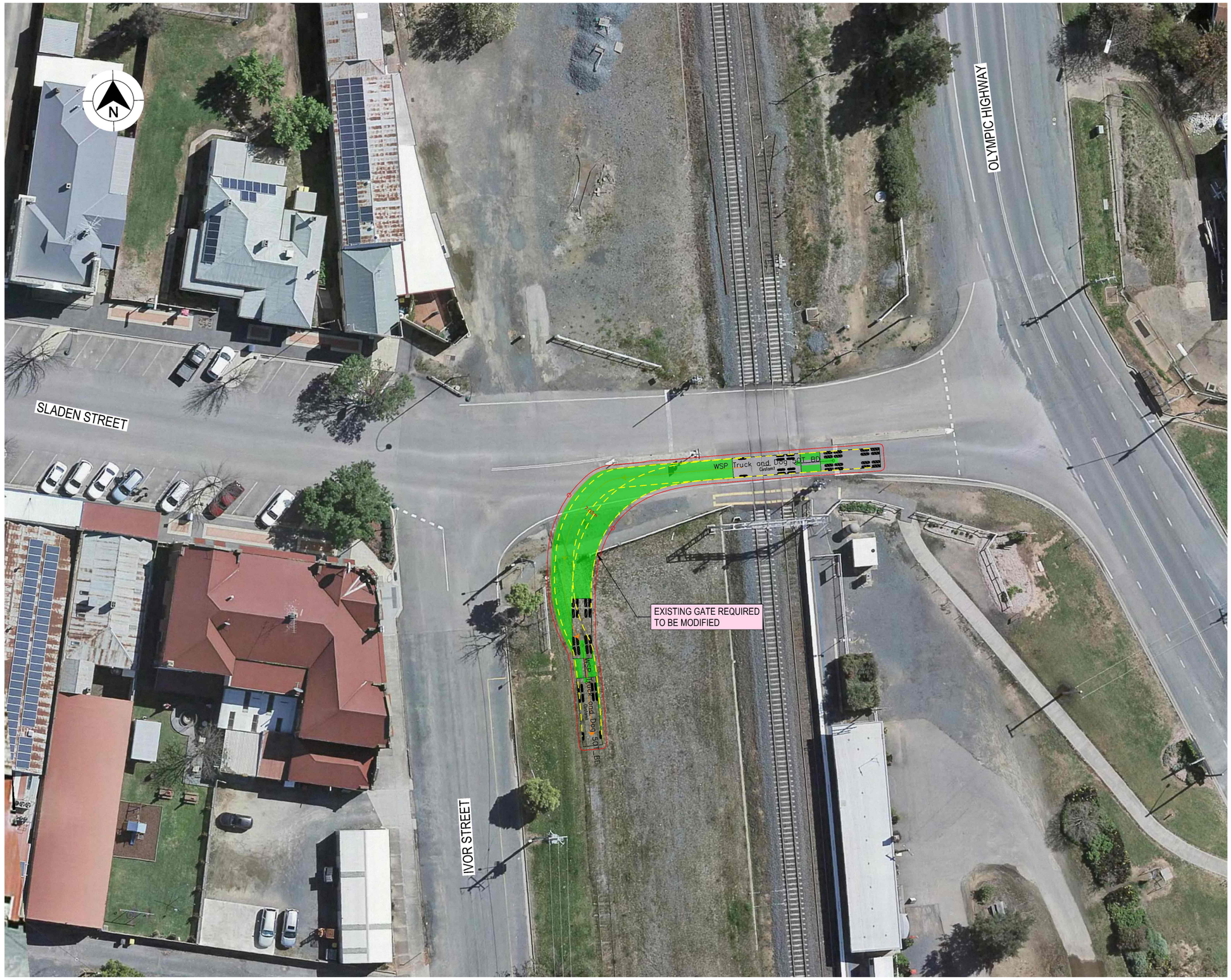
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

A3

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H2 - RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-028
ISSUE 1



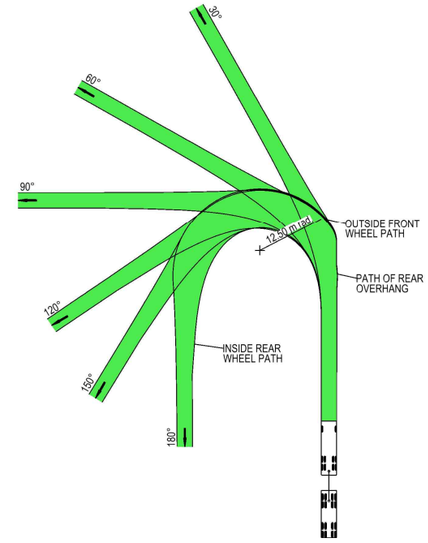
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty 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: 03/09/2025
PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

CLIENT
MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H2 - LI

A3

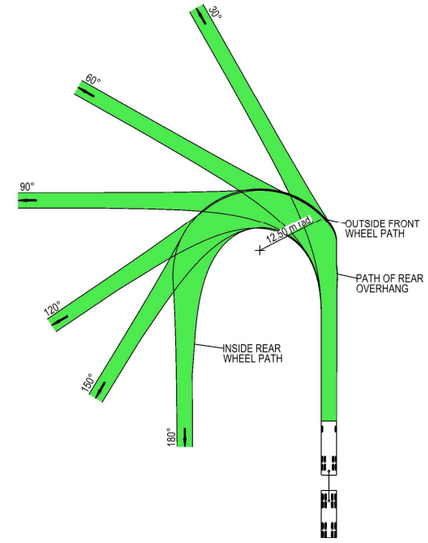
RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-029
ISSUE 1

LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 03/09/2025
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

TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H2 - LO

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS:
SHEET No.: SW5-030
ISSUE: 1

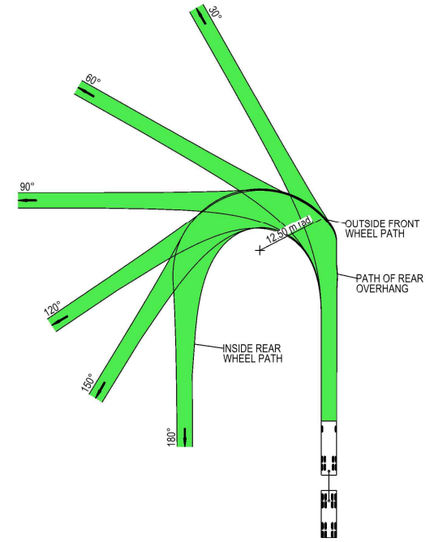
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME: 03/09/2025
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

	TITLE	NAME	DATE
DRAWN		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H2 - RI

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS:
SHEET No.: SW5-031
ISSUE: 1

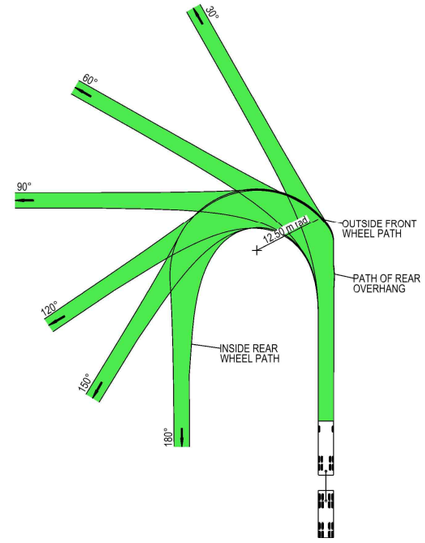
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

SCALES ON A3 SIZE DRAWING
0 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: 03/09/2025
PLOT BY: ThomHunter

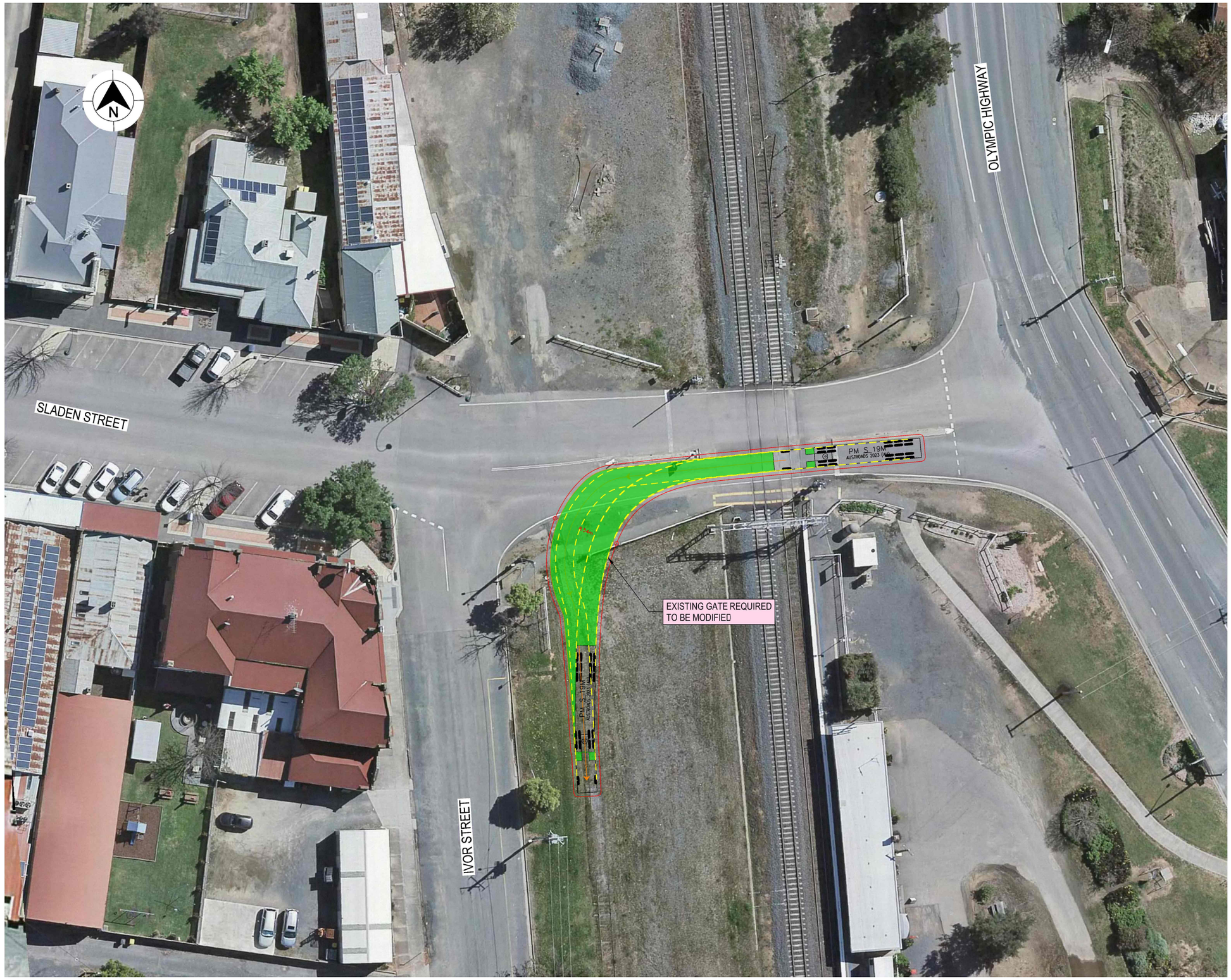
TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

