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PRECINCT TRAFFIC MANAGEMENT SUB-PLAN – STAGE C - WAGGA WAGGA

A2I | Albury to Illabo

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GLOSSARY

TABLE 1: GLOSSARY

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

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

1 INTRODUCTION

1.1 Inland Rail

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

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

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

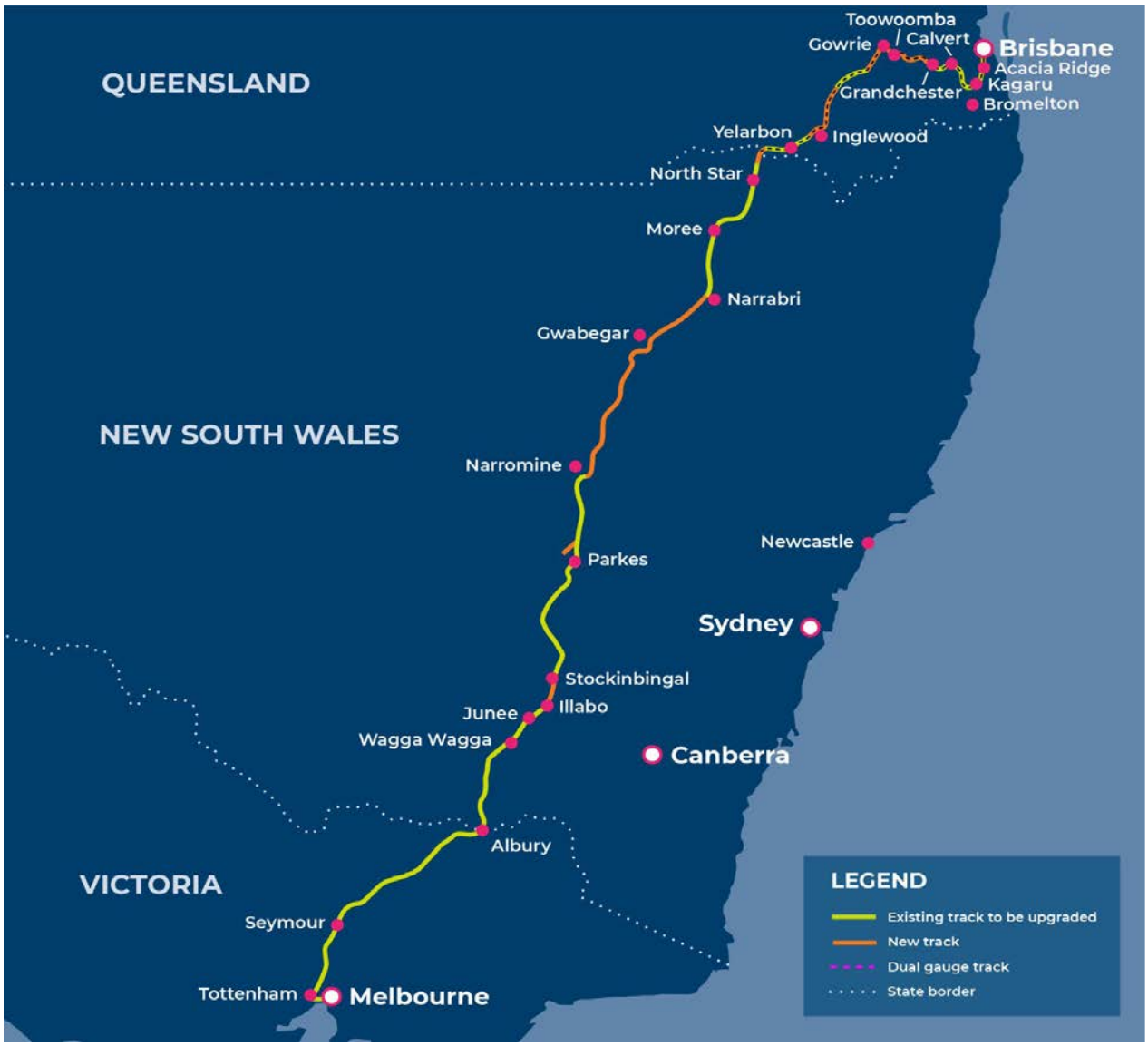


FIGURE 1: RAIL ALIGNMENT

1.2 Albury to Parkes (A2P)

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

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

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

1.3 Project Scope

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

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

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

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

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

1.4 Site Location

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

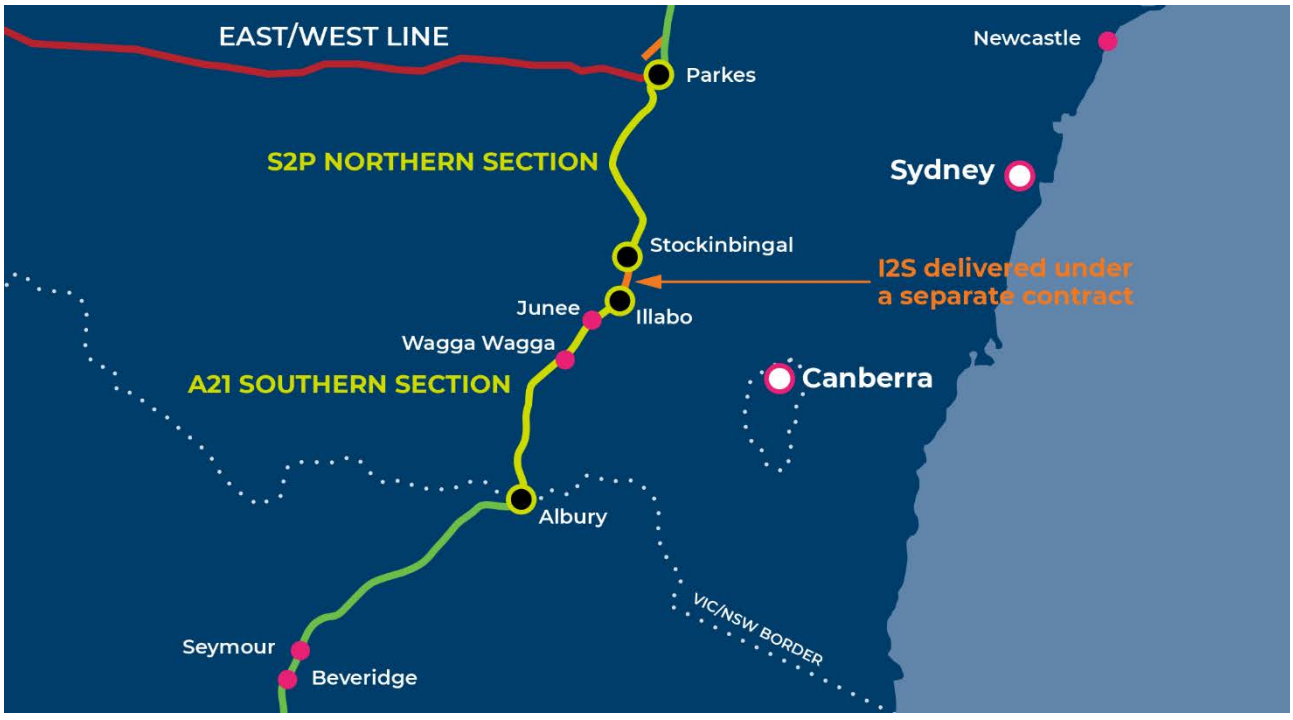


FIGURE 2: ALBURY TO PARKES AREA SPLIT

1.5 Background

This Precinct Traffic Management Plan (PTMP) has been developed to document the Temporary Traffic Management arrangements and Construction Access Routes proposed during Stage C works within the Wagga Wagga Precinct.

This PTMP has been prepared with due consideration and incorporation of the network management and mitigations measures outlined within the Construction Traffic, Transport and Access Mitigations Report (CTTAMR) prepared for the Stage C work required within Wagga Wagga.

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 Stage C Plan

Stage C works within the Wagga Wagga Precinct at the following enhancement sites:

- **Uranquinty Yard Clearances**
- **Pearson Street Bridge**
- **Wagga Waga Station and Surrounds**
  - Wagga Wagga Yard Clearances
  - Cassidy Parade Pedestrian Bridge
  - Wagga Wagga Station (Mothers) Bridge
  - Edmondson Street Bridge
- **Bomen Yard Clearances**

2 LOCALITY AND EXISTING CONDITIONS

2.1 Overview

Characteristics of the key roads and intersections proposed to support the Stage C construction activities are described below for each enhancement site. Due to their proximity Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Station pedestrian bridge, and Wagga Wagga Yard clearances were considered collectively (referred to as Wagga Wagga Station and surrounds):

- Uranquinty Yard Clearances enhancement site
- Pearson Street Bridge enhancement site
- Wagga Wagga Station and Surrounds enhancement site
    - Wagga Wagga Yard Clearances
    - Cassidy Parade Pedestrian Bridge
    - Wagga Wagga Station (Mothers) Bridge
    - Edmondson Street Bridge
- Bomen Yard Clearances enhancement site

2.2 Uranquinty Yard Clearances Enhancement Site

FIGURE 3: STATE, REGIONAL AND LOCAL ROADS URANQUINTY

2.2.1 Key Roads

Overview

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

TABLE 2: KEY ROADS – URANQUINTY YARD CLEARANCES ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Morgan Street (Olympic Highway)	Classified State Road
2	Yarragundry Street	Local road
3	Uranquinty Cross Road	Local road
4	Hanging Rock Road	Local road

Morgan Street (Olympic Highway)

Traffic and Lane Configuration

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

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Morgan Street (Olympic Highway)	Classified State Road	Two-lane, two-way	~3.4m wide lanes	50km/hr (40km/hr school zone)	3,646, 17% HV (2010)[1]

1 No data available, volumes estimated as average of Olympic Highway – Ashmont, 95065 and Olympic Highway – The Rock, 9551 with equivalent HV proportion.

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

Pedestrian and Cyclist Facilities

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

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

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are provided along both sides of Morgan Street (Olympic Highway) south of Yarragundry Street There is a flagged school children crossing approximately 30m south of the Morgan Street (Olympic Highway) and Yarragundry Street intersection. The school zone extends approximately 100m to the north and 120m to the south of the intersection. School speed zone times between 8:00-9:30am and 2:30-4:00pm with flashing lights, "dragon's teeth" and 40km/h pavement markings.
If yes, what is the width of the footpath(s)?	~1.8m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Morgan Street (Olympic Highway), proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 5 below.

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

Bus stop ID	Direction	Services	Service frequency
Morgan St Before Ryan St	Northbound	S190, S191	One (1) service daily
	Southbound	S190, S191	One (1) service daily
Morgan Street (Olympic Highway) Before Ryan Street	Northbound	S194	One (1) service daily
	Southbound	S194	One (1) service daily
Morgan Street (Olympic Highway) Opp Uranquinty St	Northbound	S123, S190	One (1) service daily
	Southbound	S123, S190	One (1) service daily

Parking Facilities

Details of parking facilities along Morgan Street (Olympic Highway), proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 6 below.

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

Location	Parking	Time of day restriction
Morgan Street (Olympic Highway)	Kerbside parking within urban area Uranquinty Rest Area	Kerbside: Restrictions at pedestrian crossing south of Yarragundry Street Rest Area: Heavy vehicles restricted

Yarragundry Street

Traffic and Lane Configuration

TABLE 7: TRAFFIC AND LANE CONFIGURATIONS – YARRAGUNDRY STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Yarragundry Street	Local road	Two-lane, two-way	~3.4m wide carriageway	50km/hr (40km/hr school zone)	434, 9% HV (2017)[1]

1 Albury to Illabo Environmental Impact Statement Technical Paper 1 – Traffic and Transport Table 4.34

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

Pedestrian and Cyclist Facilities

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

TABLE 8: PEDESTRIAN AND CYCLIST FACILITIES – YARRAGUNDRY STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Along North side of Yarragundry Street in proximity to rail level crossing
If yes, what is the width of the footpath(s)?	~1.8m
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Yarragundry Street, proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 9 below.

TABLE 9: PUBLIC TRANSPORT FACILITIES – YARRAGUNDARY STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Yarragundry Street			

Parking Facilities

Details of parking facilities along Yarragundry Street, proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 10 below.

TABLE 10: PARKING FACILITIES – YARRAGUNDRY STREET

Location	Parking	Time of day restriction
Yarragundry Street	Kerbside and angle parking	No restrictions

Uranquinty Cross Road

Traffic and Lane Configuration

TABLE 11: TRAFFIC AND LANE CONFIGURATIONS – URANQUINTY CROSS ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Uranquinty Cross Road	Local road	Two-lane, two-way	~7.8m wide carriageway	100km/hr	434, 9% HV (2017)[1]

1 Albury to Illabo Environmental Impact Statement Technical Paper 1 – Traffic and Transport Table 4.34

FIGURE 6: URANQUINTY CROSS ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 12: PEDESTRIAN AND CYCLIST FACILITIES – URANQUINTY CROSS ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	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 Uranquinty Cross Road, proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 13 below.

TABLE 13: PUBLIC TRANSPORT FACILITIES – URANQUINTY CROSS ROAD

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Uranquinty Cross Road			

Parking Facilities

Details of parking facilities along Uranquinty Cross Road, proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 14 below.

TABLE 14: PARKING FACILITIES – URANQUINTY CROSS ROAD

Location	Parking	Time of day restriction
Uranquinty Cross Road	No formal parking	No restrictions

Hanging Rock Road

Traffic and Lane Configuration

TABLE 15: TRAFFIC AND LANE CONFIGURATIONS – HANGING ROCK ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Hanging Rock Road	Local Road	Two-way, one lane	~4.4 sealed width	100km/h	50-100 (estimated)[1]

1 Estimated traffic volume based on road type and surrounding land uses

FIGURE 7: HANGING ROCK ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 16: PEDESTRIAN AND CYCLIST FACILITIES – HANGING ROCK ROAD

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

Provisions	Comment
If yes, what is the width of the footpath(s)?	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 Hanging Rock Road, proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 17 below.

TABLE 17: PUBLIC TRANSPORT FACILITIES – HANGING ROCK ROAD

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Hanging Rock Road			

Parking Facilities

Details of parking facilities along Hanging Rock Road, proximate the Uranquinty Yard Clearances enhancement site is detailed in Table 18 below.

TABLE 18: PARKING FACILITIES – HANGING ROCK ROAD

Location	Parking	Time of day restriction
Hanging Rock Road	No formal parking	No restrictions

2.2.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Uranquinty Yard Clearance enhancement site proposed to support the Stage C construction activities.

TABLE 19: KEY INTERSECTIONS – PEARSON STREET BRIDGE ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Morgan Street (Olympic Hwy) / Yarragundry Street	Priority-controlled (cross junction)

FIGURE 8: KEY INTERSECTIONS LOCATION

Morgan Street (Olympic Hwy) / Yarragundry Street

Background Traffic Volumes

Background traffic volumes at the Morgan Street (Olympic Hwy) / Yarragundry Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 15th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 7:45am – 8:45am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 20.

TABLE 20: BACKGROUND TRAFFIC VOLUMES – MORGAN STREET (OLYMPIC HWY) / YARRAGUNDRY STREET

Intersection approach	AM peak volume (7:45am – 8:45am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Olympic Highway / Morgan Street (north)			
Left (onto Yarragundry Street)	2	7	45
Through (onto Olympic Highway / Morgan St)	123	217	1,774
Right (onto Yarragundry Street)	7	30	215
U-turn (onto Olympic Highway / Morgan St)	0	0	0

Intersection approach	AM peak volume (7:45am – 8:45am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Yarragundry Street (west)			
Left (onto Olympic Highway / Morgan Street)	1	3	17
Through (onto Yarragundry Street)	2	4	23
Right (onto Olympic Highway / Morgan Street)	10	2	38
U-turn (onto Yarragundry Street)	0	1	1
Olympic Highway / Morgan Street (south)			
Left (onto Yarragundry Street)	7	25	112
Through (onto Olympic Highway / Morgan St)	268	149	1,795
Right (onto Yarragundry Street)	0	2	8
U-turn (onto Olympic Highway / Morgan Street)	1	0	2
Yarragundry Street (east)			
Left (onto Olympic Highway / Morgan Street)	41	33	237
Through (onto Yarragundry Street)	0	3	14
Right (onto Olympic Highway / Morgan Street)	19	16	119
U-turn (onto Yarragundry Street)	0	0	0

Background Intersection Performance

No data is available for the Olympic Highway (Morgan Street) / Yarragundry Street.

2.3 Pearson Street Bridge Enhancement Site

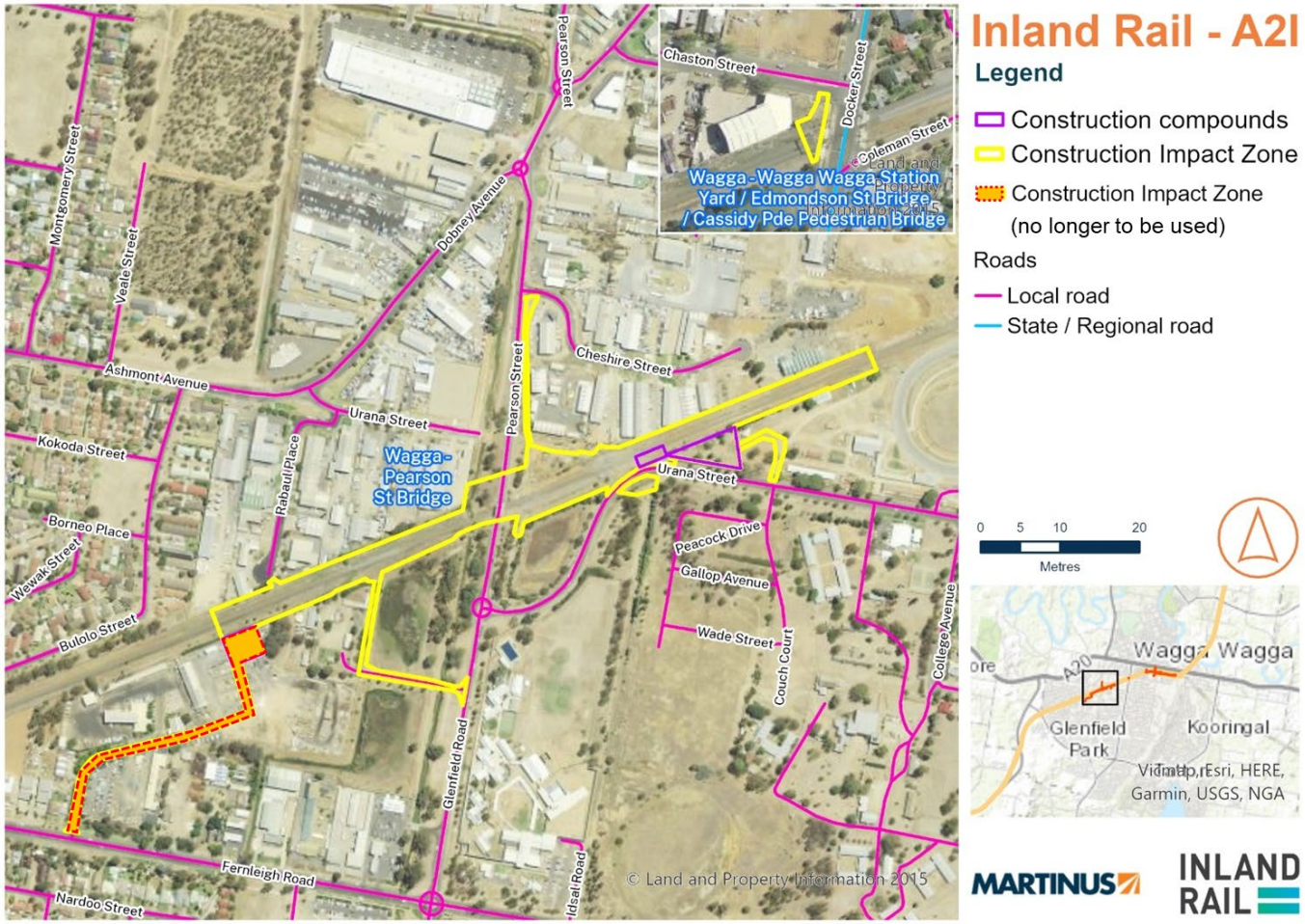


FIGURE 9: STATE REGIONAL AND LOCAL ROADS PEARSON ST BRIDGE

2.3.1 Key Roads

Overview

The following table provides an overview of key roads proximate the Pearson Street Bridge enhancement site proposed to support the Stage C construction activities.

TABLE 21: KEY ROADS – PEARSON STREET BRIDGE ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Edward Street (Sturt Highway)	Classified State Road
2	Pearson Street	Local road
3	Cheshire Street	Local road
4	Urana Street	Local road

Edward Street (Sturt Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Edward Street (Sturt Highway), proximate the Pearson Street Bridge enhancement site.

TABLE 22: TRAFFIC AND LANE CONFIGURATIONS – EDWARD STREET / STURT HIGHWAY

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Edward Street (Sturt Highway)	Classified State Road	Four-lane, two-way	~3.4m wide lanes	60km/hr	14,621, ~12% HV (2023)[1]

1 12-hour (6am to 6pm) traffic survey volumes 8th June 2023 west leg Murray Street intersection, Matrix.

FIGURE 10: EDWARD STREET (STURT HIGHWAY) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Edward Street (Sturt Highway), proximate the Pearson Street Bridge enhancement site.

TABLE 23: PEDESTRIAN AND CYCLIST FACILITIES – EDWARD STREET (STURT HIGHWAY)

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are provided along both sides of Edward Street (Sturt Highway) east of Dobney Avenue.
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 Edward Street (Sturt Highway), proximate the Pearson Street Bridge enhancement site is detailed in Table 24 below.

TABLE 24: PUBLIC TRANSPORT FACILITIES – EDWARD STREET (STURT HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
Edward Street opposite Emblen Street	Eastbound	931	Two (2) services daily
		S134, S136, S197	One (1) service daily
Edward Street before Docker Street	Eastbound	963	Hourly
Edward Street opposite Wagga Wagga Hospital	Eastbound	922, 924, 930, 931, 961, 962, 963, 998	Half hourly
		S130, S140, S141, S197	One (1) service daily
Wagga Wagga Base Hospital, Edward Street	Westbound	922, 931, 961, 962, 963, 998	Half hourly
		S130, S140, S141, S197	One (1) service daily

Parking Facilities

Details of parking facilities along Edward Street (Sturt Highway), proximate the Pearson Stret Bridge enhancement site is detailed in Table 25 below.

TABLE 25: PARKING FACILITIES – EDWARD STREET (STURT HIGHWAY)

Location	Parking	Time of day restriction
Edward Street / Sturt Highway	Kerbside parking	No restrictions

Pearson Street

Traffic and Lane Configurations

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

TABLE 26: TRAFFIC AND LANE CONFIGURATIONS – PEARSON STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Pearson Street	Local road	Two-lane, two-way	~3.3m wide lanes	60km/hr	9,814, 5% HV (2021)[1]

1 10-hour (am to 10am and 2pm to 7pm) traffic survey volumes

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

Pedestrian and Cyclist Facilities

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

TABLE 27: PEDESTRIAN AND CYCLIST FACILITIES – PEARSON STREET

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

Public Transport Facilities

Details of public transport facilities and services operating along Pearson Street, proximate the Pearson Street Bridge enhancement site is detailed in Table 28 below.

TABLE 28: PUBLIC TRANSPORT FACILITIES – PEARSON STREET

Bus stop ID	Direction	Services	Service frequency
Pearson St before Edward Street	Northbound	931	Two (2) services daily
Pearson Street before Dobney Avenue	Southbound	931	Two (2) services daily
Dobney Ave before Pearson Street	Northbound	963	Hourly

Parking Facilities

Details of parking facilities along Pearson Street, proximate the Pearson Street Bridge enhancement site are detailed in Table 29 below.

TABLE 29: PARKING FACILITIES – PEARSON STREET

Location	Parking	Time of day restriction
Pearson Street	Kerbside parking	Areas of 1P (one-hour parking) parking restrictions north of Dobney Avenue

Cheshire Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Cheshire Street, proximate the Pearson Street Bridge enhancement site.

TABLE 30: TRAFFIC AND LANE CONFIGURATIONS – CHESHIRE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Cheshire Street	Local road	Two-lane, two-way	~12.2m wide carriageway	50km/hr	491, 5% HV (2021)[1]

1 No data available – volumes estimated as 5% of Pearson Street 1-hour with equivalent HV proportion

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

Pedestrian and Cyclist Facilities

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

TABLE 31: PEDESTRIAN AND CYCLIST FACILITIES – CHESHIRE STREET

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

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

Public Transport Facilities

Details of public transport facilities and services operating along Cheshire Street, proximate the Pearson Street enhancement site is detailed in Table 32 below.

TABLE 32: PUBLIC TRANSPORT FACILITIES – CHESHIRE STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Cheshire Street.			

Parking Facilities

Details of parking facilities along Cheshire Street, proximate the Pearson Street Bridge enhancement site is detailed in Table 33 below.

TABLE 33: PARKING FACILITIES – CHESHIRE STREET

Location	Parking	Time of day restriction
Cheshire Street	Kerbside parking	No restrictions

Urana Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Urana Street, proximate the Pearson Street Bridge enhancement site.

TABLE 34: TRAFFIC AND LANE CONFIGURATIONS – URANA STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Urana Street	Local road	Two-lane, two-way	~8.8m wide carriageway	50km/hr	4,758, 2% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes

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

Pedestrian and Cyclist Facilities

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

TABLE 35: PEDESTRIAN AND CYCLIST FACILITIES – URANA STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No
If yes, what is the width of the footpath(s)?	Yes (recently constructed on south side)
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 Urana Street, proximate the Pearson Street Bridge enhancement site is detailed in Table 36 below.

TABLE 36: PUBLIC TRANSPORT FACILITIES – URANA STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Urana Street.			

Parking Facilities

Details of parking facilities along Urana Street, proximate the Pearson Street Bridge enhancement site is detailed in Table 37 below.

TABLE 37: PARKING FACILITIES – URANA STREET

Location	Parking	Time of day restriction
Urana Street	Kerbside parking east of Peacock Drive	No restrictions

2.3.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Pearson Street Bridge enhancement site proposed to support the Stage C construction activities.

TABLE 38: KEY INTERSECTIONS – PEARSON STREET BRIDGE ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Pearson Street / Edward Street	Priority-controlled (roundabout)
2	Pearson Street / Urana Street	Priority-controlled (roundabout)
3	Pearson Street / Dobney Avenue / Accesses (North)	Priority-controlled (roundabout)
4	Pearson Street / Dobney Avenue (South)	Priority-controlled (roundabout)

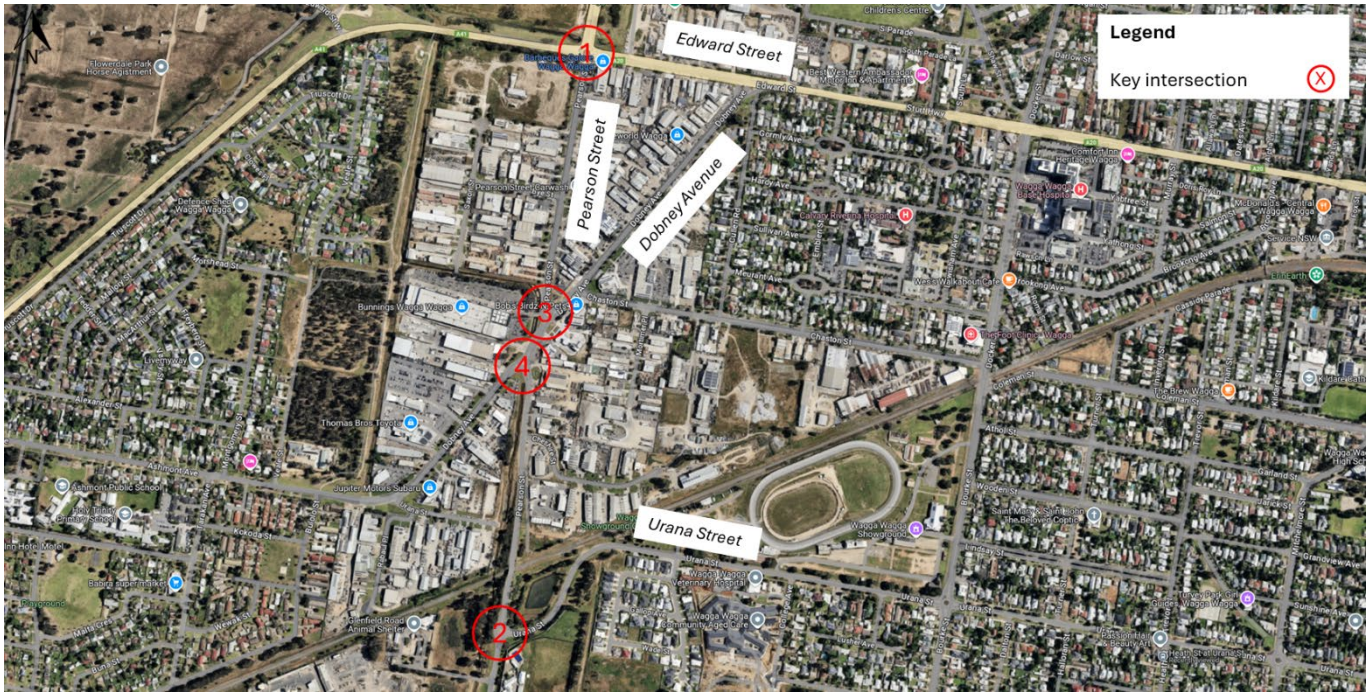


FIGURE 14: KEY INTERSECTIONS LOCATION

Olympic Highway / Sturt Highway / Pearson Street

Background Traffic Volumes

Background traffic volumes at the Olympic Highway / Sturt Highway / Pearson Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:00am – 9:00am and between 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 39.

TABLE 39: BACKGROUND TRAFFIC VOLUMES – OLYMPIC HIGHWAY / STURT STREET / PEARSON STREET

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Olympic Highway (west)			
Left (onto Olympic Highway)	216	141	1,445

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Through (onto Sturt Highway)	294	243	2,617
Right (onto Pearson Street)	19	3	158
U-turn (onto Olympic Highway)	0	0	2
Olympic Highway / Moorong Street (north)			
Left (onto Sturt Highway)	290	227	2,515
Through (onto Pearson Street)	475	552	4,722
Right (onto Olympic Highway)	126	150	1,361
U-turn (onto Olympic Highway / Moorong Street)	0	0	1
Sturt Highway (east)			
Left (onto Pearson Street)	89	117	1,230
Through (onto Olympic Highway)	167	314	2,536
Right (onto Olympic Highway / Moorong Street)	175	316	2,250
U-turn (onto Sturt Highway)	28	49	401
Pearson Street (south)			
Left (onto Olympic Highway)	28	52	443
Through (onto Olympic Highway / Moorong Street)	649	508	4,829
Right (onto Sturt Highway)	273	212	2,366
U-turn (onto Pearson Street)	6	4	85

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

TABLE 40: INTERSECTION DELAY AND LOS ANALYSIS - OLYMPIC HIGHWAY / STURT ST / PEARSON STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Olympic Highway / Sturt Highway / Pearson Street	8	A	4	A	8	A

Pearson Street / Urana Street / Glenfield Road

Background Traffic Volumes

Background traffic volumes at the Pearson Street / Urana Street / Glenfield 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 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 41.

TABLE 41: BACKGROUND TRAFFIC VOLUMES - PEARSON STREET / URANA STREET / GLENFIELD ROAD

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Pearson Street (north)			
Left (onto Urana Street)	171	184	1,302
Through (onto Glenfield Road)	428	784	6,333
U-turn (onto Pearson Street)	2	6	35
Urana Street (east)			
Left (onto Glenfield Road)	121	238	1,692
Right (onto Pearson Street)	181	106	939
U-turn (Urana Street)	0	0	2
Glenfield Road (south)			
Through (onto Pearson Street)	701	475	5,639
Right (Urana Street)	288	193	2,047
U-turn (onto Glenfield Road)	5	2	31

Background Intersection Performance

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

TABLE 42: LEVEL OF SERVICE CRITERIA

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

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

TABLE 43: INTERSECTION DELAY AND LOS ANALYSIS - PEARSON STREET / URANA STREET / GLENFIELD RD

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Pearson Street / Urana Street / Glenfield Road	17	B	6	A	56	D

Pearson Street / Dobney Avenue / Accesses (North)

Background Traffic Volumes

Background traffic volumes at the Pearson Street / Dobney Avenue / Accesses (North) intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:00am – 9:00am and between 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 44.

TABLE 44: BACKGROUND TRAFFIC VOLUMES – PEARSON STREET / DOBNEY AVENUE / ACCESSES (NORTH)

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Pearson Street (northwest)			
Left (onto Dobney Avenue)	88	80	958
Through/Left (into Service Station access)	9	17	152
Through (onto Dobney Avenue)	421	519	4,409
Right (into Bunnings access)	18	17	217
U-turn (onto Pearson Street)	6	14	68
Dobney Avenue (northeast)			
Left (into Service Station access)	15	17	200
Through (onto Dobney Avenue)	307	587	4,693
Through/Right (into Bunnings access)	42	52	643
Right (onto Pearson Street)	77	84	863
U-turn (onto Dobney Avenue)	1	5	24
Service Station Access (east)			
Left (onto Dobney Avenue)	0	0	0
Through/Left (into Bunnings access)	0	0	0
Through (onto Pearson Street)	0	0	0
Right (onto Dobney Avenue)	0	0	0
U-turn (into Service Station access)	0	0	0
Dobney Avenue (south)[1]			
Left (into Bunnings access)	51	73	767
Through/Left (onto Pearson Street)	882	552	5,827
Through (not Dobney Avenue)	278	218	2,572
Right (into Service Station access)	16	22	193

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
U-turn (onto Dobney Avenue)	8	1	44
Bunnings Access (west)			
Left (onto Pearson Street)	23	30	335
Through/Left (onto Dobney Avenue)	17	23	312
Through (into Service Station access)	2	7	36
Right (onto Dobney Avenue)	36	91	753
U-turn (into Bunnings access)	0	0	0

1 Service Station presumably not open to public during traffic survey

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 45: LEVEL OF SERVICE CRITERIA

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

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

TABLE 46: INTERSECTION DELAY AND LOS ANALYSIS – PEARSON STREET / DOBNEY AVENUE / ACCESSES (NORTH)

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Pearson Street / Dobney Avenue / Accesses (North)	9	A	8	A	14	A

Pearson Street / Dobney Avenue (South)

Background Traffic Volumes

Background traffic volumes at the Pearson Street / Dobney Avenue (South) intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:00am – 9:00am and between 3:30pm – 4:30pm. Recorded traffic volumes during the peak period are presented in Table 47.

TABLE 47: BACKGROUND TRAFFIC VOLUMES – PEARSON STREET / DOBNEY AVENUE (SOUTH)

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:30pm – 4:30pm)	Daily Volumes
Dobney Avenue (north)			
Left (into commercial access)	9	3	62
Through (onto Pearson Street)	519	858	7,023
Right (onto Dobney Avenue)	252	371	3,086
U-turn (onto Dobney Avenue)	20	11	219
Commercial Access (east)			
Left (onto Pearson Street)	4	4	36
Through (onto Dobney Avenue)	0	0	4
Right (onto (Dobney Avenue)	7	8	49
U-turn (into commercial access)	0	0	0
Pearson Street (south)			
Left (onto Dobney Avenue)	120	84	841
Through (onto Dobney Avenue)	751	534	5,896
Right (into commercial access)	3	1	26
U-turn (onto Pearson Street)	2	0	12
Dobney Avenue (west)			
Left (onto Dobney Avenue)	448	310	3,167
Through (into commercial access)	0	0	2
Right (onto Pearson Street)	94	78	766
U-turn (onto Dobney Avenue)	3	3	24

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 48: LEVEL OF SERVICE CRITERIA

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

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

TABLE 49: INTERSECTION DELAY AND LOS ANALYSIS – PEARSON STREET / DOBNEY AVENUE (SOUTH)

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Pearson Street / Dobney Avenue (South)	8	A	6	A	7	A

2.4 Wagga Wagga Station and Surrounds

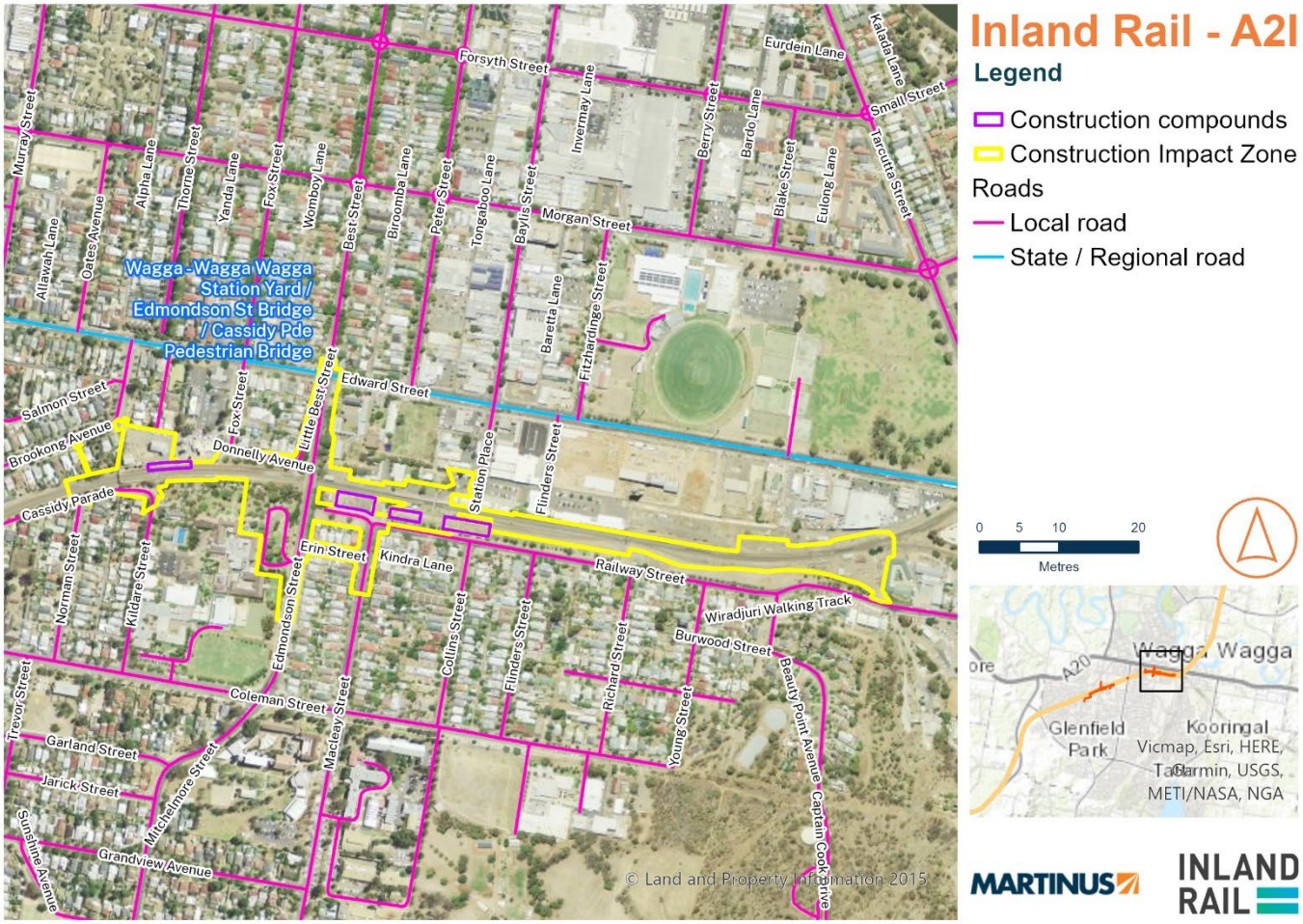


FIGURE 15: STATE, REGIONAL AND LOCAL ROADS WAGGA WAGGA STATION AND SURROUNDS

2.4.1 Key Roads

Overview

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

TABLE 50: KEY ROADS – WAGGA WAGGA STATION AND SURROUNDS ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Edward Street (Sturt Highway)	Classified State Road
2	Murray Street	Local Road
3	Brookong Avenue	Local Road
4	Fox Street	Local Road
5	Donnelly Avenue	Local Road
6	Little Best Street	Local Road
7	Edmondson Street	Local Road

Road	Road name	Road Hierarchy
8	Erin Street	Local Road
9	MacLeay Street	Local Road
10	Railway Street	Local Road
11	Station Place	Local Road
12	Lake Albert Road	Local Road
13	Mitchelmore Street	Local Road
14	Urana Street	Local Road
15	Docker Street / Bourke Street	Regional Road (classified)
16	Coleman Street	Local Road
17	Norman Street	Local Road
18	Kildare Avenue	Local Road
19	Cassidy Place	Local Road

Edward Street / Sturt Highway

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Edward Street / Sturt Highway, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 51: TRAFFIC AND LANE CONFIGURATIONS – EDWARD STREET / STURT HIGHWAY

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Edward Street (Sturt Highway)	Classified State Road	Four-lane, two-way	~3.4m wide lanes	60km/hr	12,151, 8% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes

FIGURE 16: EDWARD STREET (STURT HIGHWAY) (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Edward Street (Sturt Highway), proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 52: PEDESTRIAN AND CYCLIST FACILITIES – EDWARD STREET (STURT HIGHWAY)

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Edward Street (Sturt Highway)
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Edward Street (Sturt Highway), proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 53 below.

TABLE 53: PUBLIC TRANSPORT FACILITIES – EDWARD STREET (STURT HIGHWAY)

Bus stop ID	Direction	Services	Service frequency
Edward Street opposite Wagga Wagga Hospital	Eastbound	922, 924, 930, 931, 961, 962, 963, 998	Half hourly
		S130, S140, S141, S197	One (1) service daily
Wagga Wagga Base Hospital, Edward St	Westbound	922, 931, 961, 962, 963, 998	Half hourly

Bus stop ID	Direction	Services	Service frequency
		S130, S140, S141, S197	One (1) service daily
Edward St opposite Yanda Lane	Westbound	931, 962, 963	Half hourly
		S103, S123, S130, S179, S197	One (1) service daily
Edward St at Yanda Lane	Eastbound	931, 961	Half hourly
		S103, S123, S130, S179, S197	One (1) service daily
South Wagga Public School, Edward St	Westbound	922, 931, 961, 962, 963, 969	Half hourly
		S105, S143, S144, S164, S172, S185, S187, S188, S191, S196, S203, S215, S216, S227, S248, S251	One (1) service daily
Edward St opposite South Wagga Public School	Eastbound	931, 969	Half hourly
		S105, S143, S144, S164, S172, S185, S187, S188, S191, S196, S203, S215, S216, S227, S248, S251	One (1) service daily

Parking Facilities

Details of parking facilities along Edward Street (Sturt Highway), proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 54 below.

TABLE 54: PARKING FACILITIES – EDWARD STREET (STURT HIGHWAY)

Location	Parking	Time of day restriction
Edward Street (Sturt Highway)	Kerbside parking west of Edmondson Street	No restrictions

Murray Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Murray Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 55: TRAFFIC AND LANE CONFIGURATIONS – MURRAY STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Murray Street	Local road	Two-lane, two-way	~18.5m wide carriageway	50km/hr	1,215, 8% HV (2021)[1]

1 No data available, volumes estimated as 10% of Edward Street 10-hour with equivalent HV proportion

FIGURE 17: MURRAY STREET (SOURCE: *GOODLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Murray Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 56: PEDESTRIAN AND CYCLIST FACILITIES – MURRAY STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Murray Street.
If yes, what is the width of the footpath(s)?	~2.5m wide
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	Yes
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Murray Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 57 below.

TABLE 57: PUBLIC TRANSPORT FACILITIES – MURRAY STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Murray Street.			

Parking Facilities

Details of parking facilities along Murray Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 58 below.

TABLE 58: PARKING FACILITIES – MURRAY STREET

Location	Parking	Time of day restriction

Murray Street	Kerbside parking	No restrictions

Brookong Avenue

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Brookong Avenue, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 59: TRAFFIC AND LANE CONFIGURATIONS – BROOKONG AVENUE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Brookong Avenue	Local road	Two-lane, two-way	~3.9m wide lanes	50km/hr	1,215, 8% HV (2021)[1]

1 No data available, volumes estimated as 10% of Edward Street 10-hour with equivalent HV proportion

FIGURE 18: BROOKONG AVENUE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Brookong Avenue, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 60: PEDESTRIAN AND CYCLIST FACILITIES – BROOKONG AVENUE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Brookong Avenue
If yes, what is the width of the footpath(s)?	~1.2m wide
Does the road currently form part of a Principal Cycle Network?	Yes (Active Travel Plan)
Are designated on-road cycle lanes provided?	Yes

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

Public Transport Facilities

Details of public transport facilities and services operating along Brookong Avenue, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 61 below.

TABLE 61: PUBLIC TRANSPORT FACILITIES – BROOKONG AVENUE

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Brookong Avenue.			

Parking Facilities

Details of parking facilities along Brookong Avenue, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 62 below.

TABLE 62: PARKING FACILITIES – BROOKONG AVENUE

Location	Parking	Time of day restriction
Brookong Avenue	Kerbside parking	No restrictions

Fox Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Fox Street proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 63: TRAFFIC AND LANE CONFIGURATIONS – FOX STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Fox Street	Local road	Two-lane, two-way	~17.9m wide carriageway	50km/hr	332, 3% HV (2021)[1]

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

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Fox Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 64: PEDESTRIAN AND CYCLIST FACILITIES – FOX STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Fox Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Fox Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 65 below.

TABLE 65: PUBLIC TRANSPORT FACILITIES – FOX STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Fox Street.			

Parking Facilities

Details of parking facilities along Fox Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 66 below.

TABLE 66: PARKING FACILITIES – FOX STREET

Location	Parking	Time of day restriction
Fox Street	Kerbside parking	No restrictions

Donnelly Avenue

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Donnelly Avenue proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 67: TRAFFIC AND LANE CONFIGURATIONS – DONNELLY AVENUE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Donnelly Avenue	Local road	Two-lane, two-way	~6.5m wide carriageway	50km/hr	No data available

FIGURE 20: DONNELLY AVENUE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Donnelly Avenue, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 68: PEDESTRIAN AND CYCLIST FACILITIES – DONNELLY AVENUE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	A footpath is provided along the northern side of Donnelly Avenue
If yes, what is the width of the footpath(s)?	~1.2m wide
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	No

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

Public Transport Facilities

Details of public transport facilities and services operating along Donnelly Avenue, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 69 below.

TABLE 69: PUBLIC TRANSPORT FACILITIES – DONNELLY AVENUE

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Donnelly Avenue			

Parking Facilities

Details of parking facilities along Donnelly Avenue, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 70 below.

TABLE 70: PARKING FACILITIES – DONNELLY AVENUE

Location	Parking	Time of day restriction
Donnelly Avenue	Kerbside parking	No restrictions

Little Best Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Little Best Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 71: TRAFFIC AND LANE CONFIGURATIONS – LITTLE BEST STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Little Best Street	Local road	One-lane, one-way	~6.5m wide carriageway	50km/hr	No data available

FIGURE 21: LITTLE BEST STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Little Best Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 72: PEDESTRIAN AND CYCLIST FACILITIES – LITTLE BEST STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	A footpath is provided along the western side of Little Best Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Little Best Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 73 below.

TABLE 73: PUBLIC TRANSPORT FACILITIES – LITTLE BEST STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Little Best Street.			

Parking Facilities

Details of parking facilities along Little Best Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 74 below.

TABLE 74: PARKING FACILITIES – LITTLE BEST STREET

Location	Parking	Time of day restriction
Donnelly Avenue	Kerbside parking	No restrictions

Edmondson Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Edmondson Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 75: TRAFFIC AND LANE CONFIGURATIONS – EDMONDSON STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Edmondson Street	Local road	Four-lane, two-way (outermost southbound lane currently closed)	~3.1m wide lanes	50km/hr (40km/hr school zones)	10,448, 2% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes

FIGURE 22: EDMONDSON STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Edmondson Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 76: PEDESTRIAN AND CYCLIST FACILITIES – EDMONDSON STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Edmondson Street (footpath closed on eastern side of existing bridge)

Provisions	Comment
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Edmondson Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 77 below.

TABLE 77: PUBLIC TRANSPORT FACILITIES – EDMONDSON STREET

Bus stop ID	Direction	Services	Service frequency
Kildare Catholic College, Edmondson Street	Northbound	921, 930, 931, 969	Half hourly
		S100, S103, S112, S122, S123, S124, S126, S129, S130, S134, S144, S148, S149, S150, S155, S159, SS162, S167, S171, S172, S173, S174, S179, S185, S187, S188, S191, S196, S197, S199, S203, S210, S211, S215, S216, S243, S250	One (1) service daily
Edmondson Street opposite Kildare Catholic College	Southbound	921, 930, 969	Half hourly
		S100, S103, S112, S122, S123, S124, S126, S129, S130, S134, S144, S148, S149, S150, S155, S159, SS162, S167, S171, S172, S173, S174, S179, S185, S187, S188, S191, S196, S197, S199, S203, S210, S211, S215, S216, S243, S250	One (1) service daily

Parking Facilities

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

TABLE 78: PARKING FACILITIES – EDMONDSON STREET

Location	Parking	Time of day restriction
Edmondson Street	Kerbside parking south of Erin Street	School bus zones, 8am – 9:30am, 3:00pm – 4:00pm school days

Erin Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Erin Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 79: TRAFFIC AND LANE CONFIGURATIONS – ERIN STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Erin Street	Local road	Two-lane, two-way	~12m wide carriageway	50km/hr (40km/hr school zone)	476, 2% HV (2021)[1]

1 No data available, volumes estimated as 10% Urana Street 10-hour with equivalent HV proportions

FIGURE 23: ERIN STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Erin Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 80: PEDESTRIAN AND CYCLIST FACILITIES – ERIN STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Erin Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Erin Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 81 below.

TABLE 81: PUBLIC TRANSPORT FACILITIES – ERIN STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located along Erin Street, proximate the Wagga Wagga and Surrounds enhancement sites, however services operate along Mitchelmore Street	Eastbound and westbound	S138, S151, S155, S196	One (1) service daily

Parking Facilities

Details of parking facilities along Erin Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 82 below.

TABLE 82: PARKING FACILITIES – ERIN STREET

Location	Parking	Time of day restriction
Erin Street	Kerbside parking	No restrictions

MacLeay Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of MacLeay Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 83: TRAFFIC AND LANE CONFIGURATIONS – MACLEAY STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
MacLeay Street	Local road	Two-lane, two-way	~21m wide carriageway	50km/hr (40km/hr school zone)	3,230, 9% HV (2020)[1]

1 No data available, volumes estimated as Railway Street with equivalent HV proportion

FIGURE 24: MACLEAY STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Macleay Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 84: PEDESTRIAN AND CYCLIST FACILITIES – MACLEAY STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of MacLeay Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 MacLeay Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 85below.

TABLE 85: PUBLIC TRANSPORT FACILITIES – MACLEAY STREET

Bus stop ID	Direction	Services	Service frequency
Wagga Wagga High School, MacLeay Street	Northbound	969	Hourly
		S122, S123, S126, S129, S134, S138, S149, S155, S159, S160, S171, S179, S185, S187, S196, S199, S202, S203, S210, S216, S227, S248	One (1) service daily

Bus stop ID	Direction	Services	Service frequency
There is no public transport facilities located along the southbound carriageway	Southbound	969	Hourly

Parking Facilities

Details of parking facilities along MacLeay Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 86 below.

TABLE 86: PARKING FACILITIES – MACLEAY STREET

Location	Parking	Time of day restriction
MacLeay Street	Kerbside parking	No restrictions

Railway Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Railway Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 87: TRAFFIC AND LANE CONFIGURATIONS – RAILWAY STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Railway Street	Local road	Two-lane, two-way	~12m wide carriageway	50km/hr (40km/hr school zone)	3,230, 9% HV (2020)[1]

1 Railway Street between Lake Albert Road and Beauty Point

FIGURE 25: RAILWAY STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Railway Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 88: PEDESTRIAN AND CYCLIST FACILITIES – RAILWAY STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Railway Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 89 below.

TABLE 89: PUBLIC TRANSPORT FACILITIES – RAILWAY STREET

Bus stop ID	Direction	Services	Service frequency
Railway Street at Collins Street	Westbound	969	Hourly
		S103, S109, S121, S126, S130, S143, S148, S151, S155, S162, S163, S174, S188, S190	One (1) service daily

Parking Facilities

Details of parking facilities along Railway Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 90 below.

TABLE 90: PARKING FACILITIES – RAILWAY STREET

Location	Parking	Time of day restriction
Railway Street	Kerbside parking	Areas of restricted parking, 8:00am – 9:30am, 2:30pm – 4:00pm school days

Station Place

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Station Place, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 91: TRAFFIC AND LANE CONFIGURATIONS – STATION PLACE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Station Place	Local road	Two-lane, two-way	~3.4m wide lanes	50km/hr	472, 3% HV (2021)[1]

1 No data available, volumes estimated as Smollett Street, Albury 10-hour with equivalent HV proportion

FIGURE 26: STATION PLACE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Station Place, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 92: PEDESTRIAN AND CYCLIST FACILITIES – STATION PLACE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Railway Street between Edward Street and the carpark loop. A footpath is provided along one side of Station Place around the carpark loop.
If yes, what is the width of the footpath(s)?	~1.2m to 3.5m wide.
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 Station Place, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 93 below.

TABLE 93: PUBLIC TRANSPORT FACILITIES – STATION PLACE

Bus stop ID	Direction	Services	Service frequency
Wagga Wagga Station	-	998	One (1) service daily

In addition to the above, a number of coach services operate from Wagga Wagga Station.

Parking Facilities

Details of parking facilities along Station Place, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 94 below.

TABLE 94: PARKING FACILITIES – STATION PLACE

Location	Parking	Time of day restriction
Station Place	Short-term kerbside parking: 10 spaces	1P (one-hour parking) on Station Place
	Public station off-street carpark: 47 spaces (including two (2) disabled parking spaces)	Unsigned
	Access to private off-street local business parking: quantity unknown	Unknown
	Long-distance coach parking: three (3) spaces	Unsigned
	Taxi zone: one (1) space	Unsigned

Lake Albert Road

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Lake Albert Road, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 95: TRAFFIC AND LANE CONFIGURATIONS – LAKE ALBERT ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Lake Albert Road	Local road	Four-lane, two-way	~3.3m wide lanes	60km/hr	14,477, 5% HV (2020)[1]

1 Lake Albert Road between Hammond Avenue and Railway Street

FIGURE 27: LAKE ALBERT ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Lake Albert Road, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 96: PEDESTRIAN AND CYCLIST FACILITIES – LAKE ALBERT ROAD

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Railway Street between Edward Street and the carpark loop. A footpath is provided along one side of Station Place around the carpark loop.
If yes, what is the width of the footpath(s)?	~1.2m to 2m wide.
Does the road currently form part of a Principal Cycle Network?	No
Are designated on-road cycle lanes provided?	Yes
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Lake Albert Road, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 97 below.

TABLE 97: PUBLIC TRANSPORT FACILITIES – LAKE ALBERT ROAD

Bus stop ID	Direction	Services	Service frequency
Lake Albert Road after Hammond Avenue	Southbound	960, 965	Hourly
		S102, S123, S174	One (1) service daily
Lake Albert Road at Railway Street	Northbound	960, 969	Hourly
		S117, S181	One (1) service daily

Parking Facilities

Details of parking facilities along Lake Albert Road, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 98 below.

TABLE 98: PARKING FACILITIES – LAKE ALBERT ROAD

Location	Parking	Time of day restriction
Station Place	No parking	-

Mitchelmore Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Mitchelmore Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 99: TRAFFIC AND LANE CONFIGURATIONS – MITCHELMORE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Mitchelmore Street	Local road	Two-lane, two-way	~3.1m wide lanes	50km/hr (40km/hr school zones)	8,044, 1% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes

FIGURE 28: MITCHELMORE STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Mitchelmore Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 100: PEDESTRIAN AND CYCLIST FACILITIES – MITCHELMORE STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Mitchelmore Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Mitchelmore Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 101 below.

TABLE 101: PUBLIC TRANSPORT FACILITIES – MITCHELMORE STREET

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located along Mitchelmore Street, proximate the Wagga Wagga and Surrounds enhancement sites, however services operate along Mitchelmore Street	Northbound and southbound	921, 930, 969	Half hourly

Parking Facilities

Details of parking facilities along Mitchelmore Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 102 below.

TABLE 102: PARKING FACILITIES – MITCHELMORE STREET

Location	Parking	Time of day restriction
Edmondson Street	Kerbside parking	No restrictions

Urana Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Urana Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 103: TRAFFIC AND LANE CONFIGURATIONS – URANA STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Urana Street	Local road	Two-lane, two-way	~8.3m wide carriageway	50km/hr	4,758, 1% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes

FIGURE 29: URANA STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Urana Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 104: PEDESTRIAN AND CYCLIST FACILITIES – URANA STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Railway Street between Edward Street and the

Provisions	Comment
	carpark loop. A footpath is provided along one side of Station Place around the carpark loop.
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 Urana Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 105 below.

TABLE 105: PUBLIC TRANSPORT FACILITIES – URANA STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Urana Street.			

Parking Facilities

Details of parking facilities along Urana Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 106 below.

TABLE 106: PARKING FACILITIES – URANA STREET

Location	Parking	Time of day restriction
Urana Street	Kerbside parking east of Peacock Drive	No restrictions

Docker Street / Bourke Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Docker Street / Bourke Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 107: TRAFFIC AND LANE CONFIGURATIONS – DOCKER STREET / BOURKE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Docker Street / Bourke Street	Regional Road (classified)	Four-lane, two-way	~3.3m wide lanes	50km/hr	8,957, 2% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes

FIGURE 30: DOCKER STREET / BOURKE STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Docker Street / Bourke Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 108: PEDESTRIAN AND CYCLIST FACILITIES – DOCKER STREET / BOURKE STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Docker Street / Bourke Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Docker Street / Bourke Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 109 below.

TABLE 109: PUBLIC TRANSPORT FACILITIES – DOCKER STREET / BOURKE STREET

Bus stop ID	Direction	Services	Service frequency
Docker Street at Hardy Street	Northbound	961, 962	Half hourly
		S125, S133, S140, S200	One (1) service daily
	Southbound	931, 961, 963	Half hourly

Bus stop ID	Direction	Services	Service frequency
Docker Street opposite Meurant Avenue		S116, S127, S130, S136, S161	One (1) service daily

Parking Facilities

Details of parking facilities along Docker Street / Bourke Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 110 below.

TABLE 110: PARKING FACILITIES – DOCKER STREET / BOURKE STREET

Location	Parking	Time of day restriction
Docker Street / Bourke Street	Kerbside parking west of Edmondson Street	2P (two-hour parking) adjacent Wagga Wagga Base Hospital – 8:30am – 6pm Monday to Friday; 8:30am – 12:30pm

Coleman Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Coleman Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 111: TRAFFIC AND LANE CONFIGURATIONS – COLEMAN STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Coleman Street	Local	Two-lane, two-way	~3.6m wide lanes	50km/hr (40km/h school times)	3,318, 3% HV (2021)[1]

1 10-hour (5am to 10am and 2pm to 7pm) traffic survey volumes

FIGURE 31: COLEMAN STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Coleman Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 112: PEDESTRIAN AND CYCLIST FACILITIES – COLEMAN STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Coleman Street
If yes, what is the width of the footpath(s)?	~1.4m wide
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 Coleman Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 113 below.

TABLE 113: PUBLIC TRANSPORT FACILITIES – COLEMAN STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities along Coleman Street.	Eastbound and Westbound	969	Hourly
Kildare Catholic College, Coleman Street	Eastbound	S122, S123, S126, S129, S134, S138, S149, S155, S159, S160, S171, S179, S185, S187, S196, S199, S202, S203, S210, S216, S227, S248	One (1) service daily
Wagga Wagga High School, Coleman Street	Westbound	S122, S123, S126, S129, S134, S138, S149, S155, S159, S160, S171, S179, S185, S187, S196, S199, S202, S203, S210, S216, S227, S248	One (1) service daily

Parking Facilities

Details of parking facilities along Coleman Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 114 below.

TABLE 114: PARKING FACILITIES – COLEMAN STREET

Location	Parking	Time of day restriction
Coleman Street	Kerbside parking	2P (two-hour parking) adjacent Tullock Lodge – 8:30am – 6pm Monday to Friday No Parking adjacent Kildare Catholic College east of Kildare Avenue 8:00am – 9:30am and 3:00pm – 4:00pm School Days

Norman Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Norman Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 115: TRAFFIC AND LANE CONFIGURATIONS – NORMAN STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Norman Street	Local	Two-lane, two-way	~4.0m wide lanes	50km/hr	332, 3% HV (2021)[1]

1 No data available, volumes estimated as 50% of Cassidy Parade 10-hour with equivalent HV proportion.

FIGURE 32: NORMAN STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Norman Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 116: PEDESTRIAN AND CYCLIST FACILITIES – NORMAN STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Norman Street
If yes, what is the width of the footpath(s)?	~1.2m wide
Does the road currently form part of a Principal Cycle Network?	Yes (Active Travel Plan)
Are designated on-road cycle lanes provided?	Yes (signposted only)
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along Norman Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 117 below.

TABLE 117: PUBLIC TRANSPORT FACILITIES – NORMAN STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Norman Street.			

Parking Facilities

Details of parking facilities along Norman Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 118 below.

TABLE 118: PARKING FACILITIES – NORMAN STREET

Location	Parking	Time of day restriction
Norman Street	Kerbside parking	No restrictions

Kildare Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Kildare Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 119: TRAFFIC AND LANE CONFIGURATIONS – KILDARE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Kildare Street	Local	Two-lane, two-way	~6.0m between parking	50km/hr (40km/h school times)	~498, 3% HV (2021)[1]

1 No data available, volumes estimated as 75% of Cassidy Parade 10-hour with equivalent HV proportion.

FIGURE 33: KILDARE STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Kildare Street, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 120: PEDESTRIAN AND CYCLIST FACILITIES – KILDARE STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are generally provided along both sides of Kildare Street
If yes, what is the width of the footpath(s)?	~1.2m wide
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 Kildare Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 109 below.