CLIENT
MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GATE H2 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-032
ISSUE 1



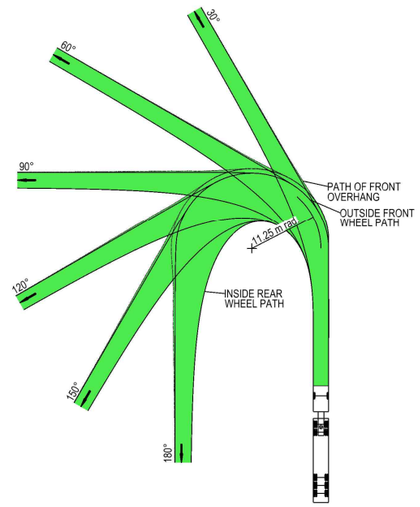
LEGEND

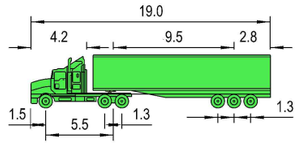
GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty 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: 03/09/2025
PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

CLIENT
MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE H2 - LI

A3

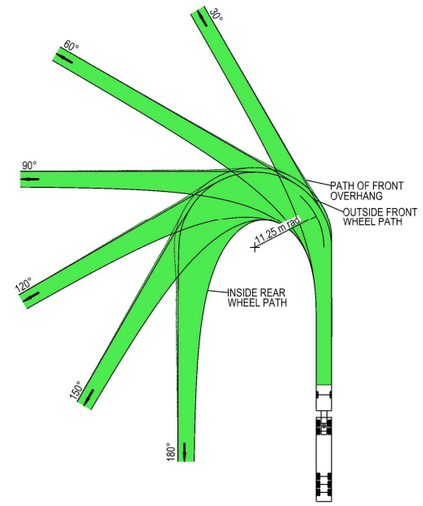
RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-033
ISSUE 1

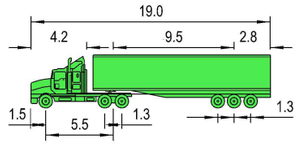
LEGEND

GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
SLADEN STREET - GATE H2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - GATE H2 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-034
ISSUE 1

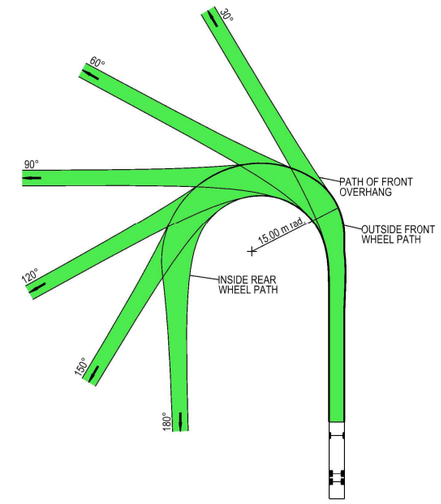
LEGEND

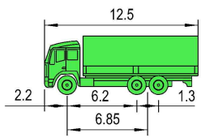
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025 — 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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
ROSLER PARADE - GATE H3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H3 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-035 — ISSUE 1

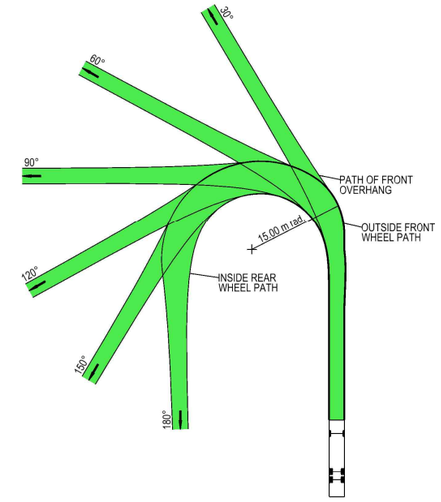
LEGEND

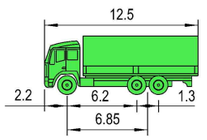
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

SINGLE UNIT SERVICE TRUCK (12.5 m)

OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
0 5 10 15 20 25 30 35 40 45 50

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
ROSLER PARADE - GATE H3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H3 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-036
ISSUE 1

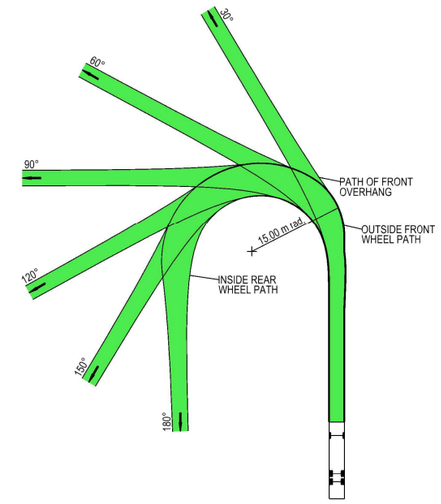
LEGEND

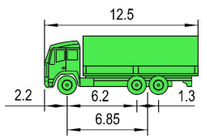
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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