TABLE 121: PUBLIC TRANSPORT FACILITIES – KILDARE STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Kildare Street.			

Parking Facilities

Details of parking facilities along Kildare Street, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 122 below.

TABLE 122: PARKING FACILITIES – KILDARE STREET

Location	Parking	Time of day restriction
Kildare Street	Kerbside parking	2P (two-hour parking) west side – 8:00am – 4:00pm School Days; Authorised Resident Exempt

Cassidy Parade

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Cassidy Parade, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 123: TRAFFIC AND LANE CONFIGURATIONS – CASSIDY PARADE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Cassidy Parade	Local	Two-lane, two-way	~4.5m sealed width	50km/hr	664, 3% HV (2021)[1]

1 No data available, volumes estimated as 20% of Coleman Street 10-hour with equivalent HV proportion

FIGURE 34: CASSIDY PARADE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Cassidy Parade, proximate the Wagga Wagga and Surrounds enhancement sites.

TABLE 124: PEDESTRIAN AND CYCLIST FACILITIES – CASSIDY PARADE

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Footpaths are on the south side between Kildare Street and service lane and on the northeast side providing connectivity to the Cassidy Footbridge.
If yes, what is the width of the footpath(s)?	~1.2m wide
Does the road currently form part of a Principal Cycle Network?	Yes (Active Travel Plan)
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 Cassidy Parade, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 125 below.

TABLE 125: PUBLIC TRANSPORT FACILITIES – CASSIDY PARADE

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Cassidy Parade.			

Parking Facilities

Details of parking facilities along Cassidy Parade, proximate the Wagga Wagga and Surrounds enhancement sites are detailed in Table 126 below.

TABLE 126: PARKING FACILITIES – CASSIDY PARADE

Location	Parking	Time of day restriction
Cassidy Parade	No formal parking	No restrictions

2.4.2 Key Intersections

Overview

The following table provides an overview of key intersections proximate the Wagga Wagga and Surrounds enhancement sites proposed to support the Stage C construction activities.

TABLE 127: KEY INTERSECTIONS – WAGGA WAGGA AND SURROUNDS ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Edward Street (Sturt Highway) / Murray Street	Traffic signals
2	Edward Street (Sturt Highway) / Fox Street	Traffic signals
3	Edward Street (Sturt Highway) / Best Street	Traffic signals
4	Edward Street (Sturt Highway) / Station Place / Baylis Street	Traffic signals
5	Edward Street (Sturt Highway) / Lake Albert Road	Traffic signals
6	Lake Albert Road / Railway Street	Traffic signals
7	Mitchelmore Street / Urana Street	Priority-controlled (roundabout)
8	Urana Street / Bourke Street	Priority-controlled (roundabout)
9	Edward Street / Docker Street	Traffic signals
10	Docker Street / Chaston Street	Priority-controlled (T-Junction)
11	Bourke Street / Coleman Street	Priority-controlled (T-Junction)
12	Coleman Street / Norman Street	Priority-controlled (T-Junction)
13	Coleman Street / Kildare Street	Priority-controlled (T-Junction)
14	Coleman Street / MacLeay Street	Priority-controlled (X-Junction)
15	Edmondson Street / Erin Street	Priority-controlled (T-Junction)
16	MacLeay Street / Erin Street	Priority-controlled (T-Junction)
17	Edmondson Street / Coleman Street / Mitchelmore Street	Traffic signals
18	Urana Street / MacLeay Street	Priority-controlled (roundabout)

FIGURE 35: KEY INTERSECTIONS LOCATION – WAGGA WAGGA AND SURROUNDS

Background Intersection Performance

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

TABLE 128: 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

Edward Street / Murray Street

Background Traffic Volumes

Background traffic volumes at the Edward Street / Murray Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 10:45am – 11:45am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 129.

TABLE 129: BACKGROUND TRAFFIC VOLUMES - EDWARD STREET / MURRAY STREET

Intersection approach	AM peak volume (10:45am – 11:45m)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Edward Street (west)			
Left (onto Murray Street)	25	27	296
Through (onto Edward Street)	645	659	6,711
Right (onto Murray Street)	9	6	84
Murray Street (south)			
Left (onto Edward Street)	22	31	224
Through (onto Murray Street)	30	41	320
Right (onto Edward Street)	36	53	403
Edward Street (east)			
Left (onto Murray Street)	12	29	181
Through (onto Edward Street)	684	729	7,013
Right (onto Murray Street)	30	33	39
Murray Street (north)			
Left (onto Edward Street)	27	26	294
Through (onto Murray Street)	25	54	327
Right (onto Edward Street)	27	24	293

Edward Street / Fox Street

Background Traffic Volumes

No data is available for the Edward Street / Fox Street intersection.

Edward Street / Best Street

Background Traffic Volumes

Background traffic volumes at the Edward Street / Best Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 130.

TABLE 130: BACKGROUND TRAFFIC VOLUMES - EDWARD STREET / BEST STREET

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Edward Street (west)			
Left (onto Best Street)	80	79	752
Through (onto Edward Street)	495	644	6,440
Right (onto Best Street)	68	49	530
Best Street (north)			
Left (onto Edward Street)	30	39	368
Through (onto Best Street)	233	317	2,859
Right (onto Edward Street)	82	142	1,333
Edward Highway (east)			
Left (onto Best Street)	67	151	1,102
Through (onto Edward Street)	476	608	6,019
Right (onto Best Street)	48	54	547
Best Street (south)			
Left (onto Edward Street)	178	129	883
Through (onto Best Street)	441	317	2,631
Right (onto Edward Street)	184	167	1,282

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128.The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 131: INTERSECTION DELAY AND LOS ANALYSIS – EDWARD STREET / BEST STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Edward Street / Best Street	43	D	34	C	52	D

Edward Street / Station Place / Baylis Street

Background Traffic Volumes

Background traffic volumes at the Edward Street / Station Place / Baylis Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 11:00am – 12:00pm and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 132.

TABLE 132: BACKGROUND TRAFFIC VOLUMES – EDWARD STREET / STATION PLACE / BAYLIS STREET

Intersection approach	AM peak volume (11:00am – 12:00pm)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Edward Street (west)			
Left (onto Baylis Street)	173	145	1,364
Through (onto Edward Street)	576	673	6,350
Right (onto Station Place)	53	104	705
Baylis Street (north)			
Left (onto Edward Street)	118	83	976
Through (onto Station Place)	26	30	237
Right (onto Edward Street)	149	118	1,266
Edward Street (east)			
Left (onto Station Place)	15	29	215
Through (onto Edward Street)	560	627	5,935
Right (onto Baylis Street)	48	50	612
Station Place (south)			
Left (onto Edward Street)	47	96	590
Through (onto Baylis Street)	30	38	272
Right (onto Edward Street)	26	63	400

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 133: INTERSECTION DELAY AND LOS ANALYSIS – EDWARD STREET / STATION PL / BAYLIS STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Edward Street / Station Place / Baylis Street	31	C	24	B	27	B

Edward Street / Lake Albert Road

Background Traffic Volumes

Background traffic volumes at the Edward Street / Lake Albert Road intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 4:30pm – 5:30pm. Recorded traffic volumes during the peak period are presented in Table 134.

TABLE 134: BACKGROUND TRAFFIC VOLUMES – EDWARD STREET / LAKE ALBERT ROAD

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
Edward Street (west)			
Left (onto Lake Albert Road (north))	5	21	236
Through (onto Edward Street)	318	393	4,505
Right (onto Lake Albert Road (south))	68	211	1,398
Lake Albert Road (north)			
Left (onto Edward Street)	291	595	4,623
Through (onto Lake Albert Road (south))	170	552	3,414
Right (onto Edward Street)	26	33	416
Edward Street (east)			
Left (onto Lake Albert Road (south))	104	168	1,122
Through (onto Edward Street)	463	536	5,209
Right (onto Lake Albert Road (north))	464	501	4,455
Lake Albert Road (south)			
Left (onto Edward Street)	146	134	1,305
Through (onto Lake Albert Road (north))	662	372	4,435
Right (onto Edward Street)	158	129	1,412

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 135: INTERSECTION DELAY AND LOS ANALYSIS – EDWARD STREET / LAKE ALBERT ROAD

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Edward Street / Lake Albert Road	66	E	55	D	84	F

Lake Albert Road / Railway Street

Background Traffic Volumes

Background traffic volumes at the Lake Albert Road / Railway Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 4:30pm – 5:30pm. Recorded traffic volumes during the peak period are presented in Table 136.

TABLE 136: BACKGROUND TRAFFIC VOLUMES – LAKE ALBERT ROAD / RAILWAY STREET

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
Edward Street (west)			
Left (onto Lake Albert Road (north))	5	21	236
Through (onto Edward Street)	318	393	4,505
Right (onto Lake Albert Road (south))	68	211	1,398
Lake Albert Road (north)			
Left (onto Edward Street)	291	595	4,623
Through (onto Lake Albert Road (south))	170	552	3,414
Right (onto Edward Street)	26	33	416
Edward Street (east)			
Left (onto Lake Albert Road (south))	104	168	1,122
Through (onto Edward Street)	463	536	5,209
Right (onto Lake Albert Road (north))	464	501	4,455
Lake Albert Road (south)			
Left (onto Edward Street)	146	134	1,305
Through (onto Lake Albert Road (north))	662	372	4,435
Right (onto Edward Street)	158	129	1,412

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 137: INTERSECTION DELAY AND LOS ANALYSIS - LAKE ALBERT ROAD / RAILWAY STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Edward Street / Lake Albert Road	66	E	55	D	84	F

Mitchelmore Street / Urana Street

Background Traffic Volumes

Background traffic volumes at the Mitchelmore Street / Urana Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 4:30pm – 5:30pm. Recorded traffic volumes during the peak period are presented in Table 138.

TABLE 138: BACKGROUND TRAFFIC VOLUMES - MITCHELMORE STREET / URANA STREET

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
Urana Street (west)			
Left (onto Mitchelmore Street))	64	54	532
Through (onto Urana Street)	232	212	1,905
Right (onto Mitchelmore Street)	22	60	310
Mitchelmore Street (north)			
Left (onto Urana Street)	40	34	300
Through (onto Mitchelmore Street)	179	433	2,525
Right (onto Urana Street)	89	94	607
Urana Street (east)			
Left (onto Mitchelmore Street)	44	56	376
Through (onto Urana Street)	333	251	2,173
Right (onto Mitchelmore Street)	82	37	407
Mitchelmore Street (south)			
Left (onto Urana Street)	60	23	347
Through (onto Mitchelmore Street)	372	200	2,258
Right (onto Urana Street)	109	57	647

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 139: INTERSECTION DELAY AND LOS ANALYSIS - MITCHELMORE STREET / URANA STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Mitchelmore Street / Urana Street	3	A	3	A	3	A

Urana Street / Bourke Street

Background Traffic Volumes

Background traffic volumes at the Urana Street / Bourke 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 3:00pm – 4:00pm. Recorded traffic volumes during the peak period are presented in Table 140.

TABLE 140: BACKGROUND TRAFFIC VOLUMES – URANA STREET / BOURKE STREET

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Urana Street (west)			
Left (onto Bourke Street))	224	177	1,708
Through (onto Urana Street)	198	191	1,602
Right (onto Bourke Street)	12	21	138
U-turn (onto Urana Street)	0	0	7
Bourke Street (north)			
Left (onto Urana Street)	51	121	833
Through (onto Bourke Street)	199	464	3,308
Right (onto Urana Street)	82	141	1,159
U-turn (onto Bourke Street)	22	40	261
Urana Street (east)			
Left (onto Bourke Street)	26	37	341
Through (onto Urana Street)	183	159	1,417
Right (onto Bourke Street)	221	128	1,313
U-turn (onto Urana Street)	1	0	2
Bourke Street (south)			
Left (onto Urana Street)	51	30	201
Through (onto Bourke Street)	687	420	4,146
Right (onto Urana Street)	32	56	311
U-turn (onto Bourke Street)	3	1	19

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 141: INTERSECTION DELAY AND LOS ANALYSIS – URANA STREET / BOURKE STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Urana Street / Bourke Street	11	A	3	A	4	A

Edward Street / Docker Street

Background Traffic Volumes

Background traffic volumes at the Docker Street / Edward Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 142.

TABLE 142: BACKGROUND TRAFFIC VOLUMES – EDWARD STREET / DOCKER STREET

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Edward Street (west)			
Left (onto Docker Street))	218	147	1,621
Through (onto Edward Street)	473	469	5,369
Right (onto Docker Street)	150	106	1,027
Docker Street (north)			
Left (onto Edward Street)	40	30	401
Through (onto Docker Street)	237	371	3,160
Right (onto Edward Street)	167	273	2,512
Edward Street (east)			
Left (onto Docker Street)	105	115	1,422
Through (onto Edward Street)	450	659	5,870
Right (onto Docker Street)	57	78	699
Docker Street (south)			
Left (onto Edward Street)	71	106	728
Through (onto Docker Street)	483	417	3,851
Right (onto Edward Street)	178	238	2,067

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 143: INTERSECTION DELAY AND LOS ANALYSIS – EDWARD STREET / DOCKER STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Docker Street / Edward Street	75	F	35	C	55	D

Docker Street / Chaston Street

Background Traffic Volumes

Background traffic volumes at the Docker Street / Chaston Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 144.

TABLE 144: BACKGROUND TRAFFIC VOLUMES – DOCKER STREET / CHASTON STREET

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Docker Street (north)			
Through (onto Docker Street)	406	695	5,088
Right (onto Chaston Street)	93	118	1,067
U-turn (onto Docker Street)	0	0	2
Docker Street (south)			
Left (onto Chaston Street)	219	139	1,367
Through (onto Docker Street)	801	594	5,804
U-turn (onto Docker Street)	0	0	0
Chaston Street (west)			
Left (onto Docker Street)	118	145	1,143
Right (onto Docker Street)	47	65	695
U-turn (onto Chaston Street)	0	0	0

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 145: INTERSECTION DELAY AND LOS ANALYSIS – DOCKER STREET / CHASTON STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Docker Street / Chaston Street	32	C	1	A	18	B

Bourke Street / Coleman Street

Background Traffic Volumes

Background traffic volumes at the Bourke Street / Coleman 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 3:00pm – 4:00pm. Recorded traffic volumes during the peak period are presented in Table 146.

TABLE 146: BACKGROUND TRAFFIC VOLUMES – BOURKE STREET / COLEMAN STREET

Intersection approach	AM peak volume (8:00am – 9:00am)	PM peak volume (3:00pm – 4:00pm)	Daily Volumes
Bourke Street (north)			
Left (onto Coleman Street)	179	98	794
Through (onto Bourke Street)	261	668	5,009
U-turn (onto Bourke Street)	0	0	0
Coleman Street (east)			
Left (onto Bourke Street)	72	69	388
Right (onto Bourke Street)	41	59	475
U-turn (onto Coleman Street)	0	0	0
Bourke Street (south)			
Through (onto Bourke Street)	989	658	6,666
Right (onto Coleman Street)	195	74	612
U-turn (onto Bourke Street)	0	0	0

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 147: INTERSECTION DELAY AND LOS ANALYSIS – BOURKE STREET / COLEMAN STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Bourke Street / Coleman Street	21	**B**	1	**A**	14	**A**

Coleman Street / Norman Street

Background Traffic Volumes

No data is available for the Coleman Street / Norman Street intersection.

Coleman Street / Kildare Street

Background Traffic Volumes

No data is available for the Coleman Street / Kildare Street intersection.

Coleman Street / MacLeay Street

Background Traffic Volumes

No data is available for the Coleman Street / MacLeay Street intersection.

Edmondson Street / Erin Street

Background Traffic Volumes

No data is available for the Edmondson Street / Erin Street intersection.

MacLeay Street / Erin Street

Background Traffic Volumes

No data is available for the MacLeay Street / Erin Street intersection.

Edmondson Street / Coleman Street / Mitchelmore Street

Background Traffic Volumes

Background traffic volumes at the Edmondson Street / Coleman Street / Mitchelmore Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 3:15pm – 4:15pm. Recorded traffic volumes during the peak period are presented in Table 148.

TABLE 148: BACKGROUND TRAFFIC VOLUMES – EDMONDSON ST / COLEMAN ST / MITCHELMORE ST

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Edmondson Street (north)			
Left (onto Coleman Street))	72	38	488
Through (onto Mitchelmore Street)	188	381	3,179
Right (onto Coleman Street)	63	58	602
U-turn (onto Edmondson Street)	0	0	0
Coleman Street (east)			
Left (onto Mitchelmore Street)	60	21	206
Through (onto Coleman Street)	52	40	318
Right (onto Edmondson Street)	131	113	676
U-turn (onto Coleman Street)	0	0	0
Mitchelmore Street (south)			
Left (onto Coleman Street)	77	27	204
Through (onto Edmondson Street)	421	300	2,922
Right (onto Coleman Street)	17	16	110
U-turn (onto Mitchelmore Street)	0	0	0
Coleman Street (west)			

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (3:15pm – 4:15pm)	Daily Volumes
Left (onto Edmondson Street)	216	164	1,128
Through (onto Coleman Street)	110	54	488
Right (onto Mitchelmore Street)	85	63	222
U-turn (onto Coleman Street)	0	0	0

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 149: INTERSECTION DELAY AND LOS ANALYSIS – EDMONDSON ST / COLEMAN ST / MITCHELMORE ST

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Edmondson Street / Coleman Street / Mitchelmore Street	20	**B**	17	**B**	23	**B**

Urana Street / Mitchelmore Street

Background Traffic Volumes

Background traffic volumes at the Urana Street / Mitchelmore Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 8:15am – 9:15am and between 4:30pm – 5:30pm. Recorded traffic volumes during the peak period are presented in Table 150.

TABLE 150: BACKGROUND TRAFFIC VOLUMES – URANA STREET / MITCHELMORE STREET

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
Mitchelmore Street (north)			
Left (onto Urana Street)	40	34	300
Through (onto Mitchelmore Street)	179	433	2,525
Right (onto Urana Street)	89	94	607
U-turn (onto Mitchelmore Street)	1	1	9
Urana Street (east)			
Left (onto Mitchelmore Street)	44	56	376
Through (onto Urana Street)	333	251	2,173
Right (onto Mitchelmore Street)	82	37	407
U-turn (onto Urana Street)	0	0	2
Mitchelmore Street (south)			

Intersection approach	AM peak volume (8:15am – 9:15am)	PM peak volume (4:30pm – 5:30pm)	Daily Volumes
Left (onto Urana Street)	60	23	347
Through (onto Mitchelmore Street)	372	200	2,258
Right (onto Urana Street)	109	57	647
U-turn (onto Mitchelmore Street)	0	0	1
Urana Street (west)			
Left (onto Mitchelmore Street)	64	54	532
Through (onto Urana Street)	232	212	1,905
Right (onto Mitchelmore Street)	22	60	310
U-turn (onto Urana Street)	0	0	2

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is provided in Table 128. The results of the WSP assessment are presented below for the "2024 Base" scenarios (AM, Midday & PM peaks).

TABLE 151: INTERSECTION DELAY AND LOS ANALYSIS – URANA STREET / MITCHELMORE STREET

Intersection	2024 Base (AM Peak)		2024 Base (Midday Peak)		2024 Base (PM Peak)	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Urana Street / Mitchelmore Street	3	**A**	3	**A**	3	**A**

Urana Street / MacLeay Street

Background Traffic Volumes

No data is available for the Urana Street / MacLeay Street intersection.

2.5 Bomen Yard Clearances Enhancement Site

FIGURE 36: STATE, REGIONAL AND LOCAL ROADS BOMEN YARD

2.5.1 Key Road

Overview

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

TABLE 152: KEY ROADS – BOMEN YARD CLEARANCES ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Olympic Highway	Classified State Road
2	Byrnes Road	Local Road between Oura Road and Pomeroy Drive Regional Road (unclassified) between Pomeroy Drive and Edgar Street
3	Pomeroy Drive (formerly Merino Road)	Local Road
4	Dorset Drive	Local Road
5	Dampier Street	Local Road

Olympic Highway

Traffic and Lane Configuration

TABLE 153: TRAFFIC AND LANE CONFIGURATIONS – OLYMPIC HIGHWAY

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Olympic Highway	Classified State Road	Two-way, two lanes	~3.4m wide lanes	100km/hr	3,646, 17% HV (2010)[1]

1 No data available, volumes estimated as average of Olympic Highway – Ashmont, 95065 and Olympic Highway – The Rock, 9551 with equivalent HV proportion

FIGURE 37: OLYMPIC HIGHWAY (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 154: PEDESTRIAN AND CYCLIST FACILITIES – OLYMPIC HIGHWAY

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

Public Transport Facilities

Details of public transport facilities and services operating along Olympic Highway, proximate the Bomen Yard Clearances enhancement site is detailed in Table 155 below.

TABLE 155: PUBLIC TRANSPORT FACILITIES – OLYMPIC HIGHWAY

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Olympic Highway.			

Parking Facilities

Details of parking facilities along Olympic Highway, proximate the Bomen Yard Clearances enhancement site is detailed in Table 156 below.

TABLE 156: PARKING FACILITIES – OLYMPIC HIGHWAY

Location	Parking	Time of day restriction
Olympic Highway	No formal parking	No restrictions

Byrnes Road

Traffic and Lane Configuration

TABLE 157: TRAFFIC AND LANE CONFIGURATIONS – BYRNES ROAD

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Byrnes Road	Local Road between Oura Road and Pomeroy Drive Regional Road (unclassified) between Pomeroy Drive and Edgar Street	Two-way, two lanes	~3.5m wide lanes	80km/hr	2,503, 31% HV (2021)[1]

1 Albury to Illabo Environmental Impact Statement Technical Paper 1 – Traffic and Transport Table 3.34

FIGURE 38: BYRNES ROAD (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 158: PEDESTRIAN AND CYCLIST FACILITIES – BYRNES ROAD

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

Public Transport Facilities

Details of public transport facilities and services operating along Byrnes Road, proximate the Bomen Yard Clearances enhancement site is detailed in Table 159 below.

TABLE 159: PUBLIC TRANSPORT FACILITIES – BYRNES ROAD

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Brynes Road.			

Parking Facilities

Details of parking facilities along Byrnes Road, proximate the Bomen Yard Clearances enhancement site is detailed in Table 160 below.

TABLE 160: PARKING FACILITIES – BYRNES ROAD

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

Pomeroy Drive

Traffic and Lane Configuration

TABLE 161: TRAFFIC AND LANE CONFIGURATIONS – POMEROY DRIVE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Pomeroy Drive between Olympic and Dorsett	Local Road	Two-way, two lanes	~3.5m wide lanes	80km/hr	926, 33% HV (2019)[1]
Pomeroy Drive between Olympic and Dorsett	Local Road	Two-way, two lanes	~3.5m wide lanes	60km/hr	2,115, 37% HV (2019)[1]

1 No data available, volumes estimated as 25% of Merino Street - Between Byrnes Road and Dorset Drive with equivalent HV proportion

FIGURE 39: POMEROY DRIVE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 162: PEDESTRIAN AND CYCLIST FACILITIES – POMEROY DRIVE

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

Public Transport Facilities

Details of public transport facilities and services operating along Pomeroy Drive, proximate the Bomen Yard Clearances enhancement site is detailed in Table 163 below.

TABLE 163: PUBLIC TRANSPORT FACILITIES – POMEROY DRIVE

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Pomeroy Drive.			

Parking Facilities

Details of parking facilities along Pomeroy Drive, proximate the Bomen Yard Clearances enhancement site is detailed in Table 164 below.

TABLE 164: PARKING FACILITIES – POMEROY DRIVE

Location	Parking	Time of day restriction
Pomeroy Drive	No formal parking	No restrictions

Dorset Drive

Traffic and Lane Configuration

TABLE 165: TRAFFIC AND LANE CONFIGURATIONS – DORSET DRIVE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Dorset Drive	Local Road	Two-way, two lanes	~5.0m wide lanes	60km/hr	~1500 35% HV[1]

1 No data available – volumes estimated as 70% of Merino 1-hour with equivalent HV proportion

FIGURE 40: DORSET DRIVE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 166: PEDESTRIAN AND CYCLIST FACILITIES – DORSET DRIVE

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

Public Transport Facilities

Details of public transport facilities and services operating along Dorset Drive, proximate the Bomen Yard Clearances enhancement site is detailed in Table 167 below.

TABLE 167: PUBLIC TRANSPORT FACILITIES – DORSET DRIVE

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Dorset Drive.			

Parking Facilities

Details of parking facilities along Dorset Drive, proximate the Bomen Yard Clearances enhancement site is detailed in Table 168 below.

TABLE 168: PARKING FACILITIES – DORSET DRIVE

Location	Parking	Time of day restriction
Dorset Drive	No formal parking	No restrictions

Dampier Street

Traffic and Lane Configuration

TABLE 169: TRAFFIC AND LANE CONFIGURATIONS – DAMPIER STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Dampier Street	Local Road	Two-way, two lanes	~3.4m wide lanes	50km/hr	50-100 35% HV[1]

1 No data available – volumes estimated as 5% of Dorset Drive 1-hour with equivalent HV proportion

FIGURE 41: DAMPIER STREET (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

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

TABLE 170: PEDESTRIAN AND CYCLIST FACILITIES – DAMPIER STREET

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

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

Public Transport Facilities

Details of public transport facilities and services operating along Dampier Street, proximate the Bomen Yard Clearances enhancement site is detailed in Table 171 below.

TABLE 171: PUBLIC TRANSPORT FACILITIES – DAMPIER STREET

Bus stop ID	Direction	Services	Service frequency
There are no public transport facilities, nor do any public transport services operate along Dampier Steet.			

Parking Facilities

Details of parking facilities along Dampier Street, proximate the Bomen Yard Clearances enhancement site is detailed in Table 172 below.

TABLE 172: PARKING FACILITIES – DAMPIER STREET

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

2.5.2 Key Intersections

Overview

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

TABLE 173: KEY INTERSECTIONS – BOMEN YARD CLEARANCES ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Pomeroy Drive / Dorset Drive	Priority-controlled (roundabout)
2	Pomeroy Drive / Byrnes Road	Priority-controlled (roundabout)
3	Pomeroy Drive / Olympic Highway	Priority-controlled (T-junction)

FIGURE 42: KEY INTERSECTIONS LOCATION – BOMEN YARD CLEARANCES

Pomeroy Drive / Dorset Drive

No data is available for the Pomeroy Drive / Dorset Drive intersection.

Pomeroy Drive / Byrnes Road

No data is available for the Pomeroy Drive / Byrnes Road intersection.

Pomeroy Drive / Olympic Highway

No data is available for the Pomeroy Drive / Olympic Highway intersection.

3 PROPOSED ARRANGEMENTS

3.1 Uranquinty Yard Clearances Enhancement Site

3.1.1 Site Location

The Uranquinty Yard Clearances enhancement site encompasses areas within the rail corridor bound by Morgan Street (Olympic Highway) and Pearson Street as indicated in Figure 43 below.

FIGURE 43: URANQUINTY YARD CLEARANCE ENHANCEMENT SITE MAP

3.1.2 Works Required

The Stage C scope of work at the Uranquinty Yard Clearances enhancement site comprise of the following:

- Site establishment
- Main line shoulder widening and bridge modification on Sandy Creek Bridge.
- Railway level crossing construction and main line slew.
- Loop line shoulder widening and bridge modification on Sandy Creek Bridge.
- Mill out, re-sheeting and linemarking of railway level crossing.

3.1.3 Timing and Duration

The proposed arrangements are planned to be implemented from April 2026 and remain in operation until May 2026.

3.1.4 Operating Conditions

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

A temporary detour is required for the railway level crossing construction during a 60-hour possession with access reinstated on completion of the possession. Provisions will be made to ensure cyclist and pedestrian connectivity remains during this period. Provisions will also be made to enable emergency services through the level crossing during this short period.

Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term i.e. detours) may be implemented to manage general traffic and some site entry and exit movements for construction heavy vehicles (refer to Section 3.1.14).

3.1.5 Construction Traffic

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

TABLE 174: SITE ACCESS CONSTRUCTION VEHICLES MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate U1 – Existing access off Yarragundry Street (north-east)	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ one (1) per week (during peak periods)	-
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ two (2) per week (during peak periods)	-
Gate U2 – Existing access off Yarragundry Street (south-east)	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ one (1) per week (during peak periods)	-
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ ten (10) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ two (2) per week (during peak periods)	-
Gate U3 – Existing access off Yarragundry Street (south-west)	Light vehicles	Site access	≤ twelve (12) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ one (1) per week (during peak periods)	-
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ ten (10) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ two (2) per week (during peak periods)	-
Gate U4 – New access off Morgan Street (Olympic Highway) near Ryan Street	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	-
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ one (1) per week (during peak periods)	-

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur in May 2026. For the works, a 19.0m truck and dog is expected to be the predominant type of heavy vehicle accessing the worksite throughout the duration of the work. On occasion, a 19.0m semi-trailer is required, however these vehicles will not be accessing the site during the projected peak periods at the start and end of each shift.

3.1.6 Site Access

Overview

Access to the Uranquinty Yard Clearances enhancement site will be via existing access points located on Yarragundry Street and a new access point from Morgan Street (Olympic Highway). A summary of permitted movements and methods of control at site access locations is provided below in Table 175, with further details provided in subsequent sections of this report.

TABLE 175: SITE ACCESS DETAILS – URANQUINTY YARD CLEARANCES ENHANCEMENT SITE

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate U1 – Existing access off Yarragundry Street (north-east)	Entry and exit	Light vehicles	All movements	Give way
		12.5m single unit truck		
		19.0m truck and dog		
		19.0m semi-trailer	Right in, left out	Traffic control – refer to Section 3.1.14
Gate U2 – Existing access off Yarragundry Street (south-east)	Entry and exit	Light vehicles	All movements	Give way
		12.5m single unit truck		
		19.0m truck and dog	All movements	Traffic control – refer to Section 3.1.14
		19.0m semi-trailer	Left in, right out	
Gate U3 – Existing access off Yarragundry Street (south-west)	Entry and exit	Light vehicles	All movements	Give way
		12.5m single unit truck		
		19.0m truck and dog		

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
		19.0m semi-trailer	Left in, right out	Traffic control – refer to Section 3.1.14
Gate U4 – New access off Morgan Street (Olympic Highway) near Ryan Street	Entry and exit	Light vehicles	All movements	Give way
		12.5m single unit truck		

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

Gate U1 – Existing access off Yarragundry Street (north-east)

Located on the Yarragundry Street, Gate U1 is an existing access that will provide access to the Uranquinty Yard Clearances enhancement site.

FIGURE 44: GATE U1 – YARRAGUNDRY STREET

Details of permitted movements and methods of control at Gate U1 is summarised in Table 175.

FIGURE 45: SITE ACCESS DETAILS – GATE U1

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 176: SIGHT DISTANCE ASSESSMENT – GATE U1

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 U1 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Yarragundry Street, sight distance to the east is limited due to the proximity of the Yarragundry Street / Morgan Street (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Morgan Street (Olympic Highway) onto Yarragundry Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate U1 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Yarragundry 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 Yarragundry Street.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Yarragundry Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing railway level crossing configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

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 177: SITE ACCESS ASSESSMENT CRITERIA – GATE U1

Site Access Assessment	
Location:	Yarragundry Street
AADT:	434
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 46: VIEW WEST TOWARDS GATE U1

FIGURE 47: VIEW EAST TOWARDS GATE U1

As available sight distance approaching Gate U1 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 178.

TABLE 178: GATE U1 – 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

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate U1. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage C works. Furthermore, due to the nature of the works and proximity to the railway level crossing and swept paths, traffic control will be implemented to manage construction traffic and movements for a 19.0m semi-trailer – refer to Section 3.4.13.

To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours and school zone times where possible, , with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate U2 – Existing access off Yarragundry Street (south-east)

Located on the Yarragundry Street, Gate U2 is an existing access that will provide access to the Uranquinty Yard Clearances enhancement site.

FIGURE 48: GATE U2 – URANA STREET

Details of permitted movements and methods of control at Gate U2 is summarised in Table 175.

FIGURE 49: SITE ACCESS DETAILS – GATE U2

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 179: SIGHT DISTANCE ASSESSMENT – GATE U2

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 U2 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Yarragundry Street, sight distance to the east is limited due to the proximity of the Yarragundry Street / Morgan Street (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Morgan Street (Olympic Highway) onto Yarragundry Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate U2 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Yarragundry 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 Yarragundry Street.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Yarragundry Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing railway level crossing configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

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 180: SITE ACCESS ASSESSMENT CRITERIA – GATE U2

Site Access Assessment	
Location:	Yarragundry Street
AADT:	434
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 50: VIEW WEST TOWARDS GATE U2

FIGURE 51: VIEW EAST TOWARDS GATE U2

As available sight distance approaching Gate U2 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 178.

TABLE 181: GATE U2 – 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

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate U2. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage C works. Furthermore, due to the nature of the works and proximity to the railway level crossing and swept paths, traffic control will be implemented to manage construction traffic movements for a 19.0 truck and dog and 19.0m semi-trailer – refer to Section 3.4.13.

To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours and school zone times where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate U3 – Existing access off Yarragundry Street (south-west)

Located on the Yarragundry Street, Gate U3 is an existing access that will provide access to the Uranquinty Yard Clearances enhancement site.

FIGURE 52: GATE U3 – URANA STREET

Details of permitted movements and methods of control at Gate U3 is summarised in Table 175.

FIGURE 53: SITE ACCESS DETAILS – GATE U3

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 182: SIGHT DISTANCE ASSESSMENT – GATE U3

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 U3 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Yarragundry Street, sight distance to the east is limited due to the proximity of the Yarragundry Street / Morgan Street (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Morgan Street (Olympic Highway) onto Yarragundry Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate U3 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Yarragundry 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 Yarragundry Street.
- Turning volumes are expected to be low (i.e. up to three (3) vehicles per hour).
- The observation angle towards approaching traffic along Yarragundry Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing railway level crossing configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

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 183: SITE ACCESS ASSESSMENT CRITERIA – GATE U3

Site Access Assessment	
Location:	Yarragundry Street
AADT:	434
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 54: VIEW WEST TOWARDS GATE U3

FIGURE 55: VIEW EAST TOWARDS GATE U3

As available sight distance approaching Gate U3 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 184.

TABLE 184: GATE U3 – 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

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate U3. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage C works. Furthermore, due to the nature of the works and proximity to the railway level crossing and swept paths, traffic control will be implemented to manage construction traffic and movements for a 19.0m semi-trailer – refer to Section 3.4.13.

To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours and school zone times where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate U4 – New access off Morgan Street (Olympic Highway) near Ryan Street

Located on Morgan Street (Olympic Highway) approximately 300m south of the Morgan Street (Olympic Highway) and Yarragundry Street intersection, Gate U4 is an new access that will provide access to the Uranquinty Yard Clearances enhancement site.

FIGURE 56: GATE U4 – MORGAN STREET (OLYMPIC HIGHWAY)

Details of permitted movements and methods of control at Gate U4 is summarised in Table 175.

FIGURE 57: SITE ACCESS DETAILS – GATE U4

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 185: SIGHT DISTANCE ASSESSMENT – GATE U4

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	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 at Gate U4 achieves the minimum requirements for the posted speed limit. Roadside parking on the western side of Morgan Street (Olympic Highway) will be required during the gate usage to ensure unimpeded sightlines are retained.

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 Morgan Street (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 Morgan Street (Olympic Highway).
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Morgan Street (Olympic Highway) falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate U4, 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 186: SITE ACCESS ASSESSMENT CRITERIA – GATE U4

Site Access Assessment	
Location:	Morgan Street (Olympic Highway) approximately 300m south of the Morgan Street (Olympic Highway) and Yarragundry Street intersection
AADT:	3,646
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 58: NORTHBOUND VIEW APPROACHING GATE U4 (~100M FROM ACCESS POINT)

FIGURE 59: SOUTHBOUND VIEW APPROACHING GATE U4 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate U4 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 187 below.

TABLE 187: GATE U4 – 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 U4 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, a traffic control may be implemented to facilitate occasion large vehicles (i.e., semi-trailer) and alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.1.14. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible.

3.1.7 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 188.

TABLE 188: CONSTRUCTION VEHICLE ACCESS ROUTES – URANQUINTY YARD CLEARANCES

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate U1	Inbound	Olympic Highway, left/right turn onto Yarragundry Street	Up to 19.0m semi-trailer[1]
		Uranquinty Cross Road through onto Yarragundry Street	Up to 19.0m truck and dog
	Outbound	Yarragundry Street, left/right turn onto Olympic Highway	Up to 19.0m semi-trailer[1]
		Yarragundry Street, through onto Uranquinty Cross Road	Up to 19.0m truck and dog
Gate U2	Inbound	Olympic Highway, left/right turn onto Yarragundry Street	Up to 19.0m semi-trailer[1]
		Uranquinty Cross Road through onto Yarragundry Street	Up to 19.0m truck and dog[1]
	Outbound	Yarragundry Street, left/right turn onto Olympic Highway	Up to 19.0m semi-trailer[1]
		Yarragundry Street, through onto Uranquinty Cross Road	Up to 19.0m truck and dog[1]
Gate U3	Inbound	Olympic Highway, left/right turn onto Yarragundry Street	Up to 19.0m semi-trailer[1]
		Uranquinty Cross Road through onto Yarragundry Street	Up to 19.0m truck and dog
	Outbound	Yarragundry Street, left/right turn onto Olympic Highway	Up to 19.0m semi-trailer[1]
		Yarragundry Street, through onto Uranquinty Cross Road	Up to 19.0m truck and dog
Gate U4	Inbound	Olympic Highway	Up to 12.5 single unit truck
	Outbound	Olympic Highway	Up to 12.5 single unit truck

1. Traffic control is required to facilitate access manoeuvres into and out of gate – refer to Section 3.1.14

These access routes are depicted in Figure 60 to Figure 63.

FIGURE 60: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE U1

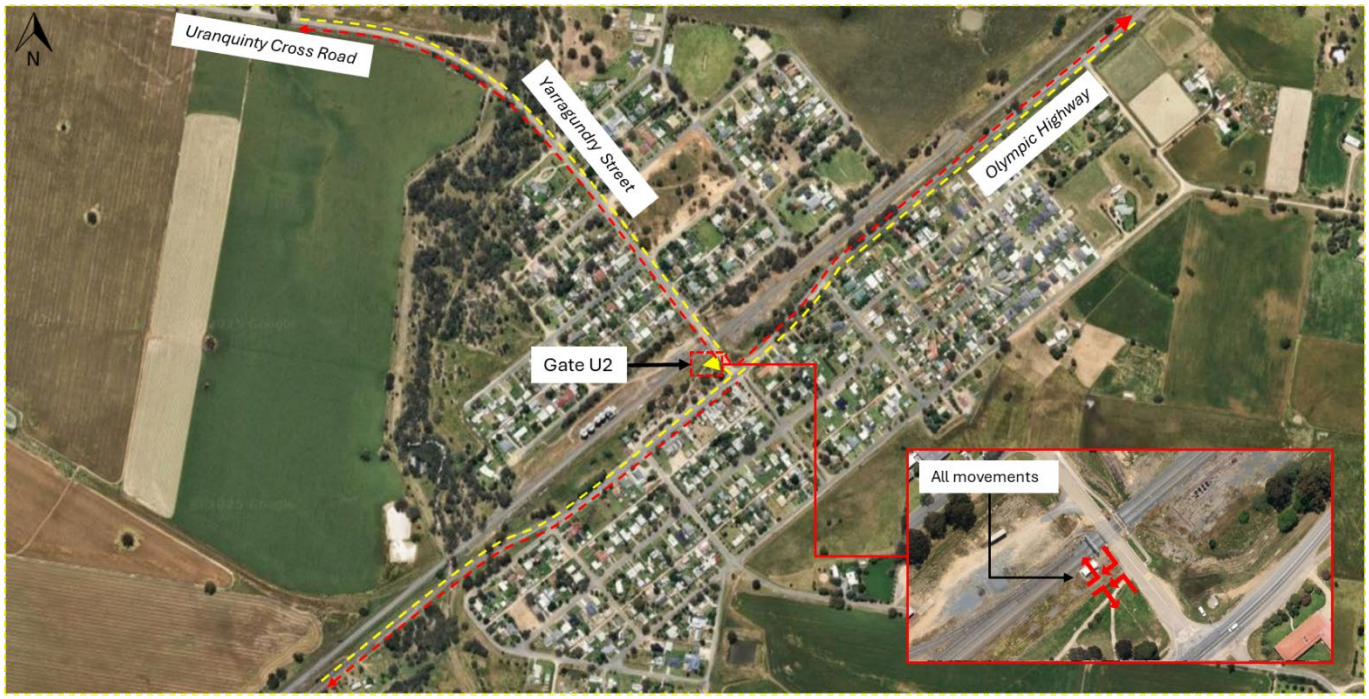


FIGURE 61: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE U2

FIGURE 62: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE U3

FIGURE 63: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE U4

A swept path analysis has also been undertaken for key movements along the construction vehicle access routes, demonstrating the ability for construction vehicle to safely manoeuvre along the identified routes. This assessment is provided in Appendix B.

3.1.8 Impact on Traffic Flow

Key Roads

To evaluate the impact of the Stage C 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 Stage C 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 189: LINK LOS FROM THE GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4

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

While it is recognised that TfNSW's *Guide to Transport Impact Assessment* has superseded the *Guide to Traffic Generating Developments*, the process of assessment is considered appropriate in quantifying potential impacts to traffic flow and the road network resulting from the Stage C 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 Uranquinty Yard Clearances enhancement site is shown in Table 190 and Table 191 below. It should be noted that to determine future year background traffic demands (2025).

TABLE 190: AM PEAK LINK LOS ASSESSMENT – URANQUINTY YARD CLEARNACES

Road link	No. of lanes (per direction)	Direction	AM Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Olympic Highway / Morgan Street	1	Eastbound	161	A	8	169	5%	A
		Westbound	161	A		169	5%	A
Uranquinty Cross Road	1	Northbound	15	A		23	53.3%	A
		Southbound	15	A		23	53.3%	A
Yarragundry Street	1	Northbound	16	A		24	50%	A
		Southbound	16	A		24	50%	A
Hanging Rock Road	1	Eastbound	2	A		10	400%	A
		Westbound	2	A		10	400%	A

1: Peak hour volume not available, assumed 10% of AADT

2: Two-way data not available, assumed 50/50 traffic split during peak hours

TABLE 191: PM PEAK LINK LOS ASSESSMENT – URANQUINTY YARD CLEARNACES

Road name	No. of lanes (per direction)	Direction	PM Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Olympic Highway / Morgan Street	1	Eastbound	161	A	8	169	5%	A
		Westbound	161	A		169	5%	A
Uranquinty Cross Road	1	Northbound	15	A		23	53.3%	A
		Southbound	15	A		23	53.3%	A
Yarragundry Street	1	Northbound	16	A		24	50%	A
		Southbound	16	A		24	50%	A
Hanging Rock Road	1	Eastbound	2	A		10	400%	A
		Westbound	2	A		10	400%	A

1: Peak hour volume not available, assumed 10% of AADT

2: Two-way data not available, assumed 50/50 traffic split during peak hours

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

Key Intersections

To evaluate the impact of the Stage C works on key intersections, a first principles assessment has been undertaken. To undertake this assessment, consideration has been given to the volume of construction traffic associated with the Stage C works within the Uranquinty Yard Clearances enhancement site.

As detailed within Section 3.1.5, a peak of eight (8) construction vehicles per hour (one (1) vehicle every 7.5 minutes) is expected to be generated during the Stage C works. Considering this, the impact of one (1) additional vehicle per 7.5 minutes is not expected to significantly impact the operation of keys intersections surrounding the Uranquinty Yard Clearances enhancement site.

3.1.9 Impact of Road Closure

Yarragundry Street Closure

As detailed in Figure 64, the works required will be facilitated through the closure of Yarragundry Street (during the 60-hour track possession period only - starting on a Friday evening and ending early the following Monday morning) between the Olympic Highway (Morgan Street) and Pearson Street, however, pedestrian and cyclist access will remain.

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

- **Detour route 'A'**: Yarragundry Street, Uranquinty Cross Road, The Rock Collingullie Road, Urana Street, Olympic Highway (southern detour)
- **Detour route 'B'**: Yarragundry Street, Uranquinty Cross Road, The Rock Collingullie Road, Lockhart Road, Sturt Highway, Olympic Highway (northern detour).

As the railway level crossing is located on the western side of the Olympic Highway, those most impacted are those with an origin and destination on the western side of the railway line. The additional travel distance and travel time will vary greatly depending on the origin and destination. There is little to no impact to those travelling north/south on the Olympic Highway.

The greatest impact will be to trips from west of the railway line seeking Wagga (or vice versa) will be subject to Detour route 'B'. The current route via the Olympic Highway between Yarragundry Street and the Sturt Highway/Olympic Highway intersection is about 8 mins (11km) which when detoured via Collingullie will increase to 28 mins (40.6km).

Similarly, trips from west of the railway line seeking The Rock (or vice versa) will be subject to Detour route 'A'. The current route via the Olympic Highway between Yarragundry Street and the Urana Street/Olympic Highway intersection is about 10 mins (14.6km) which when detoured via The Rock Collingullie Road will increase to 20 mins (25.9km).

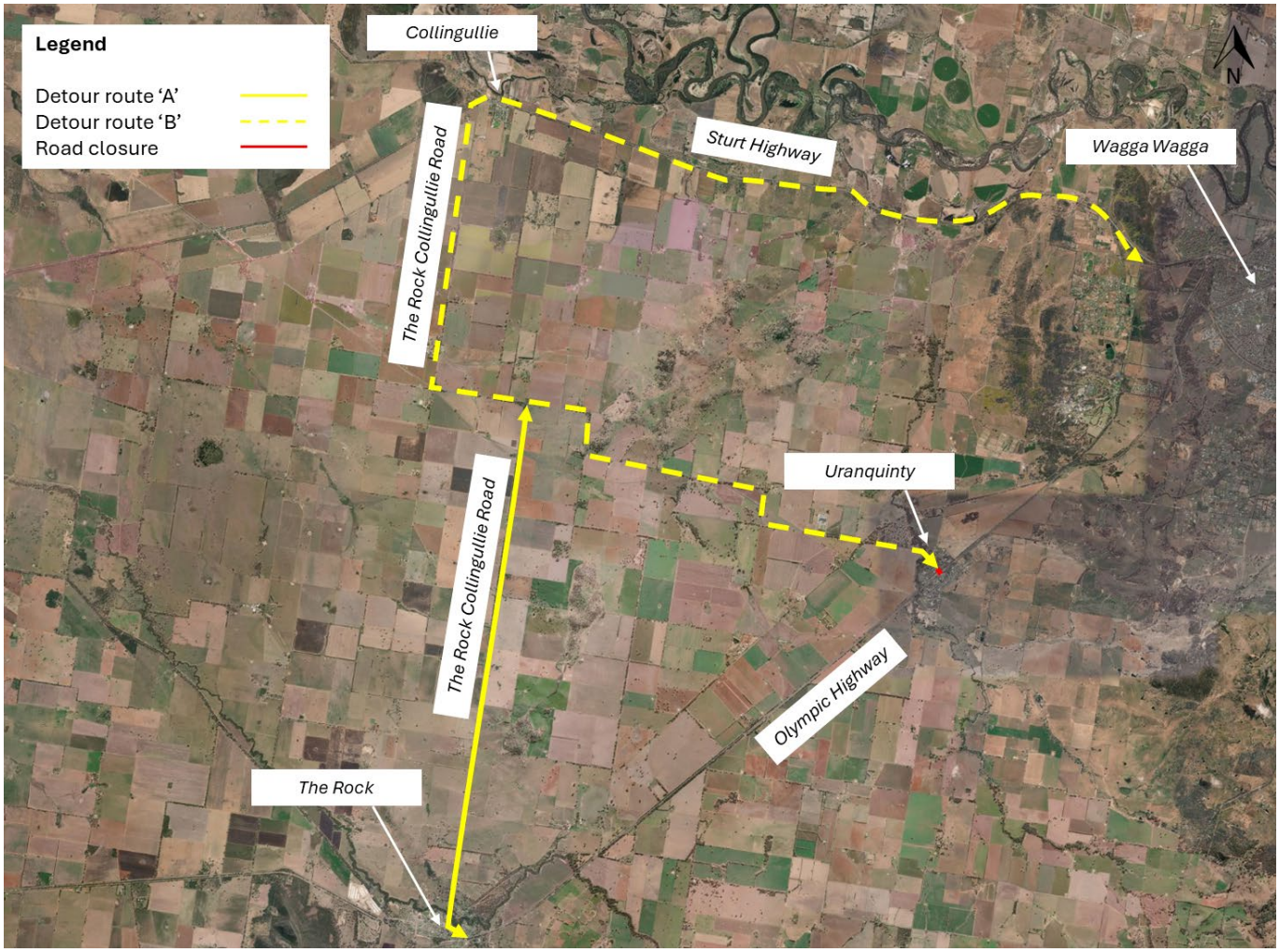


FIGURE 64: YARRAGUNDRY STREET ROAD CLOSURE

3.1.10 Impact on Public Transport

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

3.1.11 Impact on Pedestrians and Cyclists

There will be no change to or impact to pedestrian and cyclist facilities or access during this stage of work. During the temporary traffic detour during the 60-hour possession required for the railway level crossing reconstruction, provisions will be made to retain pedestrian and cyclist connectivity along Yarragundry Street.

3.1.12 Access for Businesses and Residents

There will be no change to or impact to access for businesses and/or residents during this stage of work at the Uranquinty Yard Clearances enhancement site with the only exception being that of the temporary traffic detour during the 60-hour possession required for the railway level crossing reconstruction (refer to Section 3.1.9).

3.1.13 Changes to Kerbside Management

There will be no change to or impact to kerbside management access or activities during this stage of work at the Uranquinty Yard Clearances enhancement site with the only exception being that of the temporary traffic detour during the 60-hour possession required for the railway level crossing reconstruction (refer to Section 3.1.9). Temporary parking restrictions along the west side of Morgan Street (Olympic Highway) near Gate U4 are required to retain unobstructed sightlines (refer to Section 3.1.6).

3.1.14 Works Requiring Traffic Control

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

TABLE 192: TRAFFIC CONTROL REQUIREMENTS – URANQUINTY YARD CLEARANCES

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate U1 – Existing access off Yarragundry Street (north-east)	Site access manoeuvres	Hold and release / intermittent stop	1 month	Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along Yarragundry Street.
Gate U2 – Existing access off Yarragundry Street (south-east)	Site access manoeuvres	Hold and release / intermittent stop	1 month	Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along Yarragundry Street.
Gate U3 – Existing access off Yarragundry Street (south-west)	Site access manoeuvres	Hold and release / intermittent stop	1 month	Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along Yarragundry Street.
Yarragundry Street Closure and traffic detour (including The Rock Collingullie Road and Uranquinty Cross Road intersection)	Track possession for Railway Level Crossing works.	Detour of Yarragundry Street on-road traffic and management of The Rock Collingullie Road and Uranquinty Cross Road intersection.	60 hours (May 2026)	Subject to the times permitted under the appropriate approval issued by the relevant authority.	Short term detour during 60-hour track possession will result in travel time increase for impacted road traffic.

3.2 Pearson Street Bridge Enhancement Site

3.2.1 Site Location

The Pearson Street Bridge enhancement site encompasses areas within the rail corridor bound by Fernleigh Road, Glenfield Road / Pearson Street, Urana Street and Cheshire Street as indicated in Figure 65 below.

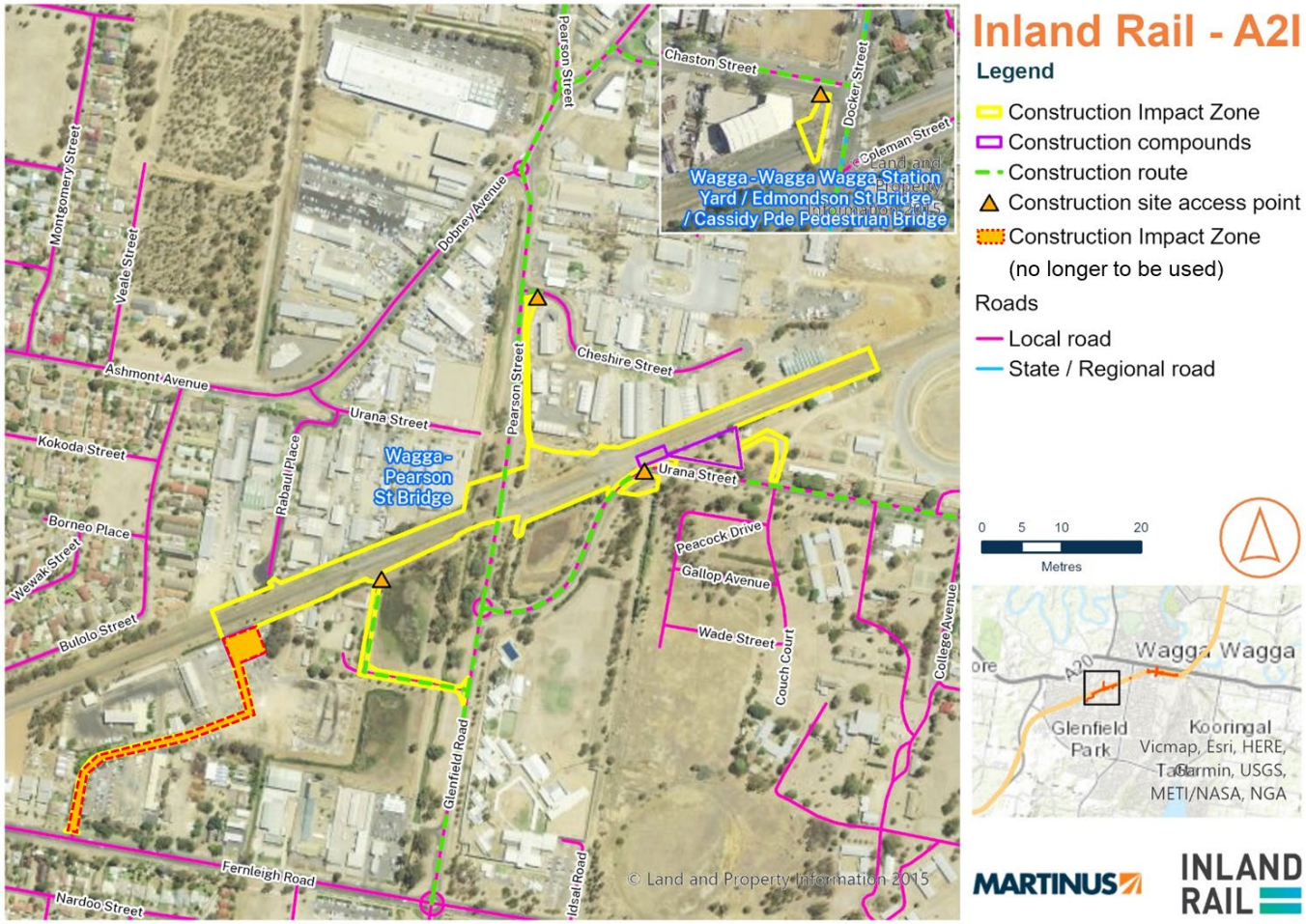


FIGURE 65: PEARSON STREET BRIDGE ENHANCEMENT SITE

3.2.2 Works Required

The Stage C scope of work at the Pearson Street Bridge enhancement site comprises of the following:

- Installation of new protection walls
- Installation of new stormwater pipes and open drains
- Lowering of the main line rail track.
- Third Party Utility Works (watermain protection, signals and gas main protection)
- Signalling modifications (at Docker/Chaston Street)

3.2.3 Timing and Duration

The proposed arrangements are planned to be implemented from early July 2026 and remain in operation until late September 2026.

3.2.4 Operating Conditions

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

Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term i.e. detours) may be implemented to manage general traffic and some site entry and exit movements for construction heavy vehicles (refer to Section 3.2.13).

3.2.5 Construction Traffic

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

TABLE 193: SITE ACCESS CONSTRUCTION VEHICLE MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate P1 – Existing access off Cheshire Street	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ fifteen (15) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate P2 – Existing access off Urana Street	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per shift (during peak periods)	-
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ forty (40) per shift (during peak periods)	≤ four (4) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ one (1) per shift (during peak periods)	-
Gate P3 – Existing access off Glenfield Road Animal Shelter access road	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per shift (during peak periods)	-
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ fifteen (15) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
Gate P4 – Existing access off Chaston Street (near Docker Street)	Light vehicles	Site access	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	Light vehicle with trailer	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)

Based on the current methodology and program, it is expected that peak construction traffic volumes will occur in May 2026. For the works, a 19.0m truck and dog is expected to be the predominant type of heavy vehicle accessing the worksite throughout the duration of the work. On occasion, a 19.0m semi-trailer is required, however these vehicles will not be accessing the site during the projected peak periods.

3.2.6 Site Access

Overview

Access to the Pearson Street Bridge enhancement site will be via existing access points located on Cheshire Street, Urana Street, Glenfield Road and Chaston Street. A summary of permitted movements and methods of control at site access locations is provided below in Table 194, with further details provided in subsequent sections of this report.

TABLE 194: SITE ACCESS DETAILS – PEARSON STREET BRIDGE ENHANCEMENT SITE

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate P1 – Existing access off Cheshire Street	Entry and exit	Light vehicles	Right in, left out	Give Way
		12.5m single unit truck		Traffic control – refer to Section 3.2.13
Gate P2 – Existing access off Urana Street	Entry and exit	Light vehicles	All movements	Give Way
		12.5m single unit truck		
		19.0m truck and dog		Give Way
		19.0m semi-trailer		Traffic control during peak construction periods (possession 2026 – refer to Section 3.2.13
Gate P3 – Existing access off Glenfield Road Animal Shelter access road	Entry and exit	Light vehicles	All movements	Give Way
		12.5m single unit truck		
		19.0m truck and dog		
Gate P4 – Existing access off Chaston Street (near Docker Street)	Entry and exit	Light vehicles	Left in, left out	Traffic control – refer to Section 3.2.13
		Light vehicle with trailer		

Gate P1 – Existing access off Cheshire Street at Pearson Street

Located on Cheshire Street, Gate P1 is an existing access that will provide access to the Pearson Street Bridge enhancement site.

FIGURE 66: GATE P1 – CHESHIRE STREET

Details of permitted movements and methods of control at Gate P1 is summarised in Table 194.

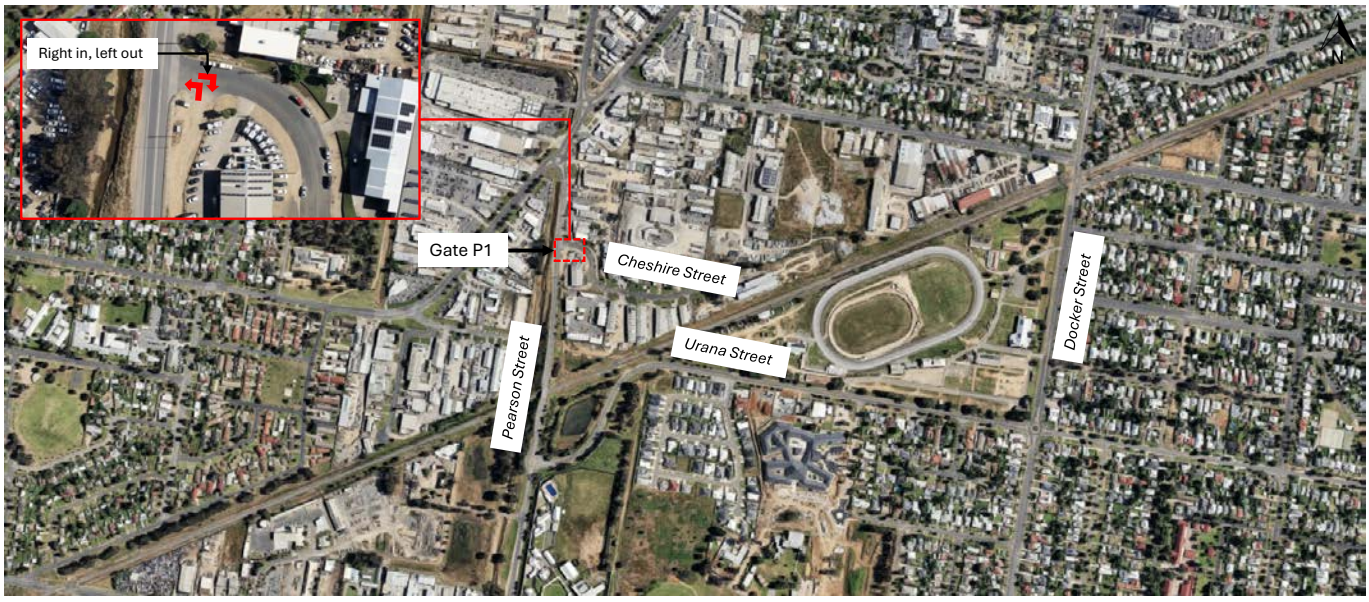


FIGURE 67: SITE ACCESS DETAILS – GATE P1

Sight Distance Assessment

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

TABLE 195: SIGHT DISTANCE ASSESSMENT – GATE P1

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

1. Desirable minimum value for all road types.

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

Due to the location of the access on Cheshire Street, sight distance to the east is limited due to the alignment of Cheshire street limiting available sight distance to approximately 50m. The sight distance to the north and more so the south is limited due to the proximity of the Cheshire Street / Pearson Street intersection and Pearson Street vertical grade south of Cheshire Street. That said, it is reasonably expected that vehicles manoeuvring from the Pearson Street onto Cheshire Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate P1 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Cheshire 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 Cheshire Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Cheshire Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate P1, an assessment has been undertaken to determine controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 196: SITE ACCESS ASSESSMENT CRITERIA – GATE P1

Site Access Assessment	
Location:	Existing access via Cheshire Street
AADT:	491
Speed limit:	60km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	60m (2D = 120m)
Available sight distance	Less than 2D

FIGURE 68: VIEW TO EAST FROM GATE P1

FIGURE 69: NORTHBOUND VIEW APPROACHING GATE P1 (~120M FROM ACCESS POINT)

FIGURE 70: SOUTHBOUND VIEW APPROACHING GATE P1 (~120M FROM ACCESS POINT)

As available sight distance approaching Gate P1 is less than 2D (120m), an assessment has been undertaken using Table 5-6 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 178.