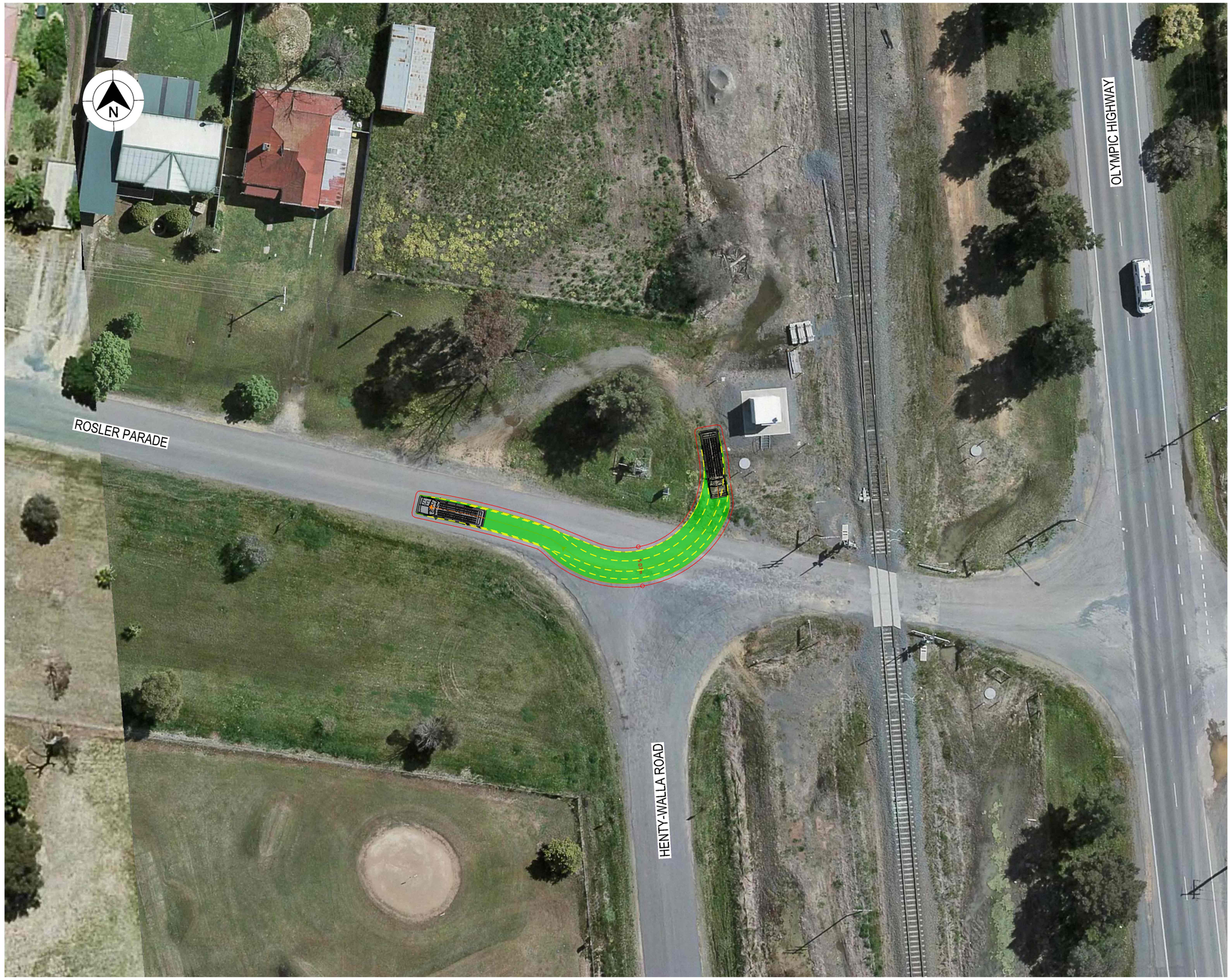
	NAME	DATE
TITLE		
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
ROSLER PARADE - GATE H3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H3 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-037
ISSUE 1



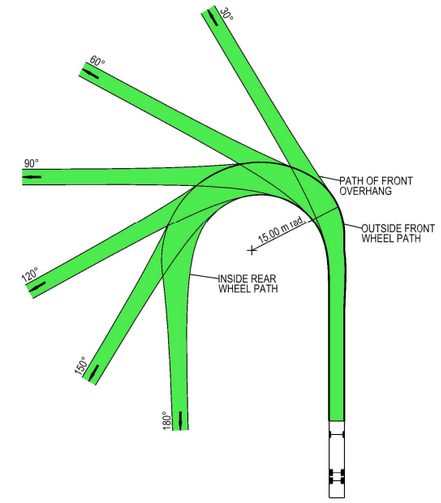
LEGEND

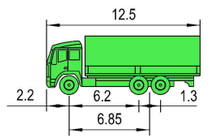
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025 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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
ROSLER PARADE - GATE H3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - GATE H3 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-038 ISSUE 1

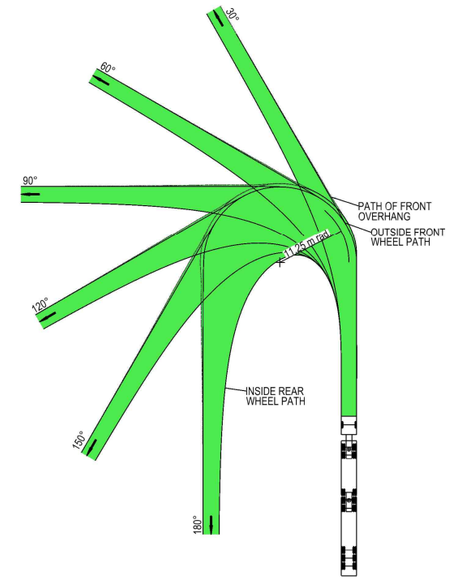
LEGEND

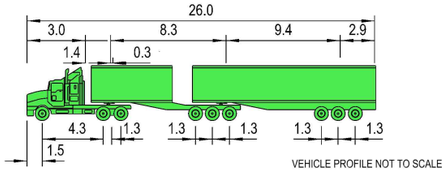
GDA 2020

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

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025
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		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - OLYMPIC HIGHWAY AND ROSLER PARADE - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-039
ISSUE 1