TABLE 197: GATE P1 – 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

As detailed in Table 194, construction vehicles will access Gate P1 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority. Furthermore, 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 P2 – Existing access off Urana Street ~270m east of Pearson / Glenfield / Urana intersection

Located on Urana Street approximately 270m east of the Pearson Street / Glenfield Street / Urana Street intersection, Gate P2 is an existing access that will provide access to the Pearson Street Bridge enhancement site.

FIGURE 71: GATE P2 – URANA STREET

Details of permitted movements and methods of control at Gate P2 is summarised in Table 194.

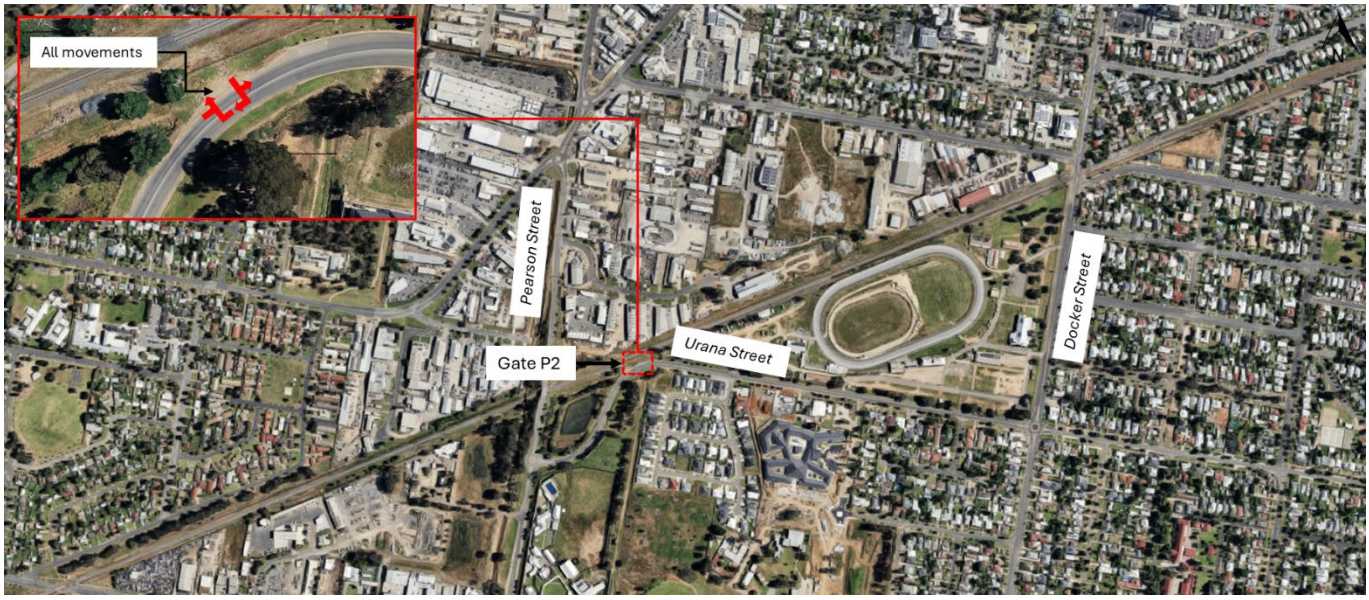


FIGURE 72: SITE ACCESS DETAILS – GATE P2

Sight Distance Assessment

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

TABLE 198: SIGHT DISTANCE ASSESSMENT – GATE P2

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	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 at Gate P2 achieves the minimum requirements for the posted speed limit.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Urana 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 Urana Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Urana 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 P2, an assessment has been undertaken for determining controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 199: SITE ACCESS ASSESSMENT CRITERIA – GATE P2

Site Access Assessment	
Location:	Urana Street approximately 270m east of Pearson Street / Glenfield Street / Urana Street intersection
AADT:	4,758
Speed limit:	50km/hr
Number of truck movements per shift:	More than 20 (during peak periods)
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 73: EASTBOUND VIEW APPROACHING GATE P2 (~100M FROM ACCESS POINT)

FIGURE 74: WESTBOUND VIEW APPROACHING GATE P2 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate P2 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 200 below.

TABLE 200: GATE P2 – 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 P2 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, a VMP will be developed prior to the commencement of works. The VMP will identify the location of the site access gate, permitted movements and controls (i.e. gate opening and closing as well a communication protocols to manage any potential short stacking). Furthermore, traffic control will be implemented during peak construction periods when the number of truck movements per shift will be greater than 20 and may also be implemented to facilitate occasion large vehicles (i.e., semi-trailer) and alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.13.

Gate P3 – Existing access off Glenfield Road Animal Shelter access road

Located off Glenfield Road Animal Shelter access road, Gate P3 is an existing access that will provide access to the Pearson Street Bridge enhancement site.

FIGURE 75: GATE P3 – GLENFIELD ROAD ANIMAL SHELTER ACCESS ROAD (LOOKING FROM RAIL RESERVE)

Details of permitted movements and methods of control at Gate P3 is summarised in Table 194.

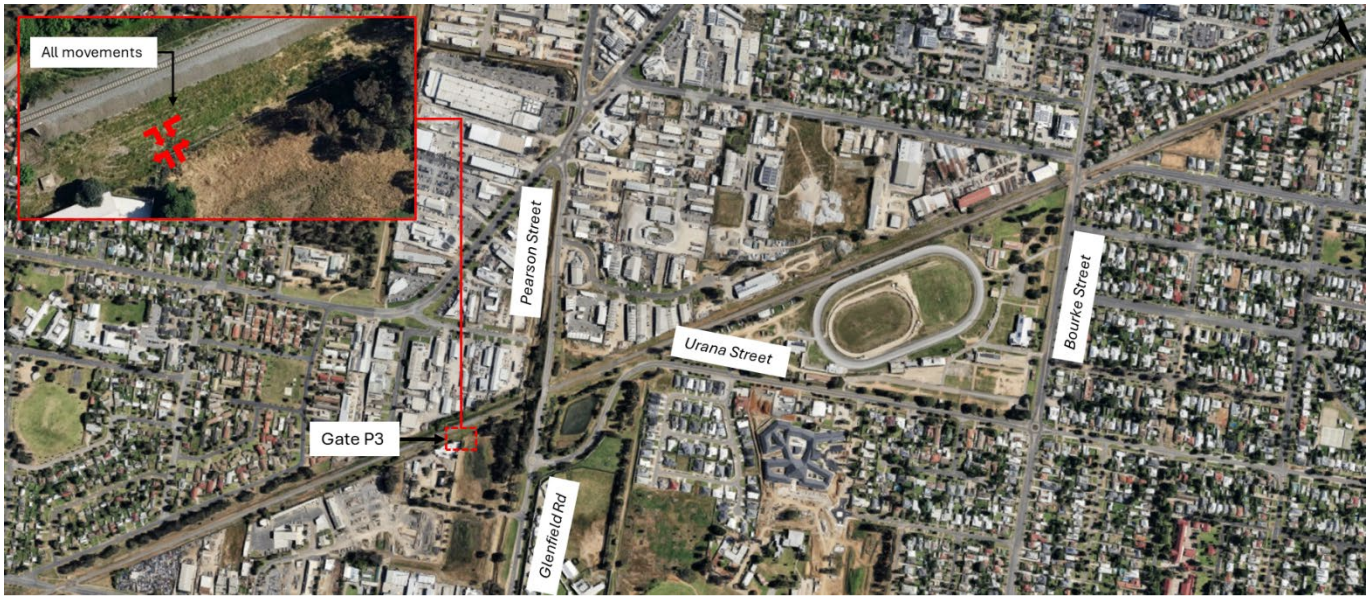


FIGURE 76: SITE ACCESS DETAILS – GATE P3

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 201: SIGHT DISTANCE ASSESSMENT – GATE P3

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).

Acceleration and Deceleration Lanes

Acceleration and deceleration requirements are not appropriate considering the nature of the gate location, movements and the very low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate P3, an assessment has been undertaken to determine controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 202: SITE ACCESS ASSESSMENT CRITERIA – GATE P3

Site Access Assessment	
Location:	Existing access off Glenfield Road Animal Shelter access road
AADT:	~50
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	50m (2D = 100m)
Available sight distance	More than 2D

FIGURE 77: NORTHBOUND VIEW APPROACHING GATE P3 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate P2 is greater than 2D (100m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 200 below.

TABLE 203: GATE P3 – 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 P3 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.

Gate P4 – Existing access off Chaston Street (near Docker Street)

Located on Chaston Street (near Docker Street), Gate P4 is an existing access that will provide access to the Pearson Street Bridge enhancement site (signalling modifications at Docker/Chaston Street).

FIGURE 78: GATE P4 – CHASTON STREET

Details of permitted movements and methods of control at Gate P4 is summarised in Table 194.

FIGURE 79: SITE ACCESS DETAILS – GATE P4

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 204: SIGHT DISTANCE ASSESSMENT – GATE P4

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
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).

Due to the location of the access on Chaston Street, sight distance to the south is limited due to the proximity of the Chaston Street / Docker Street intersection and railway level crossing south of the Chaston Street / Docker Street intersection. That said, it is reasonably expected that vehicles manoeuvring from the Docker Street onto Chaston Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate P4 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Chaston 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 Chaston Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Chaston Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate P4, an assessment has been undertaken to determine controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 205: SITE ACCESS ASSESSMENT CRITERIA – GATE P4

Site Access Assessment	
Location:	Existing access via Chaston Street
AADT:	~4500
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 80: EASTBOUND VIEW APPROACHING GATE P4 (~100M FROM ACCESS POINT)

FIGURE 81: NORTHBOUND VIEW APPROACHING GATE P4 (~100M FROM ACCESS POINT)

FIGURE 82: SOUTHBOUND VIEW APPROACHING GATE P4 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate P4 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 206.

TABLE 206: GATE P4 – 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

As detailed in Table 194, construction vehicles will access Gate P4 under traffic control. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority. Furthermore, 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 detailed below in Table 207.

TABLE 207: CONSTRUCTION VEHICLE ACCESS ROUTES – PEARSON STREET BRIDGE ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate P1	Inbound	Sturt Highway, left/right turn onto Pearson Street, through onto Dobney Avenue, left turn onto Pearson Street, left turn onto Cheshire Street.	Up to 12.5m single unit truck
	Outbound	Cheshire Street, right turn onto Pearson Street, right turn onto Dobney Avenue, through onto Pearson Street, left/right turn onto Sturt Highway.	
	Inbound	Sturt Highway, left/right turn onto Docker Street/Bourke Street, right turn onto Urana Street, right turn onto Pearson Street, right turn onto Cheshire Street.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn onto Sturt Highway, left onto Pearson Street, through onto Dobney Avenue, left turn onto Pearson Street, left onto Cheshire Street.	
	Outbound	Cheshire Street right turn onto Pearson Street, right turn onto Dobney Avenue, through onto Pearson Street, right turn onto Sturt Highway, right turn onto Kooringal Road, left turn onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate P2	Inbound	Sturt Highway, left/right turn onto Docker Street/Bourke Street, right turn onto Urana Street.	Up to 19.0m semi-trailer[1]
	Outbound	Urana Street, left turn onto Bourke Street/Docker Street, left/right onto Sturt Highway.	
	Inbound	Sturt Highway, left/right turn onto Pearson Street, through onto Dobney Avenue, left turn onto Pearson Street, left turn onto Urana Street.	Up to 19.0m truck and dog
	Outbound	Urana Street, left turn onto Pearson Street, right turn onto Dobney Avenue, through onto Pearson Street, left/right turn onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn onto Sturt Highway, left Docker Street/Bourke Street, right turn onto Urana Street.	
	Outbound	Urana Street, left turn onto Bourke Street/Docker Street, right onto Sturt Highway, right turn onto Kooringal Road, left turn onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate P3	Inbound	Sturt Highway, left/right turn onto Pearson Street, through onto Dobney Avenue, left turn onto Pearson Street, through onto Glenfield Road, U-turn at Fernleigh	Up to 19.0m truck and dog

Site Access	Direction	Access Route	Largest suitable vehicle type
		Road, left turn onto Glenfield Road Animal Shelter access road.	
	Outbound	Glenfield Road Animal Shelter access road, left onto Glenfield Road, through onto Pearson Street, right turn onto Dobney Avenue, through onto Pearson Street, left/right turn onto Sturt Highway.	
	Inbound	Sturt Highway, left/right turn onto Docker Street/Bourke Street, right turn onto Urana Street, left turn onto Glenfield Road, U-turn at Fernleigh Road, left turn onto Glenfield Road Animal Shelter access road.	
	Outbound	Glenfield Road Animal Shelter access road, left onto Glenfield Road, right onto Urana Street, left turn onto Bourke Street/Docker Street, left/right onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn onto Sturt Highway, left Docker Street/Bourke Street, right turn onto Urana Street, left turn onto Glenfield Road, U-turn at Fernleigh Road, left turn onto Glenfield Road Animal Shelter access road.	
	Outbound	Glenfield Road Animal Shelter access road, left onto Glenfield Road, right onto Urana Street, left turn onto Bourke Street/Docker Street, right onto Sturt Highway, right turn onto Kooringal Road, left turn onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate P4	Inbound	Sturt Highway, left/right onto Docker Street, left/right turn onto Chaston Street	Light vehicle with trailer[1]
	Outbound	Chaston Street, left onto Dobney Avenue, right onto Pearson Street, left/right onto Sturt Highway.	

1. Traffic control is required to facilitate access manoeuvres into and out of gate – refer to Section 3.2.13

These access routes are depicted in Figure 83 to Figure 86. Broader network construction vehicle access routes are provided in Appendix B.

FIGURE 83: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE P1

FIGURE 84: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE P2

FIGURE 85: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE P3

FIGURE 86: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE P4

A swept path analysis has also been undertaken for key movements along the construction vehicle access routes, demonstrating the ability for construction vehicle to safely manoeuvre along the identified routes. This assessment is provided in Appendix B.

3.2.8 Impact on Traffic Flow

Key Roads

To evaluate the impact of the Stage C 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 Stage C 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" scenario.

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

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

While it is recognised that TfNSW's *Guide to Transport Impact Assessment* has superseded the *Guide to Traffic Generating Developments*, the process of assessment is considered appropriate in quantifying potential impacts to traffic flow and the road network resulting from the Stage C 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 Pearson Street Bridge enhancement site is shown in Table 209 and Table 210 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 209: AM PEAK LINK LOS ASSESSMENT – PEARSON STREET BRIDGE

Road link	No. of lanes (per direction)	Direction	AM Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Edward Street/ Sturt Highway at Pearson Street	2	Eastbound	550	A	16	566	2.9%	A
		Westbound	478	A		494	3.3%	A
Pearson Street at Edward Street	2	Northbound	995	B		1011	1.6%	B
		Southbound	613	A		629	2.6%	A
Cheshire Street at Pearson Street[1,2]	1	Eastbound	49	A		65	32.7%	A
		Westbound	49	A		65	32.7%	A
Urana Street at Pearson Street	1	Eastbound	478	C		494	3.3%	C
		Westbound	314	B		330	5.1%	B

1: Peak hour volume not available, assumed 10% of AADT

2: Two-way data not available, assumed 50/50 traffic split during peak hours

TABLE 210: PM PEAK LINK LOS ASSESSMENT – PEARSON STREET BRIDGE

Road name	No. of lanes (per direction)	Direction	PM Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Edward Street/ Sturt Highway at Pearson Street	2	Eastbound	403	A	16	422	3.9%	A
		Westbound	828	A		844	1.9%	A
Pearson Street at Edward Street	2	Northbound	807	A		823	2.0%	A
		Southbound	703	A		719	2.3%	A
Cheshire Street[1,2]	1	Eastbound	49	A		65	32.7%	A
		Westbound	49	A		65	32.7%	A
Urana Street at Pearson Street	1	Eastbound	358	B		374	4.5%	B
		Westbound	392	C		408	4.1%	C

1: Peak hour volume not available, assumed 10% of AADT

2: Two-way data not available, assumed 50/50 traffic split during peak hours

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

Key Intersections

To evaluate the impact of the Stage C works on key intersections, a first principles assessment has been undertaken. To undertake this assessment, consideration has been given to the volume of construction traffic associated with the Stage C works within the Pearson Street Bridge enhancement site.

As detailed within Section 3.2.5, a peak of fourteen (14) construction vehicles per hour (one (1) vehicle every 3-4 minutes) is expected to be generated during the Stage C works. At signalised intersections, and assuming a maximum cycle time of 120 seconds at an intersection (worst-case), it is reasonably expected the Stage C works could generate up to one (1) additional vehicle at the intersection per cycle.

Considering this, the impact of one (1) additional vehicle per cycle is not expected to significantly impact the operation of keys intersections surrounding the Pearson Street Bridge enhancement site.

3.2.9 Impact on Public Transport

There is not expected to be any direct impact upon public transport operations or access during this stage of work at the Pearson Street Bridge enhancement site.

3.2.10 Impact on Pedestrians and Cyclists

There will be no change to or impact to pedestrian and cyclist facilities or access during this stage of work at the Pearson Street Bridge enhancement site.

3.2.11 Access for Businesses and Residents

There will be no change to or impact to access for businesses and/or residents during this stage of work at the Pearson Street Bridge enhancement site.

3.2.12 Changes to Kerbside Management

There will be no changes to kerbside management during this stage of work at the Pearson Street Bridge enhancement site.

3.2.13 Works Requiring Traffic Control

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

TABLE 211: TRAFFIC CONTROL REQUIREMENTS – PEARSON STREET BRIDGE

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate P1 – Cheshire Street at Pearson Street	Site access manoeuvres	Hold and release / intermittent stop	3 months	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Pearson Street and Cheshire Street Access to P1 will be limited during peak periods.
Gate P2 – Urana Street	Site access manoeuvres	Hold and release / intermittent stop	1 months (September 2026 possession)	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Urana Street Access to P2 will be limited during peak periods.
Gate P4 – Existing access off Chaston Street (near Docker Street)	Site access manoeuvres	Hold and release / intermittent stop	1 months	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Chason Street. Access to P4 will be limited during peak periods.

3.3 Wagga Wagga Station and Surrounds Enhancement Site

Due to their proximity Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Station pedestrian bridge, and Wagga Wagga Yard clearances were considered collectively (referred to as Wagga Wagga Station and surrounds):

Wagga Wagga Station and Surrounds enhancement site

- Wagga Wagga Yard Clearances
- Cassidy Parade Pedestrian Bridge
- Wagga Wagga Station (Mothers) Bridge
- Edmondson Street Bridge

3.3.1 Site Location

The location and layout of the Wagga Wagga Station and Surrounds enhancement site is shown below in Figure 87.

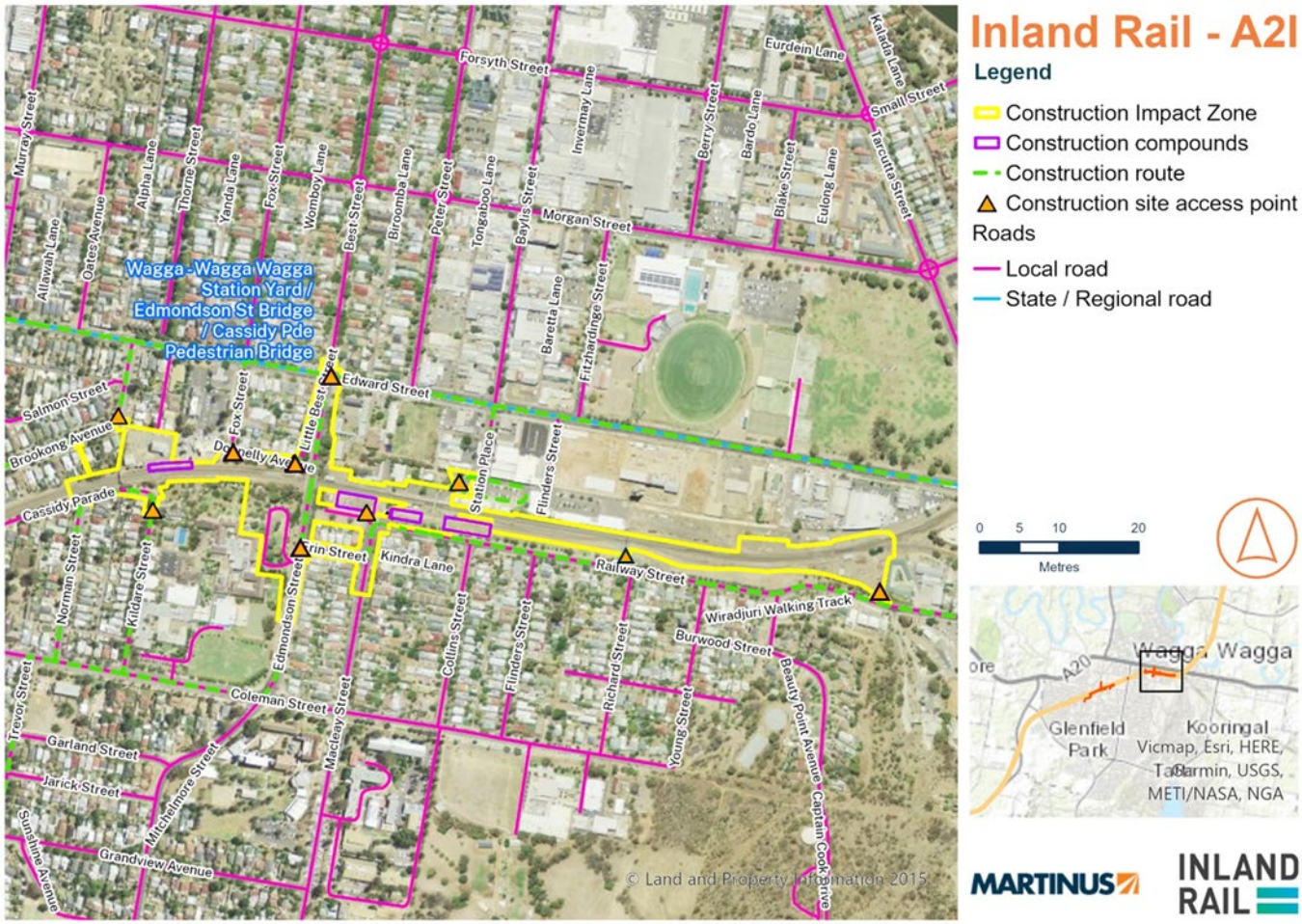


FIGURE 87: WAGGA WAGGA STATION AND SURROUNDS ENHANCEMENT SITE

3.3.2 Works Required

The Stage C scope of work at the Wagga Wagga Station and Surrounds enhancement site comprises of the following:

- Demolition of the existing pedestrian bridge (Cassidy Parade and Wagga Station (Mothers) bridges.
- Installation of temporary and new structures (Cassidy Parade and Wagga Station (Mothers) bridges
- Temporary and permanent TCS works at Edmondson St/Best St/Edward Street intersection to the scope of work.
- Reshaping of stormwater open drains
- Track stripping, reconstruction and slewing
- Third party utility works
- Demolition of existing Edmondson Street Bridge
- Earthwork on northern and southern approaches
- Piling on northern and southern approaches
- Substructure construction of abutments and deflection walls
- Superstructure construction of piers, bridge span, approach slabs and staircase
- Drainage works
- Reinforced soil walls
- Barrier footings and barriers
- Walkway ramps
- Precast barriers, kerbs and stairs
- Pavement and roadworks
- Finishing works and demobilisation

3.3.3 Timing and Duration

The proposed arrangements are planned to be implemented from November 2025 and remain in operation until April 2027.

3.3.4 Operating Conditions

There will be no long-term changes to the existing conditions on the roads in the vicinity of the Wagga Wagga Station and Surrounds enhancement site resulting from the Stage C works outlined within this PTMP revision.

There will be a temporary one-way arrangement along Cassidy Parade running east to west between Norman Street and Kildare Avenue which will be implemented and managed under traffic control to manage access during construction, refer to 3.2.8. Furthermore, temporary speed limit reductions and/or traffic control (intermittent, short-term, long term i.e. detours) may be implemented to manage general traffic and some site entry and exit movements for construction heavy vehicles (refer to Section 3.3.15).

3.3.5 Construction Traffic

The peak volume of additional traffic generated by the Wagga Wagga Station and Surrounds works required to access the worksite has been broken down as follows:

TABLE 212: SITE ACCESS CONSTRUCTION VEHCILE MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate W1 – Existing access off Railway Street (west)	Light vehicles	Site access (Main Site Access)	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ one (1) per week (during peak periods)	-

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate W2 – Existing access off Donnelly Avenue	Light vehicles	Site access	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
Gate W3 - Existing access to Multicultural Council of Wagga Wagga car parking off Station Place	Light vehicles	Site access	≤ ten (10) per shift (during peak periods)	≤ five (5) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ four (4) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ four (4) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ one (1) per week (during peak periods)	-
Gate W4 – Existing access on Railway Street (east)	Light vehicles	Site access	≤ twenty (20) per shift (during peak periods)	≤ ten (10) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ twenty (20) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ twenty (20) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ ten (10) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
Gate W5 – Existing access to Telstra Yard on Brookong Avenue	Light vehicles	Site access	≤ twelve (12) per shift (during peak periods)	≤ six (6) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ one (1) per week (during peak periods)	-
Gate W6 – New access on Fox Street at Donnelly Street	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ one (1) per week (during peak periods)	-

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate W7 – New access on Cassidy Parade	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ one (1) per week (during peak periods)	-
	19.0m semi-trailer	Delivery of large plant, equipment and materials (e.g. steel elements)	≤ one (1) per month (during peak periods)	-
Gate W8 – Existing access to Edmondson Street via Edward Street (Closure of Edmondson Street)	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	-
	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	≤ twenty (20) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of material and removal of waste.	≤ twenty (20) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Demolition, piling works, delivery of large materials (e.g. precast elements)	≤ one (2) per week (during peak periods)	-
Gate W9 – Existing access to Edmondson Street (Closure north of Erin Street)	Light vehicles	Site access	≤ four (4) per shift (during peak periods)	-
	12.5m single unit truck	Delivery of materials, smaller plant, equipment and removal of waste.	≤ twenty (20) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m truck and dog	Delivery of material and removal of waste.	≤ twenty (20) per shift (during peak periods)	≤ two (2) per peak hour (during peak periods)
	19.0m semi-trailer	Demolition, piling works, delivery of large materials (e.g. precast elements)	≤ one (2) per week (during peak periods)	-
Gate W10 – Existing access on Railway Street near Richard Street	Light vehicles	Site access	≤20 per shift (during peak periods)	-

For the Stage C works, a 12.5m single unit truck and 19.0m truck and dogs are expected to be the predominant type of heavy vehicle accessing the worksite throughout the duration of the work. On occasion, a 19.0m semi-trailer is required, however these vehicles will not be accessing the site during the projected peak periods at the start and end of each shift.

3.3.6 Site Access

Access to the Wagga Wagga Station and Surrounds enhancement site will be via existing access points and new access points as outlined below. A summary of permitted movements and methods of control at site access locations is provided below in Table 213, with further details provided in subsequent sections of this report.

TABLE 213: SITE ACCESS DETAILS – WAGGA WAGGA STATION AND SURROUNDS

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate W1 – Existing access off Railway Street (west)	Entry and exit	Light vehicles	Right-in, left-out	Give way
		12.5m single unit truck		
		19.0m truck and dog		
		19.0m semi-trailer		Traffic Control – refer to Section 3.3.15
Gate W2 – Existing access off Donnelly Avenue	Entry and exit	Light vehicles	Right-in, left-out	Give way
Gate W3 - Existing access to Multicultural Council of Wagga Wagga car parking off Station Place	Entry and exit	Light vehicles	Left-in, left-out	Give way
		12.5m single unit truck		
		19.0m truck and dog		
		19.0m semi-trailer	Traffic Control – refer to Section 3.3.15	
Gate W4 – Existing access on Railway Street (east)	Entry and exit	Light vehicles	Left-in, left-out	Give way
		12.5m single unit truck	Right-in, left-out	Traffic Control – refer to Section 3.3.15
		19.0m truck and dog		
		19.0m semi-trailer		
Gate W5 – Existing access to Telstra Yard on Brookong Avenue	Entry and exit	Light vehicles	Right-in, left-out	Give way
		12.5m single unit truck		
		19.0m truck and dog		
		19.0m semi-trailer		
Gate W6 – New access on Fox Street at Donnelly Street	Entry and exit	Light vehicles	Right-in, left-out	Give way
		12.5m single unit truck		
		19.0m truck and dog		
		19.0m semi-trailer		
Gate W7 – New access on Cassidy Parade	Entry and exit	Light vehicles	Left-in, left-out	Give way Traffic Control – refer to Section 3.3.15
		12.5m single unit truck		
		19.0m semi-trailer	Traffic Control – refer to Section 3.3.15	

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate W8 - Edmondson Street via Edward Street (Closure of Edmondson Street)	Entry and exit	Up to 12.5m single unit truck	Left in, left out, right in, right out.	Temporary TCS – refer to Section 3.3.15
		19.0m truck and dog		
		19.0m semi-trailer		
		Over-Size Over-Mass (OSOM)	Traffic control – refer to Section 3.3.15	
Gate W9 – Existing access to Edmondson Street (Closure north of Erin Street)	Entry and exit	Up to 12.5m single unit truck	Straight in, right in, left out	Traffic control – refer to Section 3.3.15
		19.0m truck and dog		
		19.0m semi-trailer	Right in, left out	
		Over-Size Over-Mass (OSOM)	Traffic control – refer to Section 3.3.15	
Gate W10 – Existing access on Railway Street near Richard Street	Entry and exit	Light vehicles	All movements	Give way

Gate W1 – Existing access on Railway Street

Located on Railway Street, Gate W1 is an existing access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

FIGURE 88: GATE W1 – RAILWAY STREET

Details of permitted movements and methods of control at Gate W1 is summarised in Table 213.