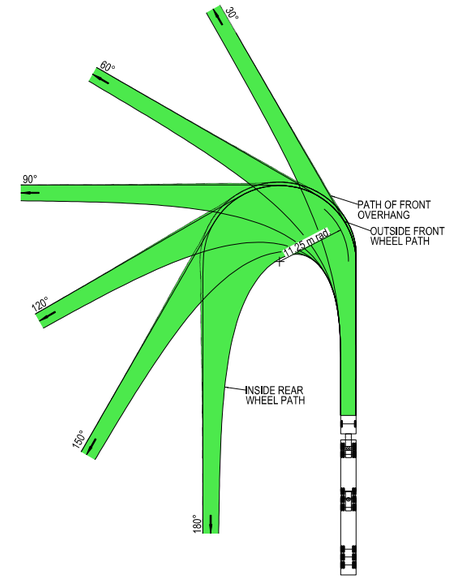
LEGEND

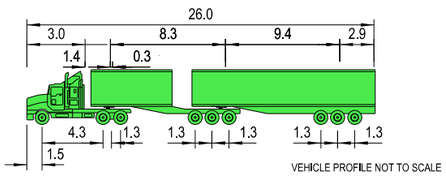
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 12/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - OLYMPIC HIGHWAY AND ROSLER PARADE - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-040
ISSUE 1

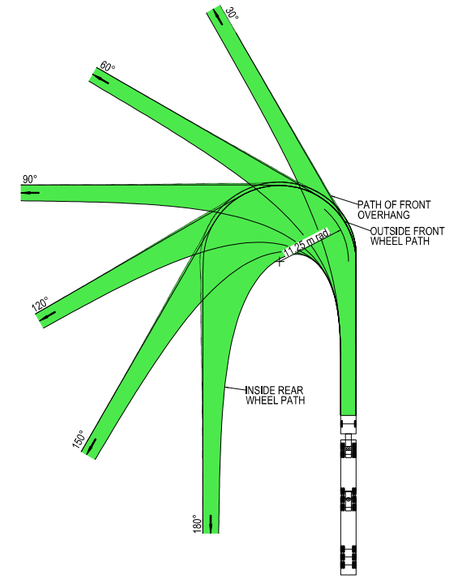
LEGEND

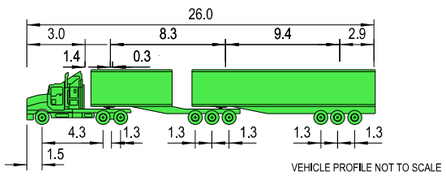
GDA 2020

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

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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.
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B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 12/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - OLYMPIC HIGHWAY AND ROSLER PARADE - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-041
ISSUE 1

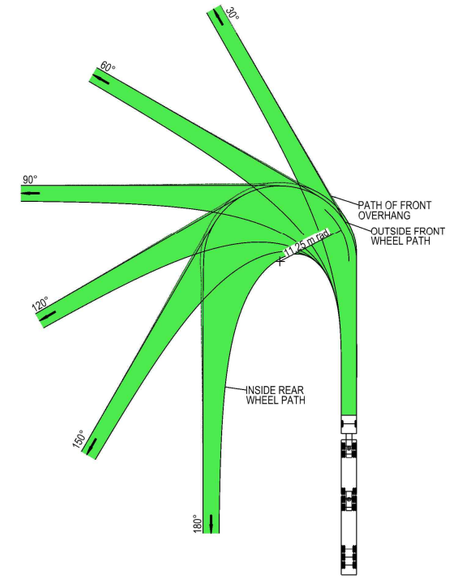
LEGEND

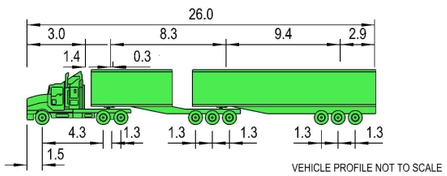
GDA 2020

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

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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CURB TO CURB TURNING RADIUS	11.25 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 - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE:

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

PLOT DATE / TIME: 04/09/2025 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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
OLYMPIC HIGHWAY AND ROSLER PARADE

A3

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - OLYMPIC HIGHWAY AND ROSLER PARADE - RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS | SHEET No.: SW5-042 | ISSUE: 1

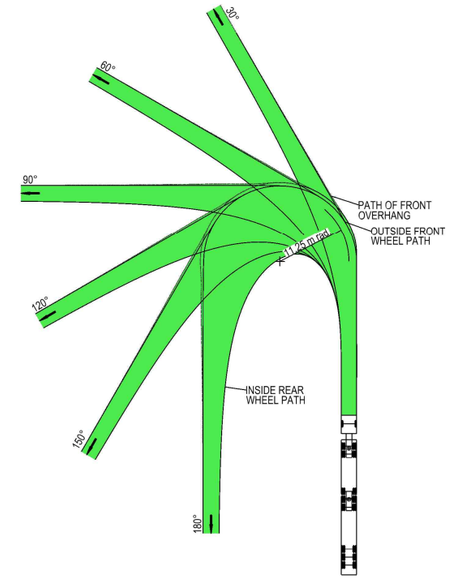
LEGEND

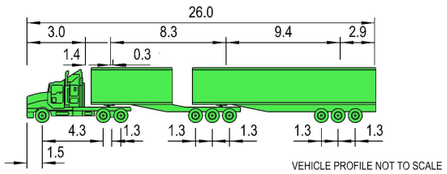
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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B - DOUBLE (26.0 m)