FIGURE 89: SITE ACCESS DETAILS – GATE W1

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 214: SIGHT DISTANCE ASSESSMENT – GATE W1

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]	Refer below	123m	Refer below	83m	Refer below

1. Desirable minimum value for all road types.

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

Available sight distance to the east of Gate W1 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Railway Street, sight distance to the west is limited due to the proximity of the Railway Street cul-de-sac. That said, it is reasonably expected that vehicles manoeuvring from the rear of the southern properties onto Railway Street will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate W1 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Railway 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 Railway Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Railway Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing Railway Street and MacLeay Street intersection configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

Noting that traffic control will be required to facilitate access for a 19.0m semi-trailer via Gate W1, an assessment has been undertaken for determining controls for managing movements for vehicle combinations up to and including a 19.0m truck and dog, where auxiliary lanes are not provided (refer above), 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 215: SITE ACCESS ASSESSMENT CRITERIA – GATE W1

Site Access Assessment	
Location:	Railway Street
AADT:	3,230
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20 (greater than 20 during peak periods)
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D (considering west is cul-de-sac)

FIGURE 90: NORTHBOUND VIEW APPROACHING GATE W1 (~100M FROM ACCESS POINT)

FIGURE 91: WESTBOUND VIEW APPROACHING GATE W1 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate W1 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 the table below.

TABLE 216: GATE W1 – PROVIDING FOR TRUCK MOVEMENTS IF 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 W1 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate peak periods when truck turning movement increase to greater than 20 movements per shift and when alternative movements at the access are required (i.e., reverse into or out of the site) – refer to Section 3.3.14.

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

Gate W2 – Existing access on Donnelly Avenue

Located on Donnelly Avenue, Gate W2 is an existing access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

FIGURE 92: GATE W2 – DONNELLY AVENUE

Details of permitted movements and methods of control at Gate W2 is summarised in Table 213.

FIGURE 93: SITE ACCESS DETAILS – GATE W2

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 217: SIGHT DISTANCE ASSESSMENT – GATE W2

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	Refer below	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).

Due to the location of the access on Donnelly Avenue, sight distance to the west is limited to approximately 100m due to the proximity of the Donnelly Street / Fox Street intersection. That said, it is reasonably expected that vehicles manoeuvring from Fox Street on to Railway Street will do so at speeds less than that of the posted speed limit. The sight distance to the north is limited to approximately 100m by the one-way arrangement at the end of Little Best Street. That said, it is reasonably expected that vehicles manoeuvring adjacent properties will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed is considered appropriate. Considering the above, the sight distance available at Gate W2 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Donnelly 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 Donnelly Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Donnelly Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing Donnelly Street and Little Best Street intersection configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate W2, an assessment has been undertaken for determining controls for managing movements for light vehicles only, where auxiliary lanes are not provided (refer above), 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 218: SITE ACCESS ASSESSMENT CRITERIA – GATE W2

Site Access Assessment	
Location:	Donnelly Avenue
AADT:	No data available - assume between 300 - 1500
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20 (light vehicles only)
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 94: EASTBOUND VIEW APPROACHING GATE W2 (~100M FROM ACCESS POINT)

FIGURE 95: SOUTHBOUND VIEW APPROACHING GATE W2 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate W2 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 219 below.

TABLE 219: GATE W2 – PROVIDING FOR TRUCK MOVEMENTS IF 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 W2 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.3.14.

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

Gate W3 – Existing access on Station Place

Located on Station Place, Gate W3 is an existing access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

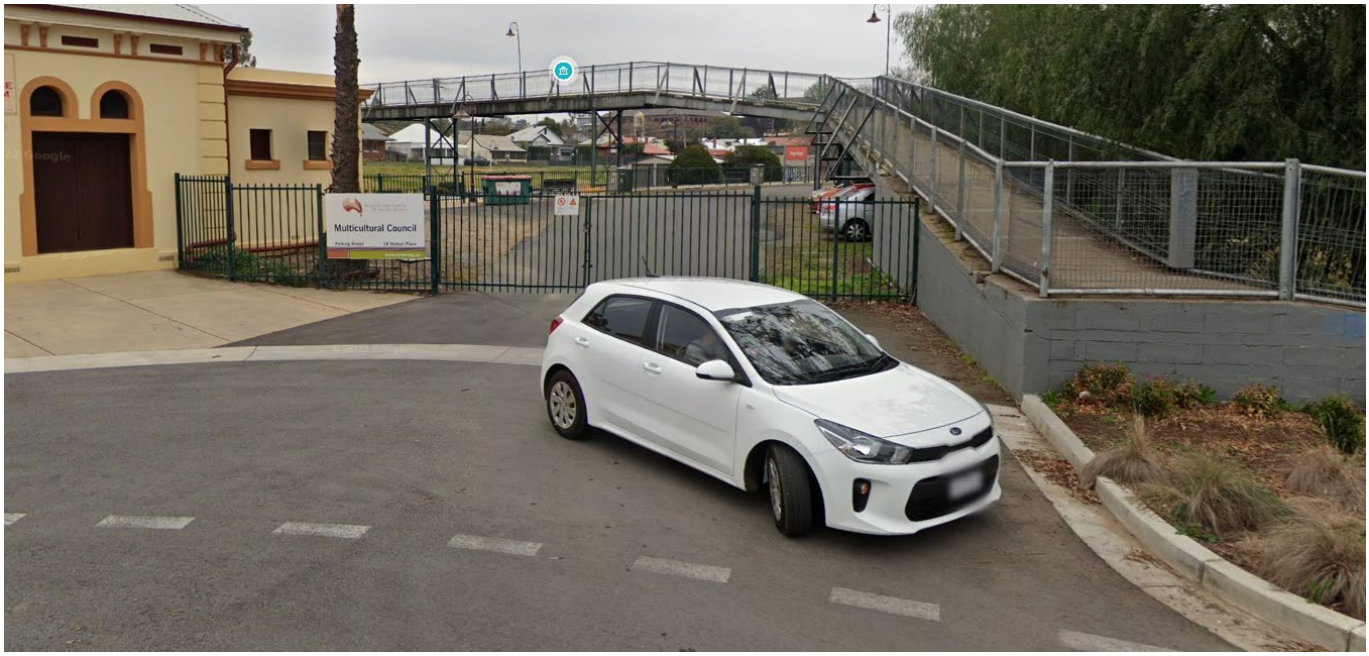


FIGURE 96: GATE W3 – STATION PLACE

Details of permitted movements and methods of control at Gate W3 is summarised in Table 213.

FIGURE 97: SITE ACCESS DETAILS – GATE W3

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 220: SIGHT DISTANCE ASSESSMENT – GATE W3

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	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).

Due to the location of the access on Station Place, sight distance to the east is limited to approximately 100m due to the one-way circular configuration of Station Place. That said, it is reasonably expected that vehicles manoeuvring along Station Place will do so at speeds less than that of the posted speed limit (particularly noting the raised pedestrian crossing about 30m preceding the gate location). On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed is considered appropriate. Considering the above, the sight distance available at Gate W3 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Station Place. 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 Station Place.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Station Place falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing Station Place one-way circular configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

Noting that traffic control will be required to facilitate access for a 19.0m semi-trailer via Gate W3, an assessment has been undertaken for determining controls for managing movements for vehicle combinations up to and including a 19.0m truck and dog, where auxiliary lanes are not provided (refer above), 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 221: SITE ACCESS ASSESSMENT CRITERIA – GATE W3

Site Access Assessment	
Location:	Station Place
AADT:	472
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 98: VIEW APPROACHING GATE W3

As available sight distance approaching Gate W3 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 Table 222.

TABLE 222: GATE W3 – PROVIDING FOR TRUCK MOVEMENTS IF 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 W3 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.3.15.

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

Gate W4 – Existing access on Railway Street (east)

Located on Railway Street, Gate W4 is an existing access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

FIGURE 99: GATE W4 – RAILWAY STREET

Details of permitted movements and methods of control at Gate W4 is summarised in Table 213.

FIGURE 100: SITE ACCESS DETAILS – GATE W4

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 223: SIGHT DISTANCE ASSESSMENT – GATE W4

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 W4 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Railway Street, safe intersection sight distance (SISD) to the west is limited to approximately 90m due to the vertical alignment (crest) on Railway Street. That said, the adoption of stopping sight distance and minimum gap sight distance requirements for the posted speed is considered appropriate at Gate W4.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Railway 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 Railway Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Railway Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

Noting that traffic control will be required to facilitate access for all heavy vehicles via Gate W4, an assessment has been undertaken for determining controls for managing movements for light vehicles only, where auxiliary lanes are not provided (refer above), 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 224: SITE ACCESS ASSESSMENT CRITERIA – GATE W4

Site Access Assessment	
Location:	Railway Street
AADT:	3,230
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20 (greater than 20 during peak periods)
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 101: WESTBOUND VIEW APPROACHING GATE W4 (~100M FROM ACCESS POINT)

FIGURE 102: EASTBOUND VIEW APPROACHING GATE W4 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate W4 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 the table below.

TABLE 225: GATE W4 – PROVIDING FOR TRUCK MOVEMENTS IF 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

As detailed in Table 213, construction heavy vehicles will access Gate W4 under traffic control – refer to Section 3.3.14. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority. Furthermore, 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.

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

Gate W5 – Existing access to Telstra Yard on Brookong Avenue

Located on Brookong Avenue, Gate W5 is an existing access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

FIGURE 103: GATE W5 – BROOKONG AVENUE

Details of permitted movements and methods of control at Gate W5 is summarised in Table 213.

Note: Due to the recent changes to the Brookong Avenue and Murray Street intersection configuration, semi-trailer access will be via Edward Street and Brookong Avenue intersection.

FIGURE 104: SITE ACCESS DETAILS – GATE W5

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 226: SIGHT DISTANCE ASSESSMENT – GATE W5

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
West of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83.m	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).

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 Brookong Avenue. 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 Brookong Avenue.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Brookong Avenue 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 W5, 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 227: SITE ACCESS ASSESSMENT CRITERIA – GATE W5

Site Access Assessment	
Location:	Brookong Avenue
AADT:	1,215
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 105: SOUTHBOUND VIEW APPROACHING GATE W5 (~100M FROM ACCESS POINT)

FIGURE 106: WESTBOUND VIEW APPROACHING GATE W5 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate W5 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 228 below.

TABLE 228: GATE W5 – PROVIDING FOR TRUCK MOVEMENTS IF 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 W5 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.2.14.

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

Gate W6 – New Access on Fox Street at Donnelly Street

Located on Fox Street at Donnelly Avenue, Gate W6 is a new access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

FIGURE 107: GATE W6 – FOX STREET

Details of permitted movements and methods of control at Gate W6 is summarised in Table 213.

FIGURE 108: SITE ACCESS DETAILS – GATE W6

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 229: SIGHT DISTANCE ASSESSMENT – GATE W6

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
East 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).

Due to the location of the access on Fox Street, sight distance to the east is limited to approximately 100m due to the proximity of the Donnelly Street / Little Best Street intersection. That said, it is reasonably expected that vehicles manoeuvring from Donnelly Street onto Fox Street (right angle bend) will do so at an operating speed less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate W6 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Fox 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 Fox Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Fox Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing Donnelly Street and Fox Street intersection configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate W6, 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 230: SITE ACCESS ASSESSMENT CRITERIA – GATE W6

Site Access Assessment	
Location:	Fox Street at Donnelly Avenue
AADT:	332
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 109: VIEW SOUTHBOUND APPROACHING GATE W6 (~100M FROM ACCESS POINT)

FIGURE 110: VIEW WESTBOUND APPROACHING GATE W6 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate W6 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 the table below.

TABLE 231: GATE W6 – PROVIDING FOR TRUCK MOVEMENTS IF 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 W6 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.3.15.

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

Gate W7 – New Access on Cassidy Parade

Located on Cassidy Parade, Gate W7 is a new access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

FIGURE 111: GATE W7 – CASSIDY PARADE

Details of permitted movements and methods of control at Gate W7 is summarised in Table 213.

FIGURE 112: SITE ACCESS DETAILS – GATE W7

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 232: SIGHT DISTANCE ASSESSMENT – GATE W7

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
West of access	50km/hr[2]	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).

Due to the location of the access on Cassidy Parade, sight distance to the west is limited to approximately 85m due to the proximity of the Cassidy Parade / Norman Street intersection. That said, it is reasonably expected that vehicles travelling along Cassidy Parade or manoeuvring from Norman Street onto Cassidy Parade will do so at speeds less than that of the posted speed limit. On this basis, and when noting Cassidy Parade will be one-way, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate W7 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Cassidy 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 Cassidy Parade.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Cassidy Parade falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing Cassidy Parade alignment, configurations with Norman Street and Kildare Street, one-way temporary arrangement, nature of the gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate W7, 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 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 233: SITE ACCESS ASSESSMENT CRITERIA – GATE W7

Site Access Assessment	
Location:	Fox Street at Donnelly Avenue
AADT:	332
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 113: VIEW EASTBOUND APPROACHING GATE W7 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate W7 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 the table below.

TABLE 234: GATE W7 – PROVIDING FOR TRUCK MOVEMENTS IF 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 W7 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 the one-way arrangement of Cassidy Parade.

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

Gate W8 – Existing access to Edmondson Street via Edward Street (Closure of Edmondson Street)

Located on Edmondson Street, Gate W8 is an access that will provide to the Edmondson Street Bridge enhancement site upon closure of Edmondson Street between Edward Street and Erin Street.

FIGURE 114: GATE W8 – EDMONDSON STREET

Details of permitted movements and methods of control at Gate W8 is summarised below in Table 213.

FIGURE 115: SITE ACCESS DETAILS – GATE W8

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 235: SIGHT DISTANCE ASSESSMENT – GATE W8

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

1. Desirable minimum value for all road types.

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

As detailed above the sight distance requirements available at Gate W8 are achieved.

Acceleration and Deceleration Lanes

The access to Gate W8 will be under a temporary TCS arrangement providing for construction vehicle turn movements. Furthermore, the existing signalised intersection has dedicated left turn and dedicated right turn facilities to provide adequate separation from through traffic on the Sturt Highway.

Access Controls Assessment

As detailed in Table 213, construction vehicles will access Gate W8 under a temporary traffic control signal (TCS) arrangement. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate W9 – Existing access to Edmondson Street (Closure north of Erin Street)

Located on Edmondson Street, Gate W9 is an access that will provide to the Edmondson Street Bridge enhancement site upon closure of Edmondson Street between Edward Street and Erin Street.

FIGURE 116: GATE W9 – EDMONDSON STREET

Details of permitted movements and methods of control at Gate W9 is summarised below in Table 213.

FIGURE 117: SITE ACCESS DETAILS – GATE W9

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 236: SIGHT DISTANCE ASSESSMENT – GATE W9

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	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).

Due to the location of the access on Edmondson Street, sight distance to the east is limited to approximately 105m due to the proximity of the Erin Street/MacLeay Street intersection. That said, it is reasonably expected that vehicles travelling along Erin Street from MacLeay Street onto Edmondson Street will do so at speeds less than that of the posted speed limit (largely due to the drainage channel on the eastern end of Erin Street). On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 40km/hr is considered appropriate (40m and 55m accordingly). Considering the above, the sight distance available at Gate W8 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Erin Street/Edmondson Street (under local traffic only conditions). 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 Erin Street/Edmondson Street Parade.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Erin Street/Edmondson 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 W9, 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 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 237: SITE ACCESS ASSESSMENT CRITERIA – GATE W9

Site Access Assessment	
Location:	Erin Street/Edmondsons Street
AADT:	~200 (Edmondson Street/Erin Street will be under local traffic only TGS)
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 118: VIEW EASTBOUND FROM GATE W9 (~105M TO THE END OF ERIN STREET)

FIGURE 119: VIEW EASTBOUND FROM GATE W9 (~105M TO THE END OF ERIN STREET)

As available sight distance approaching Gate W9 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 the table below.

TABLE 238: GATE W9 – PROVIDING FOR TRUCK MOVEMENTS IF 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

As detailed in Table 213, construction vehicles will access Gate W9 under a traffic control to manage road closure. To minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of network peak traffic hours where possible, with traffic control implementations subject to the times permitted under the Road Occupancy License (ROL) issued by the relevant authority.

Gate W10 – Existing access on Railway Street near Richard Street

Located on Railway Street, Gate W10 is an existing access that will provide access to the Wagga Wagga Station and Surrounds enhancement site.

FIGURE 120: GATE W10 – RAILWAY STREET NEAR RICHARD STREET

Details of permitted movements and methods of control at Gate W10 is summarised in Table 213.

FIGURE 121: SITE ACCESS DETAILS – GATE W10

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 239: SIGHT DISTANCE ASSESSMENT – GATE W10

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	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 east of Gate W10 achieves 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 Railway 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 Railway Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Railway Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

An assessment has been undertaken for determining controls for managing movements for construction vehicles (albeit light vehicles only), where auxiliary lanes are not provided (refer above), depending on traffic volumes, sight distance, number of 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 240: SITE ACCESS ASSESSMENT CRITERIA – GATE W10

Site Access Assessment	
Location:	Railway Street
AADT:	3,230
Speed limit:	50km/hr
Number of truck movements per shift:	Less than 20 (light vehicles only)
Dimension D:	50m (2D = 100m)
Available sight distance	Greater than 2D

FIGURE 122: WESTBOUND VIEW APPROACHING GATE W10 (~100M FROM ACCESS POINT)

FIGURE 123: EASTBOUND VIEW APPROACHING GATE W10 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate W10 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 the table below.

TABLE 241: GATE W10 – PROVIDING FOR TRUCK MOVEMENTS IF 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 W10 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, may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site).

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

3.3.7 Construction Vehicle Access Routes

Construction heavy vehicles will access the worksite via the routes detailed below in Table 242.

TABLE 242: CONSTRUCTION VEHICLE ACCESS ROUTES

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate W1 – Existing access off Railway Street (west)	Inbound	Sturt Highway, left/right turn onto Lake Albert Road, right turn onto Railway Street.	Up to 19.0m semi-trailer[1]
	Outbound	Railway Street, left turn onto Lake Albert Road, left/right turn onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left turn onto Lake Albert Road, right turn onto Railway Street.	Up to 19.0m truck and dog
	Outbound	Railway Street, right onto Lake Albert Road, left onto Copland Street, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate W2 – Existing access off Donnelly Avenue	Inbound	Sturt Highway, left/right turn onto Fox Street, left turn onto Donnelly Street.	Light vehicles only
	Outbound	Donnelly Street, right turn onto Fox Street, left/right turn onto Sturt Highway.	
Gate W3 - Existing access to Multicultural Council of Wagga Wagga car parking off Station Place	Inbound	Sturt Highway, left/right turn onto Station Place, Straight onto Station Place loop.	Up to 19.0m semi-trailer[1]
	Outbound	Station Place loop, straight onto Station Place, right turn onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left onto Station Place, Straight onto Station Place loop.	Up to 19.0m truck and dog
	Outbound	Station Place loop, straight onto Station Place, right turn onto Sturt Highway, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate W4 – Existing access on Railway Street (east)	Inbound	Sturt Highway, left/right turn onto Lake Albert Road, right turn onto Railway Street.	Up to 19.0m semi-trailer[1]
	Outbound	Railway Street, left turn onto Lake Albert Road, left/right turn onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left turn onto Lake Albert Road, right turn onto Railway Street.	Up to 19.0m truck and dog[1]

Site Access	Direction	Access Route	Largest suitable vehicle type
	Outbound	Railway Street, right onto Lake Albert Road, left onto Copland Street, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate W5 – Existing access to Telstra Yard on Brookong Avenue	Inbound	Sturt Highway, left/right onto Murray Street, left onto Brookong Avenue.	Up to 19.0m semi-trailer
	Outbound	Brookong Street, right turn onto Murray Street, left/right turn onto Sturt Highway	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left turn onto Murray Street, left turn onto Brookong.	Up to 19.0m truck and dog
	Outbound	Brookong Street, right turn onto Murray Street, right turn onto Sturt Highway, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate W6 – New access on Fox Street at Donnelly Street	Inbound	Sturt Highway, left/right turn onto Fox Street.	Up to 19.0m semi-trailer
	Outbound	Fox Street, left/right turn onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left turn onto Fox Street.	Up to 19.0m truck and dog
	Outbound	Fox Street, right turn onto Sturt Highway, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate W7 – New access on Cassidy Parade	Inbound	Sturt Highway, left/right turn onto Lake Albert Road, right onto Railway Street, left onto MacLeay Street, right onto Erin Street, left onto Edmondson Street, right onto Coleman Street, right onto Norman Street, right onto Cassidy Parade.	Up to 19.0m semi-trailer[1]
	Outbound	Cassidy Parade, right onto Kildare Street, left onto Coleman Street, left onto Edmondson Street, right onto Erin Street, left onto MacLeay Street, right onto Railway Street, left onto Lake Albert Road, left/right onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left turn onto Docker Street, through onto Bourke Street, left onto Wooden Street, left onto Trevor Street, right onto Coleman Street, left onto Norman Street, right onto Cassidy Parade.	Up to 19.0m truck and dog
	Outbound	Cassidy Parade, right onto Kildare Street, left onto Coleman Street, left onto Edmondson Street, right onto	

Site Access	Direction	Access Route	Largest suitable vehicle type
		Erin Street, left onto MacLeay Street, right onto Railway Street, right onto Lake Albert Road, left onto Copland Street, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
Gate W8 - Edmondson Street via Edward Street (Closure of Edmondson Street)	Inbound	Edward Street left/right onto Edmondson Street	Up to 19.0m semi-trailer[1,2]
	Outbound	Edmondson Street left/right onto Edward Street	
Gate W9 – Existing access to Edmondson Street (Closure north of Erin Street)	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left turn onto Docker Street, through onto Bourke Street, left onto Wooden Street, left onto Trevor Street, right onto Coleman Street, left onto Edmondson Street.	Up to 19.0m truck and dog
	Outbound	Edmondson Street, left onto Erin Street, left onto MacLeay Street, right onto Railway Street, right onto Lake Albert Road, left onto Copland Street, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	
	Inbound	Edward Street, left/right turn onto Lake Albert Road, right turn onto Railway Street, left onto MacLeay Street, right onto Erin Street, right onto Edmondson Street.	Up to 19.0m semi-trailer[1,2]
	Outbound	Edmonson Street, left onto Erin Street, left onto MacLeay Street, right onto Railway Street, left turn onto Lake Albert Road, left/right turn onto Edward Street.	
Gate W10 – Existing access on Railway Street near Richard Street	Inbound	Sturt Highway, left/right turn onto Lake Albert Road, right turn onto Railway Street.	Light vehicle
	Outbound	Railway Street, left turn onto Lake Albert Road, left/right turn onto Sturt Highway.	
	Inbound	Ashfords Road, left turn onto Mitchell Road, left turn onto Kyeamba Avenue, right turn onto Vincent Road, right turn onto Kooringal Road, left turn on Sturt Highway, left turn onto Lake Albert Road, right turn onto Railway Street.	
	Outbound	Railway Street, right onto Lake Albert Road, left onto Copland Street, right onto Kooringal Road, left onto Vincent Road, left onto Kyeamba Avenue, right onto Mitchell Road, right onto Ashfords Road.	

1. Traffic control is required to facilitate access manoeuvres into and out of gate – refer to Section 3.3.15

2. Traffic control is required to facilitate access for OSOM manoeuvres into and out of gate – refer to Section 3.3.15

These access routes are depicted in Figure 124, to Figure 133 Broader network construction vehicle access routes are provided in Appendix B.

FIGURE 124: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W1

FIGURE 125: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W2

FIGURE 126: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W3

FIGURE 127: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W4

FIGURE 128: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W5

FIGURE 129: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W6

FIGURE 130: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W7

FIGURE 131: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W8

FIGURE 132: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W9

FIGURE 133: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE W10

A swept path analysis has also been undertaken for key movements along the construction vehicle access routes, demonstrating the ability for construction vehicle to safely manoeuvre along the identified routes. This assessment is provided in Appendix B.

3.3.8 Impact of Road Closures

Edmondson Street Closure

As detailed in Figure 134, the works required will be facilitated through the closure of Edmondson Street between Edward Street and Erin Street. Erin Street and Edmonson Street between Erin Street and Coleman Street will also be closed for general traffic, however, local access for the church, residents and kerbside management activities will remain.

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

- **Detour route 'A'**: Urana Street (at Mitchelmore Street), MacLeay Street, Railway Street, Lake Albert Road and Edward Street (not suitable for heavy vehicles)
- **Detour route 'B'**: Urana Street (at Mitchelmore Street), Bourke Street, Docker Street and Edward Street (suitable for heavy vehicles – refer to Section 4.3).

FIGURE 134: EDMONDSON STREET ROAD CLOSURE

Donnelly Avenue / Little Best Street Closure

As detailed in Figure 135, the works required will be facilitated through the closure of Donnelly Avenue and Little Best Street for general traffic, however, local access for residents and kerbside management activities will remain.

FIGURE 135: DONNELLY AVENUE / LITTLE BEST STREET ROAD CLOSURE

Cassidy Parade

The proposed arrangement will involve the implementation of a temporary one-way traffic flow along Cassidy Parade, operating in an west-to-east direction between Norman Street and Kildare Avenue, refer to Figure 136. This measure is necessary to maintain safe and efficient vehicle and pedestrian movements while construction works are underway within the corridor. The impact to traffic flow is negligible, however, adjustments to informal parking arrangements are also required, refer to Section 3.3.14.

FIGURE 136: CASSIDY PLACE TEMPORARY TRAFFIC ARRANGEMENT

3.3.9 Mitigation Measures

Below is a summary of the proposed traffic mitigation measures. Refer to the Construction Traffic, Transport and Access Mitigation Report (CTTAMR) for detailed information regarding the development and determination of these primary network mitigation strategies and the primary critical corridor/site mitigations.

Primary Network Mitigation Strategy

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

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

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

Alternate Routes (Local Commuters)

There are several alternate routes between the southern suburbs of Wagga Wagga and the Central Business District (CBD), which, although being slightly longer travel distances, play a crucial role in preserving overall network functionality by redistributing traffic volumes away from congested corridors (Docker Street and Lake Albert Road) during construction. By alerting commuters to avoid known traffic hotspots and plan new journey paths via less trafficked routes the critical corridors (Docker Street and Lake Albert Road) are expected to experience a lower demand and reduced queueing.

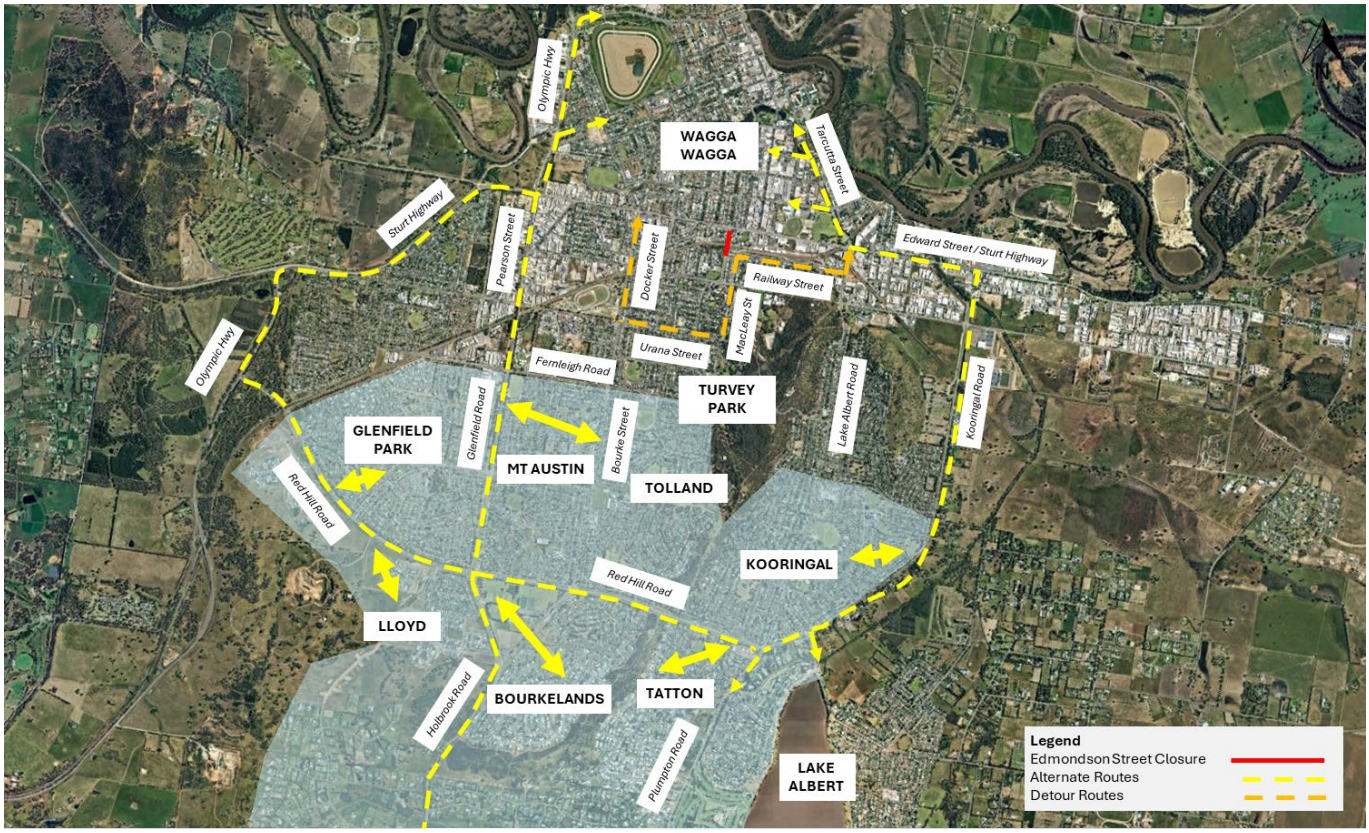


FIGURE 137: NETWORK LEVEL ALTERNATE ROUTE (LOCAL COMMUTERS)

Alternate Route (Freight)

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

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

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

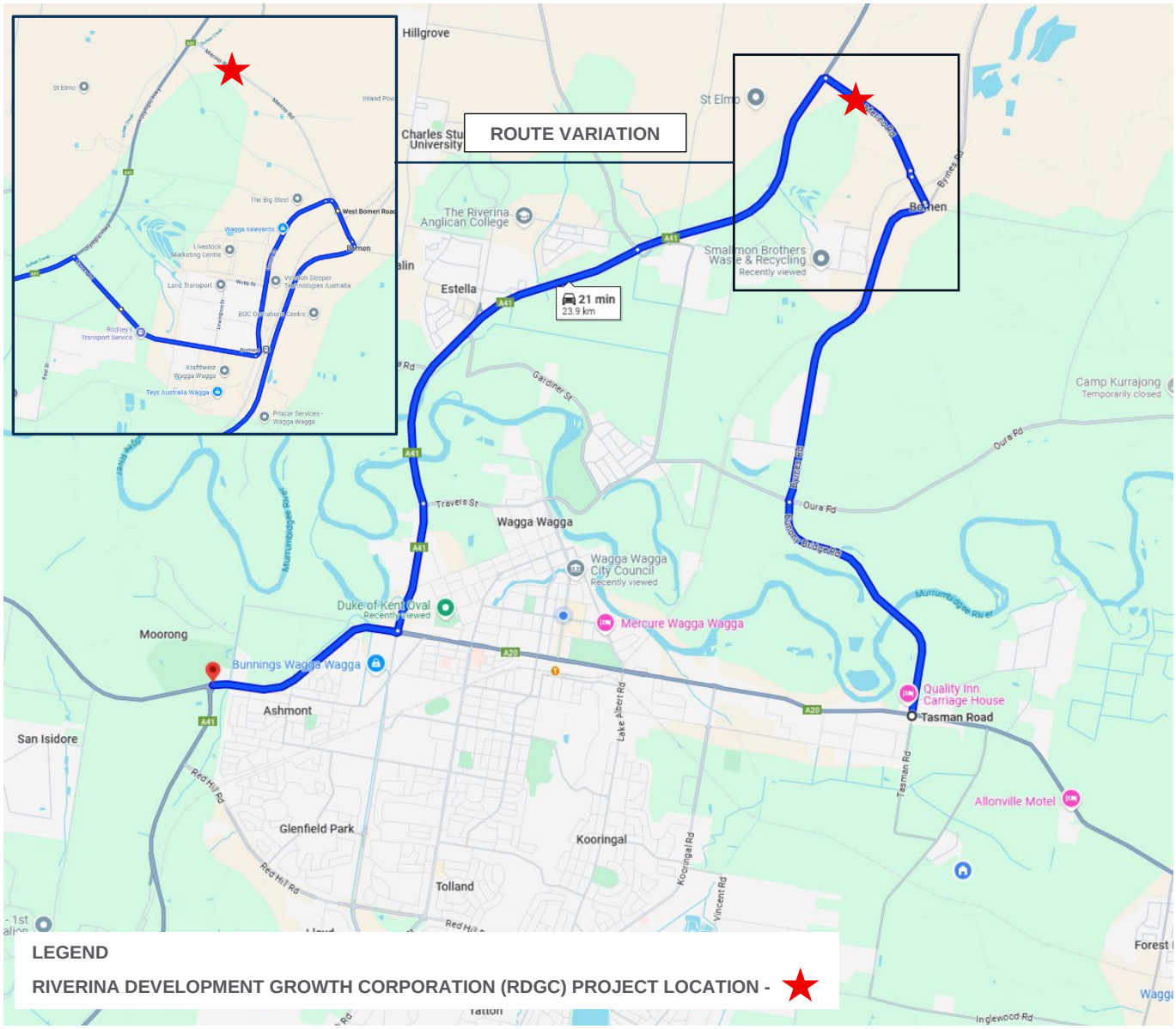


FIGURE 138: NETWORK LEVEL ALTERNATE ROUTE (FREIGHT)

Alternate Route (General access through Wagga Wagga)

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

Promoting an alternate route for vehicles (under 15m in length) via Red Hill Road will help relieve these congestion pressures on the Sturt Highway and the broader road network. Encouraging this alternate route for general traffic will free up capacity on the Sturt Highway as well as the north-south arterial road (Docker Street and Lake Albert Road), allowing commuter vehicles and public transport to flow more smoothly and improve the level of service during peak periods at the critical intersections identified in Section 6.9 of the CTTAMR.