OVERALL LENGTH	26.00 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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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 03/09/2025
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		T.HUNTER	03/09/2025
DRG CHECK		J.COLES	03/09/2025
DESIGN		T.HUNTER	03/09/2025
DESIGN CHECK		J.COLES	03/09/2025
DESIGN MNGR		J.GORRIE	03/09/2025
PROJECT MNGR		J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
ROSLER PARADE AND ALLAN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - ROSLER PARADE AND ALLAN STREET - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-043
ISSUE 1

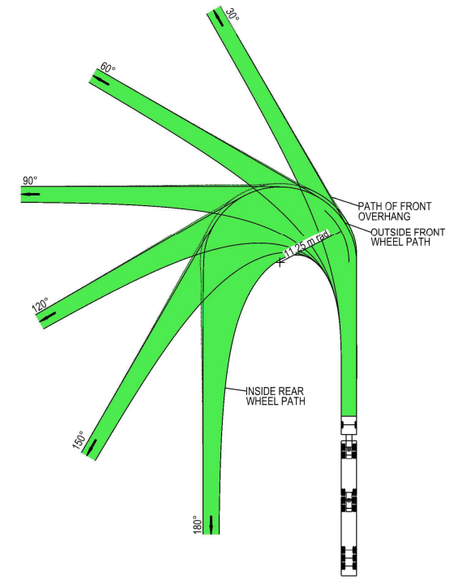
LEGEND

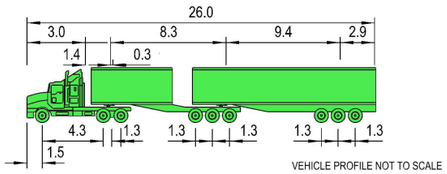
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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

B - DOUBLE (26.0 m)

OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025 — 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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

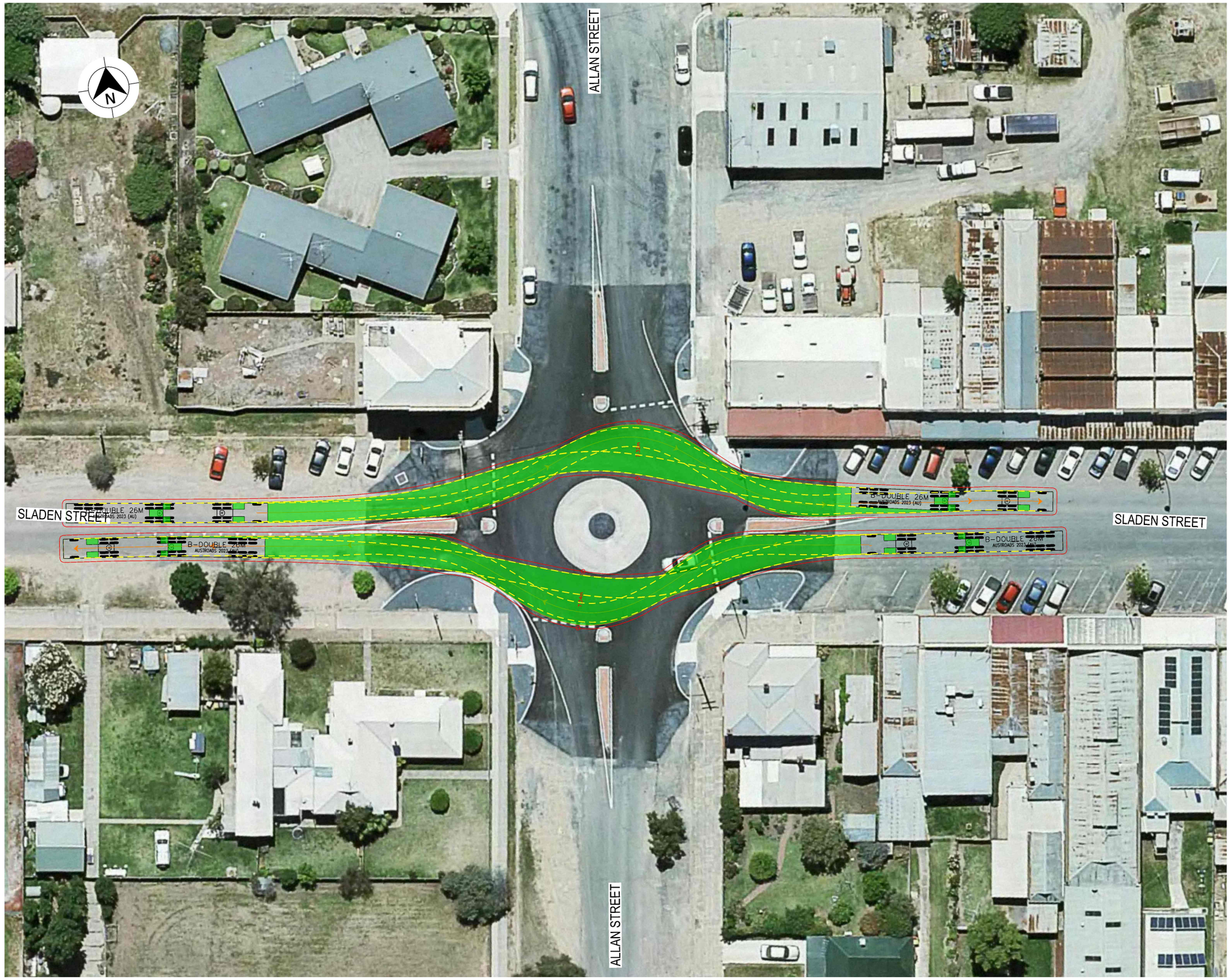
MARTINUS

GREATER HUME COUNCIL
ROSLER PARADE AND ALLAN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - ROSLER PARADE AND ALLAN STREET - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-044 — ISSUE 1



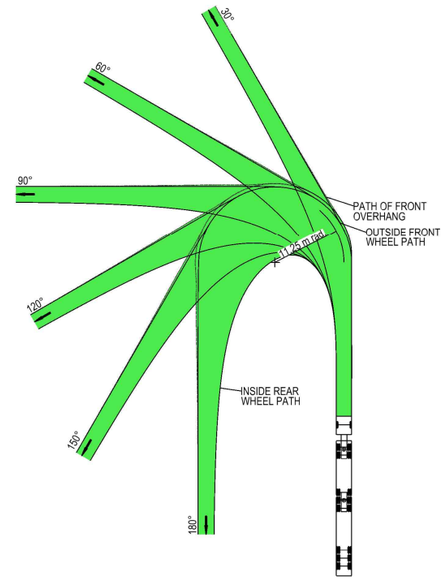
LEGEND

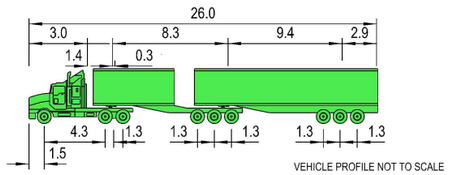
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
ALLAN STREET AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - EAST WEST

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-045
ISSUE 1

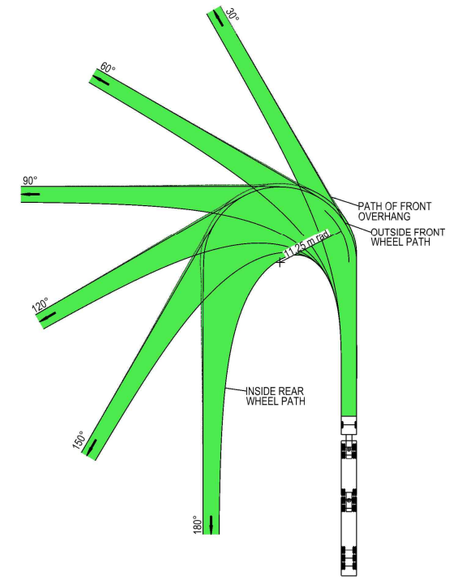
LEGEND

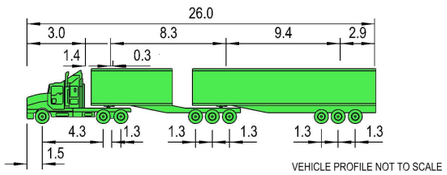
GDA 2020

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

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 04/09/2025 — 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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

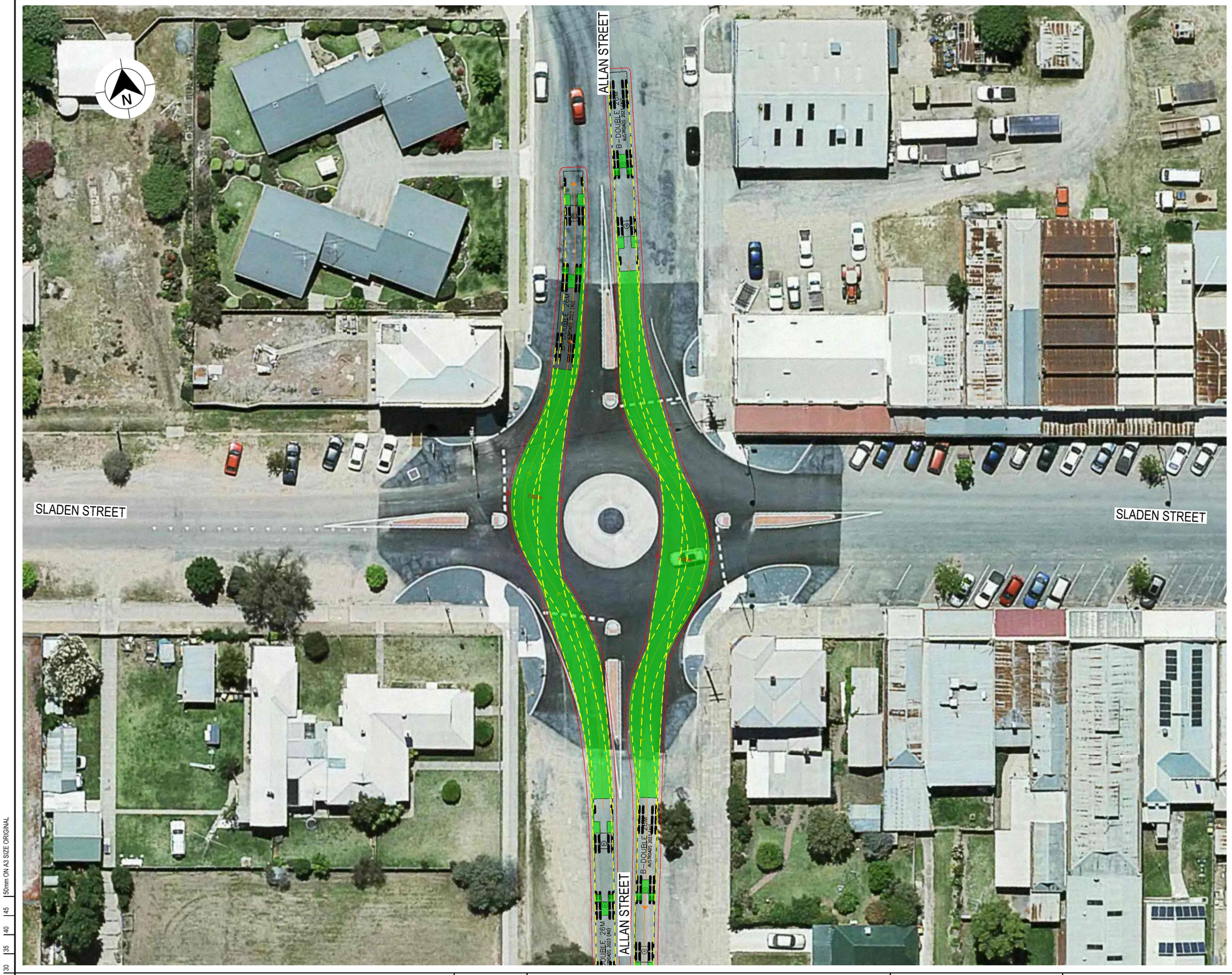
MARTINUS

GREATER HUME COUNCIL
ALLAN STREET AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - EN NE