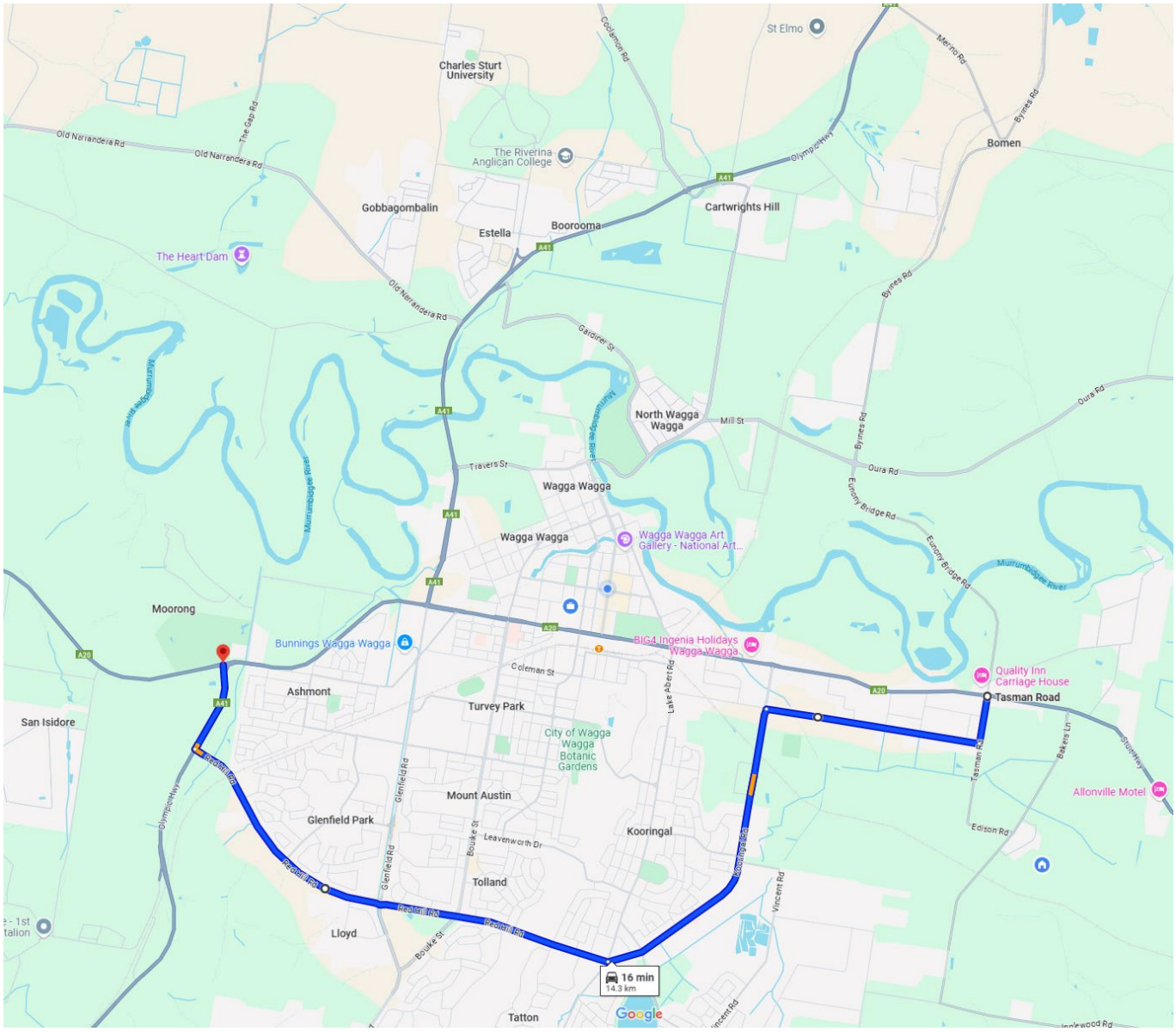


FIGURE 139: NETWORK LEVEL ALTERNATE ROUTE (GENERAL ACCESS THROUGH WAGGA WAGGA)

Alternate Construction / Haulage Routes

Where practical, alternate construction and haulage routes will be utilised to divert construction vehicles away from critical routes and intersections to reduce likelihood of exacerbating delays and increasing crash exposure. Overall, these proactive measures help maintain reliable construction operations, minimise network disruptions, and preserve a safer environment for all road users while sustaining efficient project delivery. Refer to section 5.6.4 and Appendix D of the CTTAMR for further details.

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

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

Primary Critical Corridor/Site Mitigations

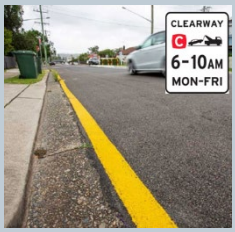
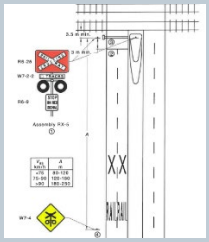
Encouraging commuters to avoid known ‘hot spots’ and pre-plan alternate routes will inherently decrease the demand on the critical corridors and intersections during peak periods.

This will also optimise the performance of Inland Rail’s proactive, localised temporary mitigation measures and help minimise community disruption during the implementation of these mitigations.

The flexible and adaptable treatments outlined in Table 243 below and detailed further in Section 6.11 of the CTTAMR, will help to quickly address unexpected traffic behaviours. These measures are designed to be easily expanded, refined, or removed without imposing unnecessary burdens on the travelling public. As a result, road authorities can maintain a safer, more efficient traffic environment while accommodating changing travel patterns. This agile approach to traffic management ensures that unforeseen conditions are promptly addressed, further avoiding network impacts.

TABLE 243: TEMPORARY TRAFFIC MANAGEMENT DEVICES AND APPLICATION

Device Example	Application
	SCATS is an advanced, centralised traffic control platform designed to optimise signal phasing in real time based on continuously updated flow data. Using a network of loop detectors, cameras, and other vehicle sensing technologies embedded at or near signalised intersections, SCATS collects information on traffic volumes, queue lengths, and congestion patterns. It then processes this data to automatically adjust green times, cycle lengths, and phase splits across the entire corridor or network. This dynamic capability ensures that each intersection responds to prevailing traffic conditions rather than operating on a fixed schedule, which may not accurately reflect fluctuating demand levels. By intelligently redistributing green time toward busier approaches, SCATS alleviates localised bottlenecks and promotes smoother progression along key routes. SCATS communication protocols allow operators to monitor and fine-tune system parameters remotely, ensuring continuous improvements and quick incident response times. As a result, SCATS mitigates congestion, enhances road safety by reducing stop-and-go conditions, and contributes to more reliable travel times for all road users, aligning with broader goals of network efficiency and sustainable mobility.
 	To ensure the effective implementation of the proposed mitigations and network management strategies, real-time traffic signal phasing adjustments may be needed during peak periods, hence, a robust network monitoring capability will be established using portable and integrated CCTV cameras (refer to Figure 140) to provide the ability for real-time monitoring of the broader road network, expanding on the existing visibility which is limited to the Sturt Highway/Lake Albert Road and Sturt Highway/Docker Street intersections. The integrated CCTV camera will be fully integrated into the TfNSW Security Desk system (Genetec Inc.) accessible by SCATS operators to evaluate and make real-time adjustments to traffic signal phasing after the implementation of the proposed mitigation and network management measures. This integrated monitoring framework will enable the ability to actively manage the network, quickly respond to unanticipated congestion patterns, and fine-tune signal operations to mitigate disruption, particularly during peak traffic periods. This approach is essential during the critical three-month period following the introduction of proposed network changes when traffic conditions are expected to be most volatile and sensitive to disruption.

Device Example	Application
	Portable Variable Message Signs (VMS) will be adopted to dynamically guide motorists and freight vehicles toward less congested corridors during peak hours, alleviating demand on critical intersections and routes. By displaying recommended alternate routes, VMS will assist road users make informed decisions. Additionally, VMS messaging can be altered remotely utilising the CCTV oversight, providing the opportunity to respond to network pressures by making real-time message adjustments. This will not only reduce queue lengths and wait times at critical locations but also improve overall safety by distributing traffic flows more evenly across the broader network and assisting incident management. This approach is essential during the critical three-month period following the introduction of proposed network changes when traffic conditions are expected to be most volatile and sensitive to disruption.
	Traffic separators will be placed along centrelines and/or lane edges to physically prevent turning manoeuvres at junctions where poor gap acceptance is expected. By restricting undesirable movement, these devices will also direct drivers to safer, designated intersections or alternate commuter routes. In doing so, they reduce crash risks, streamline traffic flows, and enhance overall network efficiency. Refer to figures below or Appendix D for more information.
	Parking restrictions, either full-time or during peak AM/PM periods, can significantly increase available road space for traffic queues, reducing blockages and ensuring smoother flow. Removing kerbside parking at critical times will improve emergency services access along these corridors and provide through-traffic benefits by removing delays from parking movements, ultimately improving overall network performance. Refer to figures below or Appendix D for more information.
	A temporary roundabout at an existing four-way cross junction will assist in accommodating increased traffic volumes by simplifying decision making for motorists and shortening pedestrian crossing distances. Its circular geometry encourages continuous, lower-speed vehicle flows, reducing queue lengths and improving throughputs for all approaches. With fewer conflict points than a standard cross intersection, safety is enhanced as vehicles merge seamlessly rather than compete for the right of way. This streamlined movement will be especially beneficial as this intersection will form part of the promoted detour route and ongoing bus operations. Refer to Figure 151 below or Appendix D for more information.
	Review and implement required updates to the line marking and accompanying signage at railway level crossings to prevent vehicles from queuing onto the tracks, especially during peak periods when an unplanned signal activation occurs. This will assist in ensuring vehicles will not become trapped between the crossing gates, avoiding dangerous conflicts with trains. By maintaining a clear track zone, overall network operations become more resilient, as traffic does not become gridlocked at the crossing. Consequently, safety is improved, and the disruption caused by an activation will be effectively managed. Refer to Figure 145, Figure 146 and Figure 150 below or Appendix D for more information.
	Temporary traffic control signal adjustments will be necessary to accommodate construction activities and maintain optimal flow upon closure of the Edmondson Street leg of the signalised intersection with the Sturt Highway/Best Street, refer Figure 153. Closure or repurposing of dedicated turning lanes is required to allow safe access for construction vehicles, preventing conflicts between work zones and regular traffic. Such reconfigurations will also require phasing adjustments. Additionally, coordination with adjacent intersections may need to be fine-tuned to mitigate secondary congestion that can result from modified traffic patterns. The temporary signal designs will assist in maintaining traffic flow and improve safety by minimising unanticipated vehicle manoeuvres during construction.

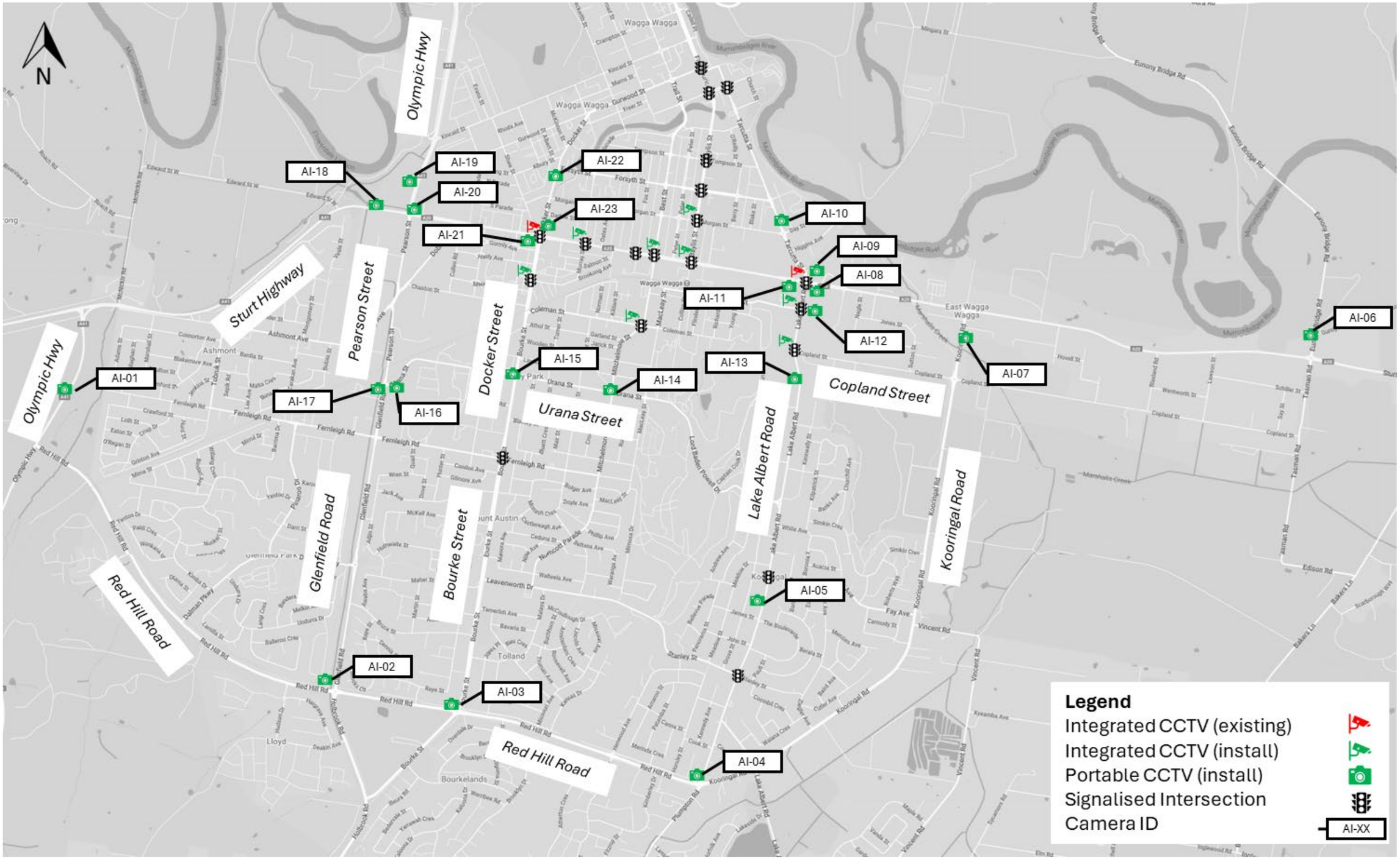


FIGURE 140: SIGNALISED INTERSECTION AND CCTV CAMERA LOCATIONS (DURING TRIAL PERIOD)

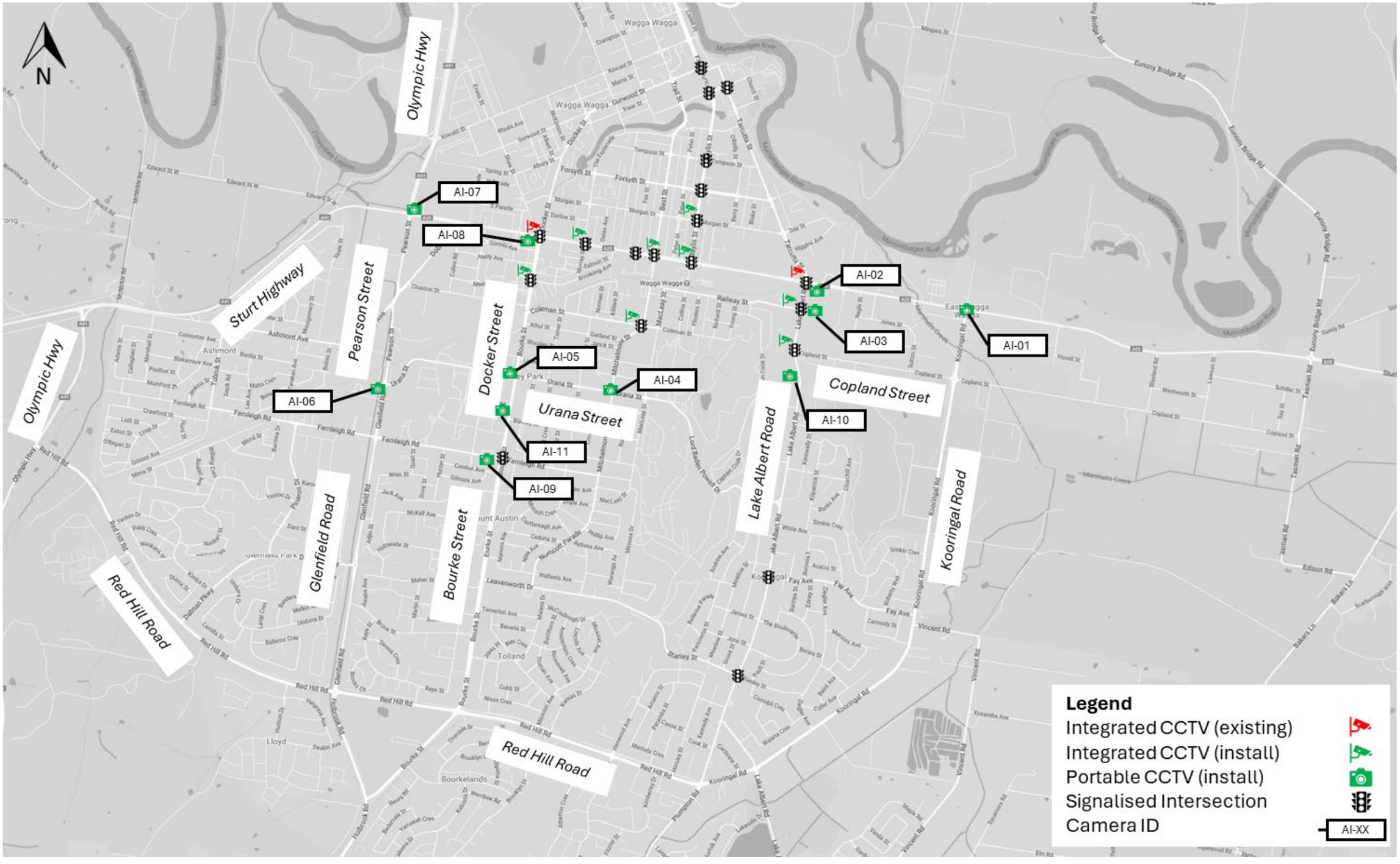


FIGURE 141: SIGNALISED INTERSECTION AND CCTV CAMERA LOCATIONS (POST TRIAL PERIOD)

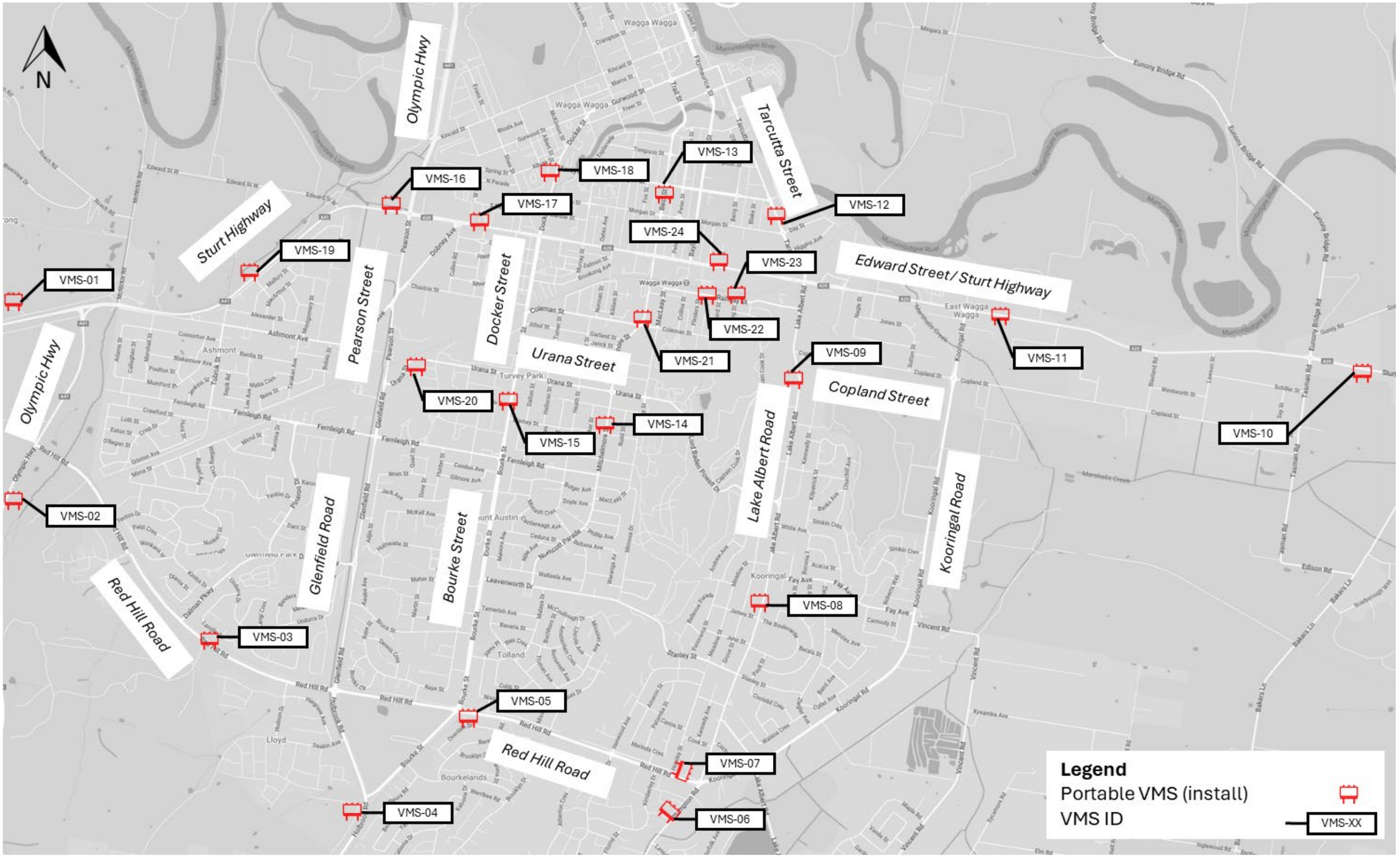


FIGURE 142: PORTABLE VARIABLE MESSAGE SIGNS (DURING TRIAL PERIOD)

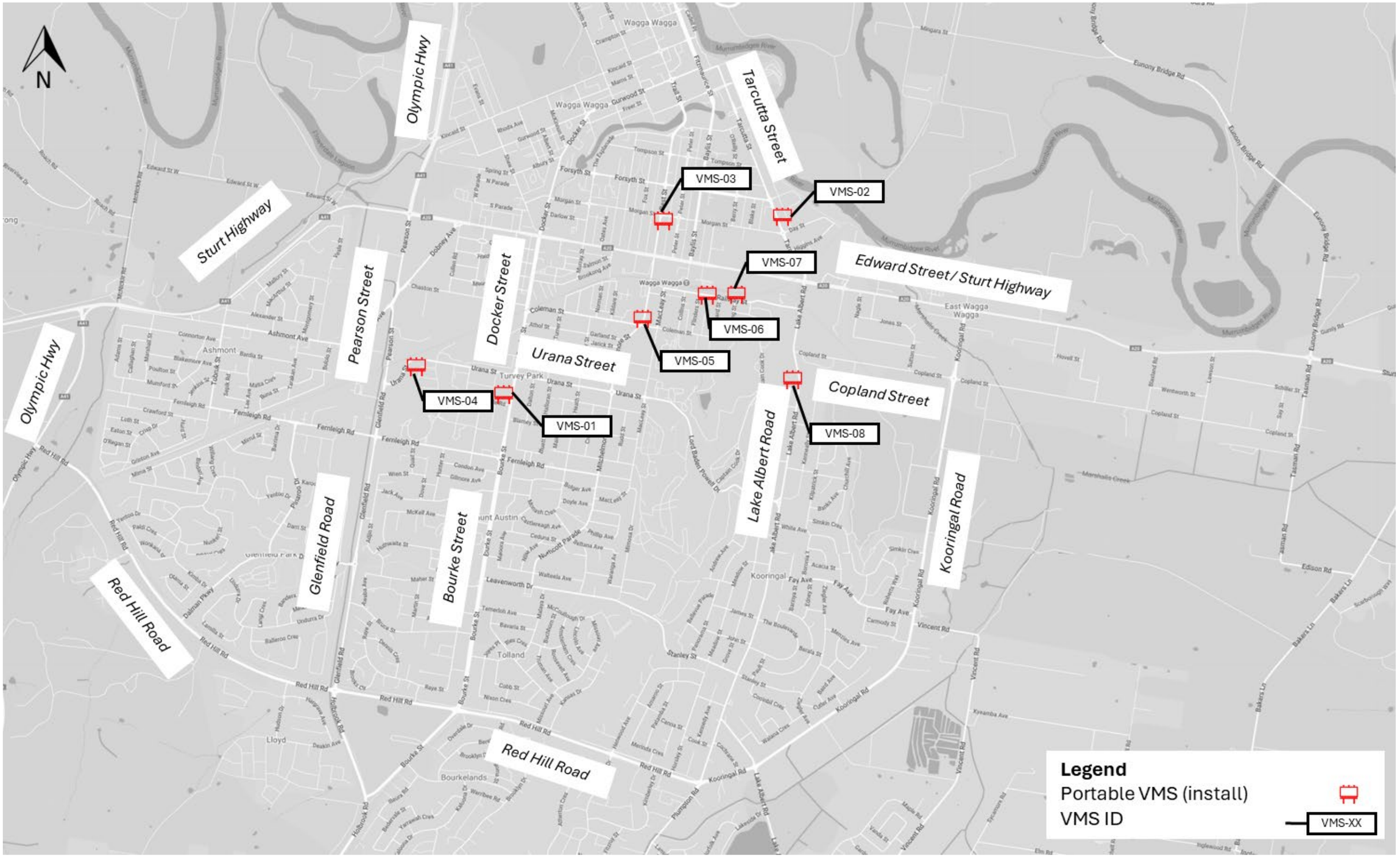


FIGURE 143: PORTABLE VARIABLE MESSAGE SIGNS (POST TRIAL PERIOD)