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-046 — ISSUE 1



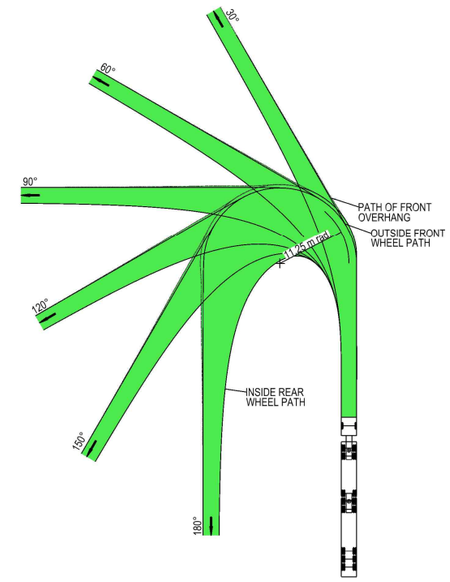
LEGEND

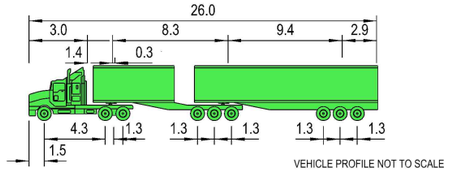
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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.
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B - DOUBLE (26.0 m)

OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 03/09/2025
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	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

MARTINUS

GREATER HUME COUNCIL
ALLAN STREET AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - NORTH SOUTH

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-047
ISSUE 1

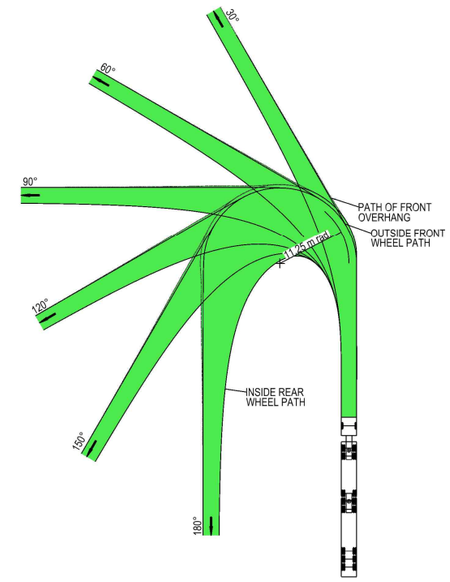
LEGEND

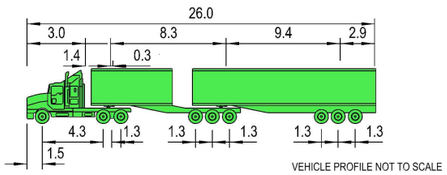
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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

B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Henty 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: 03/09/2025
PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

CLIENT
MARTINUS

GREATER HUME COUNCIL
ALLAN STREET AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - NW WN

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-048
ISSUE 1

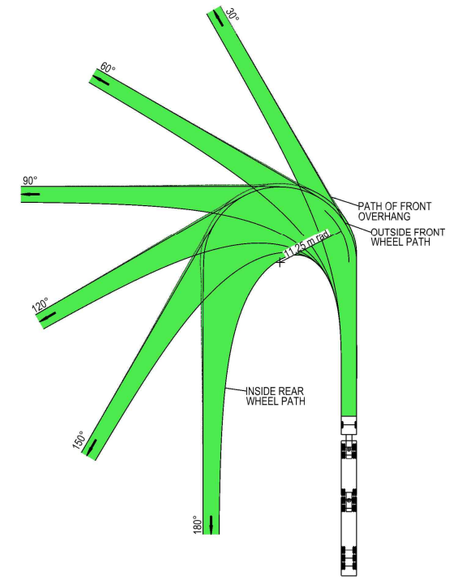
LEGEND

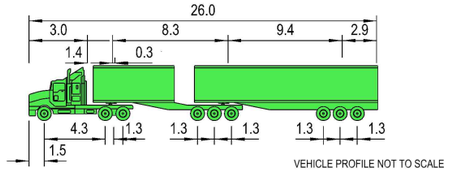
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - DOUBLE (26 m)
RADIUS 12.5 m
FOR USE AT A 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.
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B - DOUBLE (26.0 m)	
OVERALL LENGTH	26.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

NOT FOR CONSTRUCTION

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Henty Route Sheet Arrangement.dgn			14/07/2025	ThomHunter	MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	T.HUNTER	03/09/2025
DRG CHECK	J.COLES	03/09/2025
DESIGN	T.HUNTER	03/09/2025
DESIGN CHECK	J.COLES	03/09/2025
DESIGN MNGR	J.GORRIE	03/09/2025
PROJECT MNGR	J.GORRIE	03/09/2025

GREATER HUME COUNCIL
ALLAN STREET AND SLADEN STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - B DOUBLE - ALLAN STREET AND SLADEN STREET - SE ES

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-049 — ISSUE 1

MARTINUS