FIGURE 144: URANA STREET

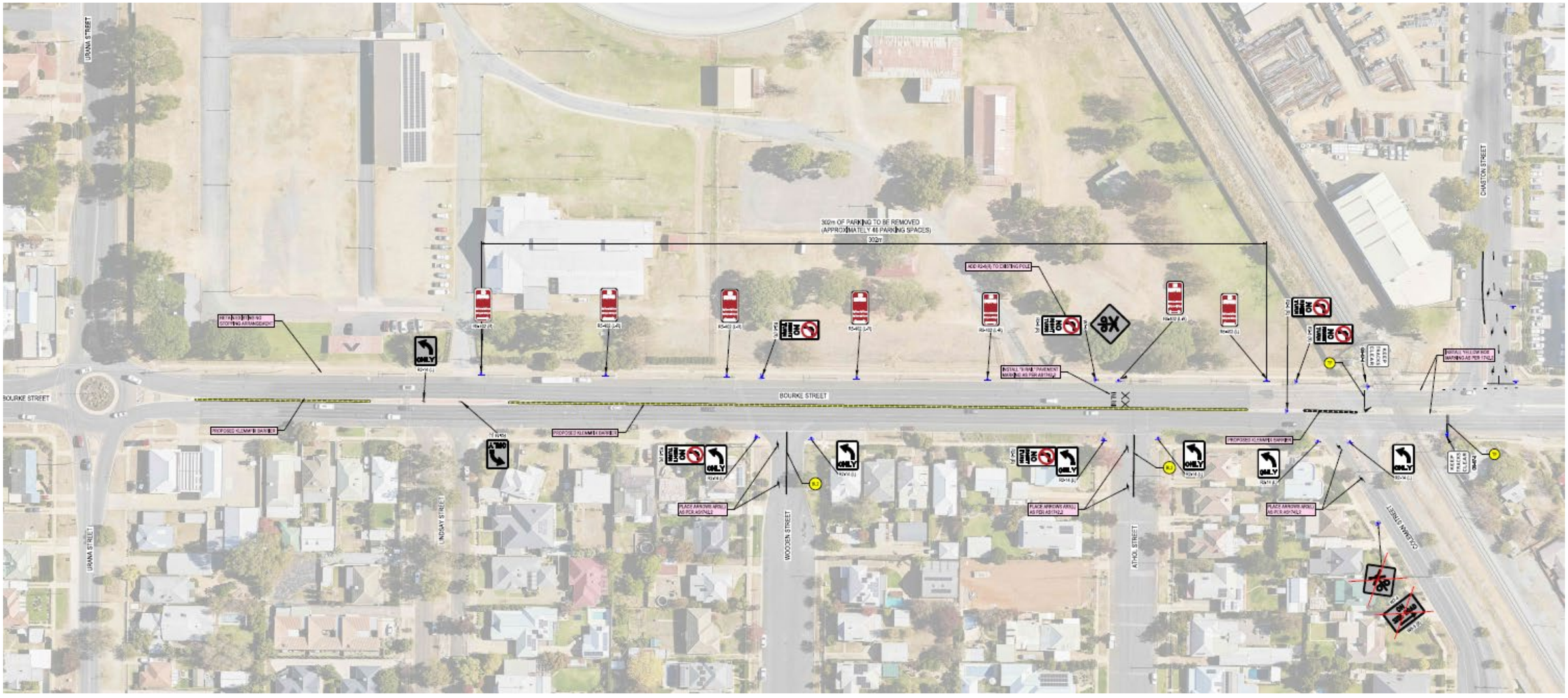


FIGURE 145: BOURKE STREET

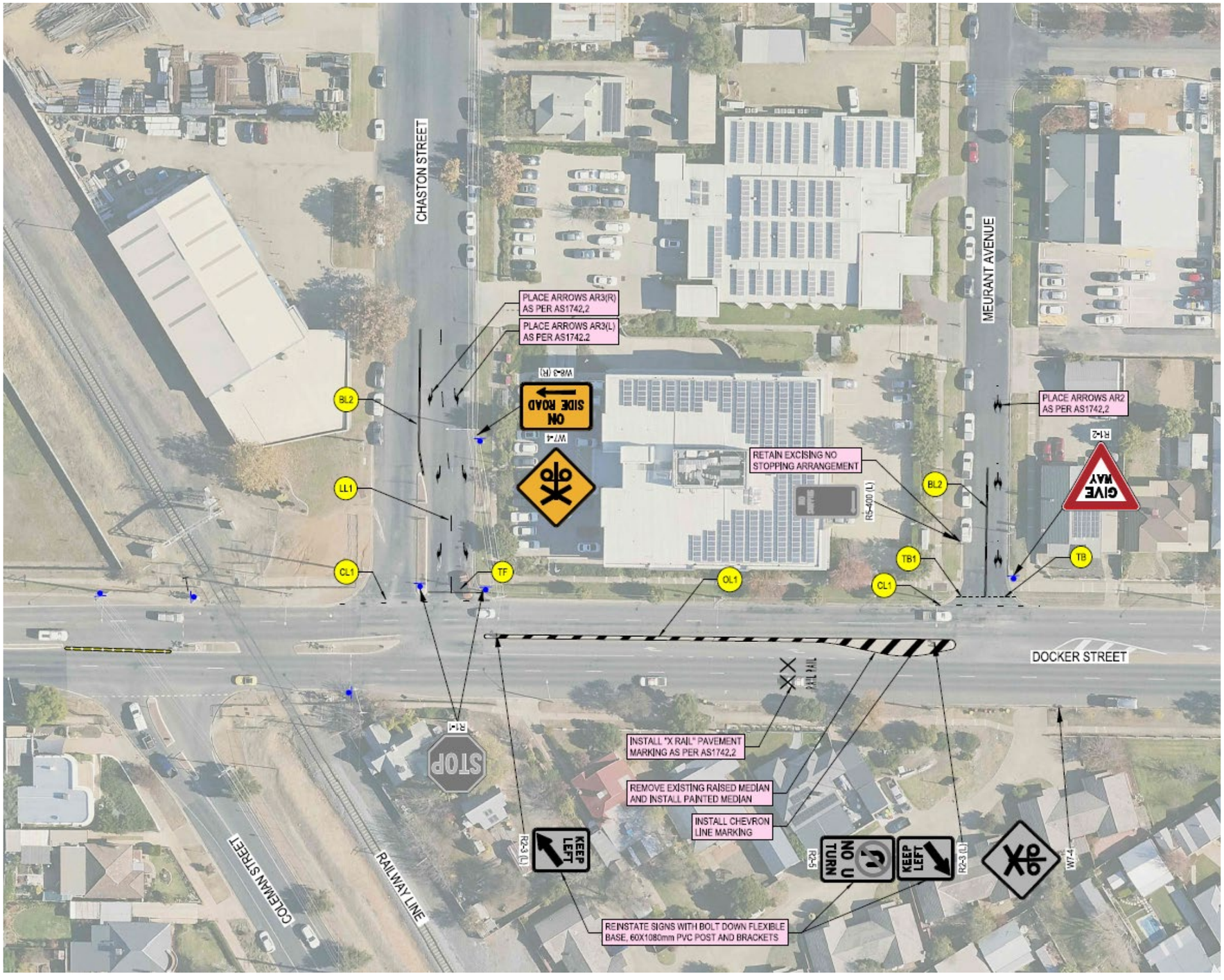


FIGURE 146: DOCKER STREET (SOUTH)

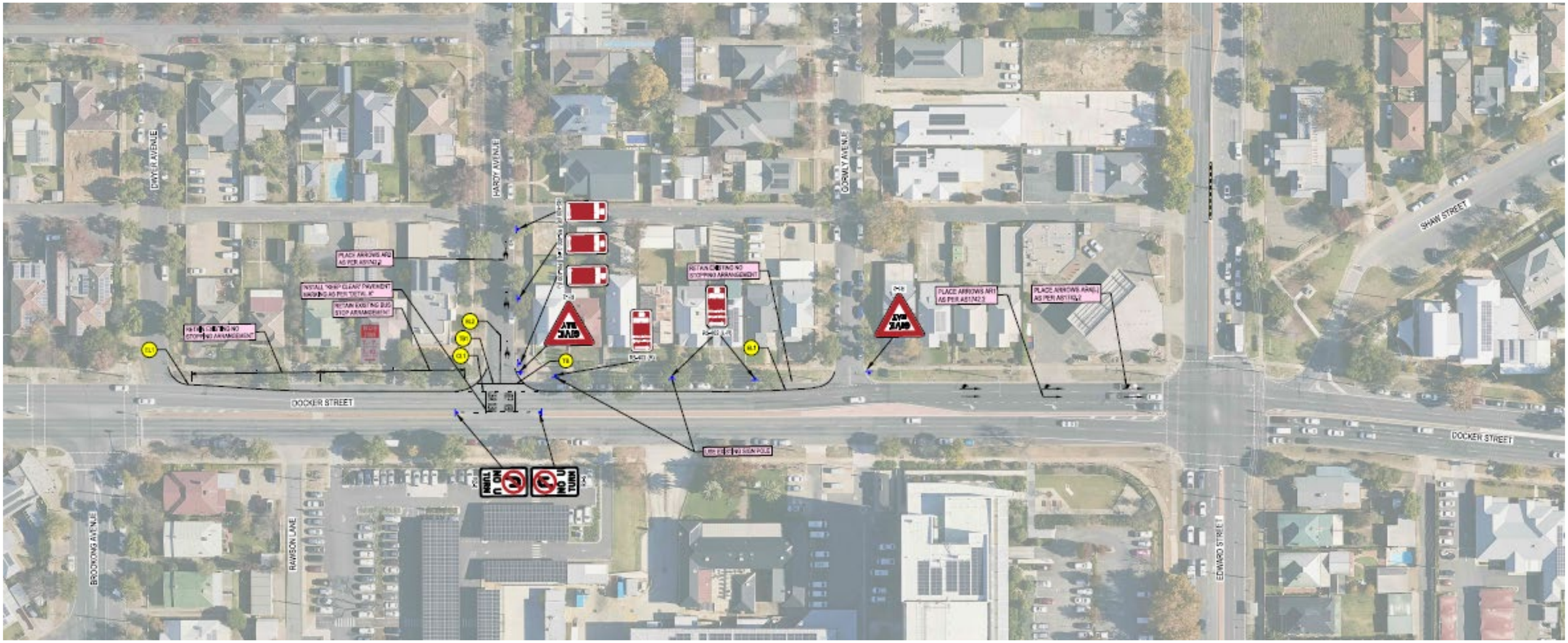

BOYD AVENUE
HARDY AVENUE
O'GRADY AVENUE
SHAW STREET
DOCKER STREET
DOCKER STREET
PLACE ARROWS AR2 AS PER AS1742.2
INSTALL 'KEEP CLEAR' PAVEMENT MARKING AS PER TMR MP
RETAIN EXISTING BUS STOP ARRANGEMENT
RETAIN EXISTING NO STOPPING ARRANGEMENT
RETAIN EXISTING NO STOPPING ARRANGEMENT
PLACE ARROWS AR1 AS PER AS1742.2
PLACE ARROWS AR2 AS PER AS1742.2
GIVE WAY
GIVE WAY
R5-400-1 L/R
R5-400-1 L/R
R5-400-1 L/R

FIGURE 148: DOCKER STREET AND STURT HIGHWAY (NORTH)

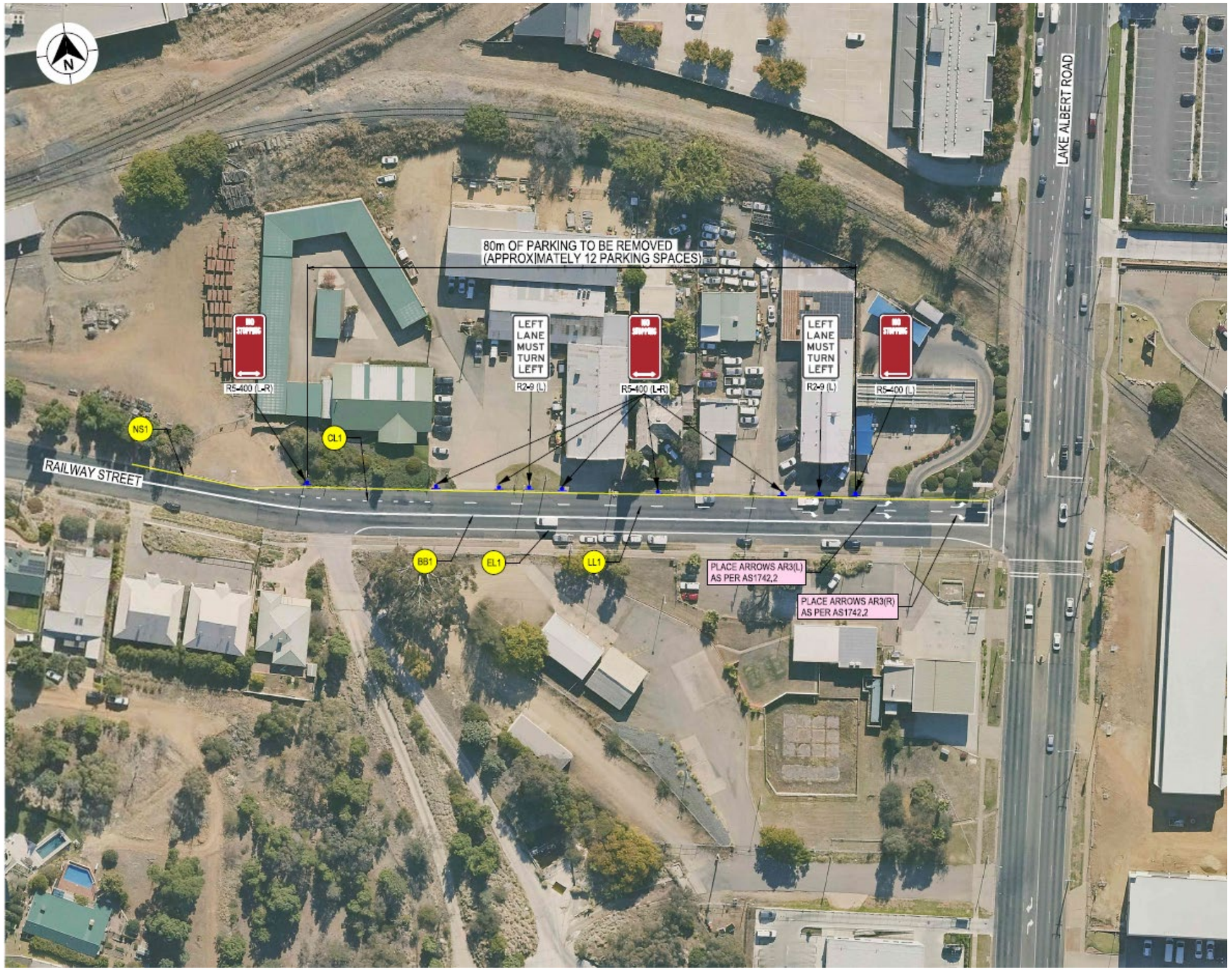


FIGURE 149: LAKE ALBERT ROAD AND RAILWAY STREET

FIGURE 150: FERNLEIGH ROAD RAILWAY LEVEL CROSSING

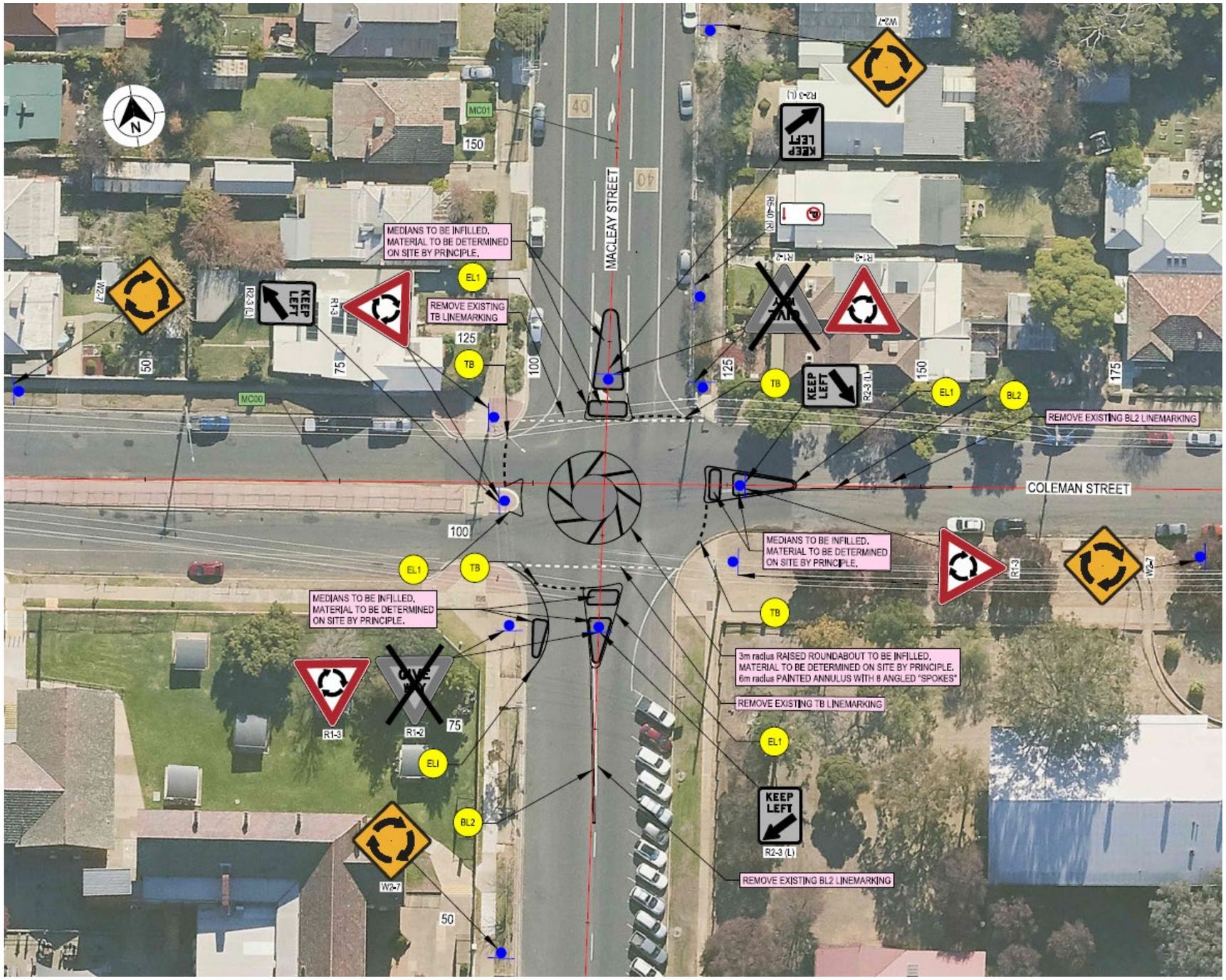
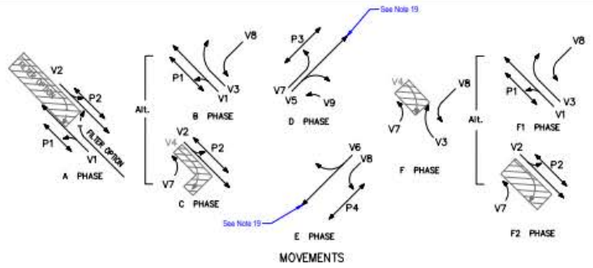


FIGURE 151: COLEMAN STREET AND MACLEAY STREET

FIGURE 152: URANA STREET / PEARSON STREET / GLENFIELD ROAD

TCS 0387

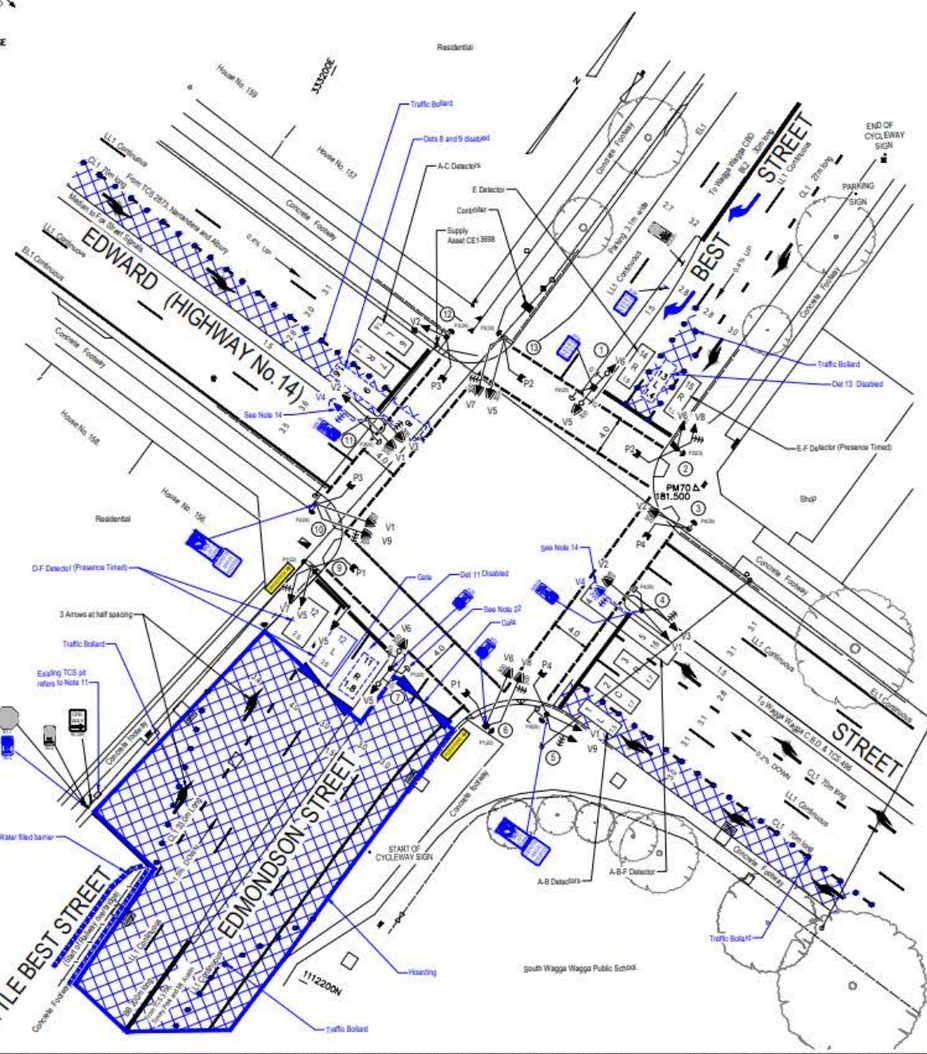


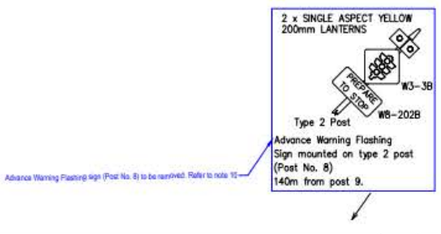
SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE GREEN A	B	C	D	E	F	F1	F2	STANDARD TABLE	REMARKS
V1	X	X					X		TS-TN-026	
V2	X		X					X	TS-TN-026	
V3		X				X	X		TS-TN-026	
V4									TS-TN-026	Timed Red Arrow protection for "P1" WALK and CLEARANCE
V5				X					1	
V6					X				1	
V7			X	C		X		X	Similar 146	Timed Red Arrow protection for "P3" WALK and CLEARANCE
V8		X			C	X	X		Similar 146	Timed Red Arrow protection for "P4" WALK and CLEARANCE
V9	C	C		X				C	Similar 154	Timed Red Arrow protection for "P1" WALK and CLEARANCE
										Advance Flasher Warning Sign - See Note 10
P1	X	X					X		110	
P2	X		X					X	109	
P3				X					2	
P4					X				2	

POSTS

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





DATE IN SERVICE : 21/10/2002

Transport for NSW

NOTES

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

INLAND RAIL 15 MAY 2025 CONSTRUCTION ACTIVITIES

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

LEGEND

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

A. ORIGINAL ISSUE

PUBLIC UTILITY LEGEND		REFERENCE PLANS	
HYDRANT		SYMBOLS/ABBRVS	VG003-8
STOP VALVE		STD POSN CMPT	VG001-5
GAS VALVE		INSTL STOP DET	VC005-17
SEWER MANHOLE		VSH GROUP OP	TS-TN-019
COMMS PIT		DET LOGIC OP	TS-TN-020
ELECT LIGHT POLE		PED MVT OP	TS-TN-021
POWER POLE		ISO	TS-TN-028
STAY POLE			
TELEPHONE BOX		SURVEYOR : HD SURVEYS	
COMMS PILLAR		DATE : 12/05/2024	

U.B.D. Ref: Map 138 P4
I.S.G. E: 332338 CO-ORDS N: 1 112 200

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

DESIGN APPROVAL
APPROVED
Andre Wepener
NAME: ANDRE WEPENER
POSITION: DESIGN MANAGER
DATE: 30/05/2024
DESIGN PREPARED BY
AURECON AND BG&E DESIGN JOINT VENTURE

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

TFNSW ACCEPTANCE
ACCEPTED
NAME
POSITION
DATE
ACCEPTED BY
SECTION

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

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

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FIGURE 153: TEMPORARY TCS LAYOUT FOR BEST STREET / EDMONDSON STREET / STURT HIGHWAY

3.3.10 Impact on Traffic Flow

Key Roads

To evaluate the impact of the Stage C 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 Stage C 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, also considering the redistribution of traffic upon the closure of Edmondson Street.

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

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

While it is recognised that TfNSW's *Guide to Transport Impact Assessment* has superseded the *Guide to Traffic Generating Developments*, the process of assessment is considered appropriate in quantifying potential impacts to traffic flow and the road network resulting from the Stage C 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 Wagga Wagga Station and Surrounds enhancement site is shown in Table 245 and Table 246. 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).

The link LOS assessment for the Wagga Wagga Station and Surrounds enhancement site shown in Table 245 and Table 246 demonstrate that with construction traffic and detour traffic, there is minor changes expected in link LOS from the "without construction traffic scenario" during the AM and PM peak periods. However, a result, no significant impact to road operation or performance are expected to result from the traffic generated by the Stage C works. As such, mitigations are not considered warranted as a result of the Stage C works.

TABLE 245: AM PEAK LINK LOS ASSESSMENT – WAGGA WAGG STATION AND SURROUNDS

Road link	No. of lanes (per direction)	Direction	AM Background volume (one way)	Without construction traffic LOS	Detour Traffic (Edmondson Closure)	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Edward Street (Sturt Hwy)[1,2,3]	2	EB	1,031	B	14%	40	1215	18%	B
		WB	703	A			841	20%	A
Murray Street at Edward Street	1	NB	88	A	10%	8	105	19%	A
		SB	46	A			59	27%	A
Brookong Avenue at Edward Street	1	NB	34	A	10%	8	45	34%	A
		SB	68	A			83	22%	A
Fox Street at Edward Street[1, 2]	1	NB	17	A	5%	9	27	58%	A
		SB	17	A			27	58%	A
Erin Street[1, 2]	1	EB	24	A	33%	2	34	41%	A
		WB	24	A			34	41%	A
MacLeay Street[1, 2]	1	NB	162	A	33%	2	217	34%	B
		SB	162	A			217	34%	B
Railway Street at Albert Lake Road	1	EB	264	B	33%	28	379	44%	B
		WB	187	A			277	48%	B
Albert Lake Road at Edward Street	2	NB	924	B	14%	28	1081	17%	B
		SB	378	A			459	21%	A
Station Place at Edward St	1	NB	107	A	2%	7	116	9%	A
		SB	98	A			107	9%	A
Docker St / Bourke Street	2	NB	754	A	13%	2	854	13%	A
		SB	732	A			829	13%	A
Edmondson Street	2	NB	835	A	-68%	0	267	-68%	A
		SB	383	A			123	-68%	A

1: Peak hour volume not available, assumed 10% of AADT

2: Two-way data not available, assumed 50/50 traffic split during peak hours

3: Sturt Highway and Lake Albert Road intersection peak hour data from intersection survey 8th June 2023.

TABLE 246: PM PEAK LINK LOS ASSESSMENT – WAGGA WAGG STATION AND SURROUNDS

Road link	No. of lanes (per direction)	Direction	PM Background volume (one way)	Without construction traffic LOS	Detour Traffic (Edmondson Closure)	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Edward Street (Sturt Hwy)[1,2,3]	2	EB	625	A	5%	40	696	11%	A
		WB	1,206	A			1306	8%	A
Murray Street at Edward Street	1	NB	125	A	3%	8	137	9%	A
		SB	89	A			100	12%	A
Brookong Avenue at Edward Street	1	NB	60	A	32%	8	87	45%	A
		SB	101	A			141	40%	A
Fox Street at Edward Street[1, 2]	1	NB	17	A	1%	9	26	54%	A
		SB	17	A			26	54%	A
Erin Street[1, 2]	1	EB	24	A	33%	2	34	41%	A
		WB	24	A			34	41%	A
MacLeay Street[1, 2]	1	NB	162	A	33%	2	217	34%	B
		SB	162	A			217	34%	B
Railway Street at Albert Lake Rd	1	EB	187	A	19%	28	251	34%	B
		WB	190	A			254	34%	B
Albert Lake Rd at Edward Street	2	NB	677	A	5%	28	739	9%	A
		SB	1,011	B			1090	8%	B
Station Place at Edward Street	1	NB	205	B	2%	7	216	5%	B
		SB	170	A			180	6%	A
Docker Street / Bourke Street	2	NB	761	A	7%	2	816	7%	A
		SB	592	A			635	7%	A
Edmondson Street	2	NB	638	A	-71%	0	185	-71%	A
		SB	538	A			156	-71%	A

1: Peak hour volume not available, assumed 10% of AADT

2: Two-way data not available, assumed 50/50 traffic split during peak hours

3: Sturt Highway and Lake Albert Road intersection peak hour data from intersection survey 8th June 2023.

Key Intersections

Level of Service

To evaluate the impact of diverted traffic resulting from the Edmondson Street bridge closure on intersection Level of Service (LOS), travel times, and intersection performance (including average delays and queue lengths) at key intersections during peak periods, a comprehensive traffic model has been established for the existing road network using board reaching traffic survey data. The closure of Edmondson has been modelled against several mitigation scenarios, detailed in the Construction Traffic, Transport and Access Mitigation Report (CTTAMR). The details of the primary mitigation and network management measure can be found in the CTTAMR.

The intersection delay and LoS results during the peak periods are presented in Table 247 (AM) and Table 248 (PM).

TABLE 247: LEVEL OF SERVICE (LOS) RESULTS - AM

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

	Base Case			Construction (with mitigation)				
Intersection	Vol	Delay	LoS[1]	Vol	Delay	LoS[1]	+/- (s)	+/- (%)
Lake Albert Rd / Lord Baden Powell Dr	1813	8	A	1989	10	A	+2	25%
Tobruk St / Fernleigh Rd	339	4	A	331	3	A	-1	-24%
Fernleigh Rd / Lae Ave	630	4	A	613	4	A	0	0%
Fernleigh Rd / Bulolo St	951	14	A	944	18	B	+4	29%
Fernleigh Rd / Barrima Dr	1018	15	B	998	15	B	0	0%
Fernleigh Rd / Pinaroo Dr	1198	4	A	1167	4	A	0	0%
Glenfield Rd / Urana St / Pearson St	1859	16	B	1752	69	E	+53	**341%**
Dalman Pkwy / Pinaroo Dr	509	3	A	505	3	A	0	0%
Lake Albert Rd / Stanley St	1514	20	B	1544	18	B	-2	-10%
Dobney Ave / Sturt Hwy	1809	7	A	1852	8	A	+1	14%
Docker St / Gormly Ave	1252	5	A	1581	471	F	+466	**10325 %**
Docker St / Hardy Ave	1246	13	A	1628	19	B	+6	46%
Docker St / Brookong Ave	1400	11	A	1814	28	B	+17	157%
Docker St / Meurant Ave	1546	18	B	1978	86	F	+68	**388%**
Docker St / Chaston St	1732	28	B	2259	77	F	+49	**174%**
Mitchelmore St / Fernleigh Rd	891	11	A	655	5	A	-6	-57%
Lake Albert Rd / Railway St	1575	15	B	2097	38	C	+23	153%
Bulolo St / Ashmont Ave	663	6	A	669	5	A	-1	-17%
Bourke St / Athol St	1565	11	A	1622	2	A	-9	-81%
Bourke St / Wooden St	1567	16	B	825	4	A	-12	-77%
Bourke St / Lindsay St	1523	2	A	0	0	A	-2	-100%
Brookong Ave / Sturt Hwy	1425	7	A	1508	9	A	2	28%
MacLeay St / Coleman St	428	32	C	452	31	C	-1	-3%
MacLeay St / Urana St	956	24	B	1040	25	B	+1	4%
Edward St / Fox St	1458	25	B	1453	29	C	+4	16%
Edmondson Street/Erin Street	13	30	C	64	21	B	-9	-30%
MacLeay St / Erin St	180	22	B	239	22	B	0	0%

TABLE 248: LEVEL OF SERVICE (LOS) RESULTS - PM

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

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

Travel Time

The network travel time results for the construction scenario (with primary network mitigations) during the peak periods are presented in Table 249 (AM) and Table 250 (PM).

TABLE 249: TRAVEL TIME ROUTE RESULTS – AM

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

TABLE 250: TRAVEL TIME ROUTE RESULTS - PM

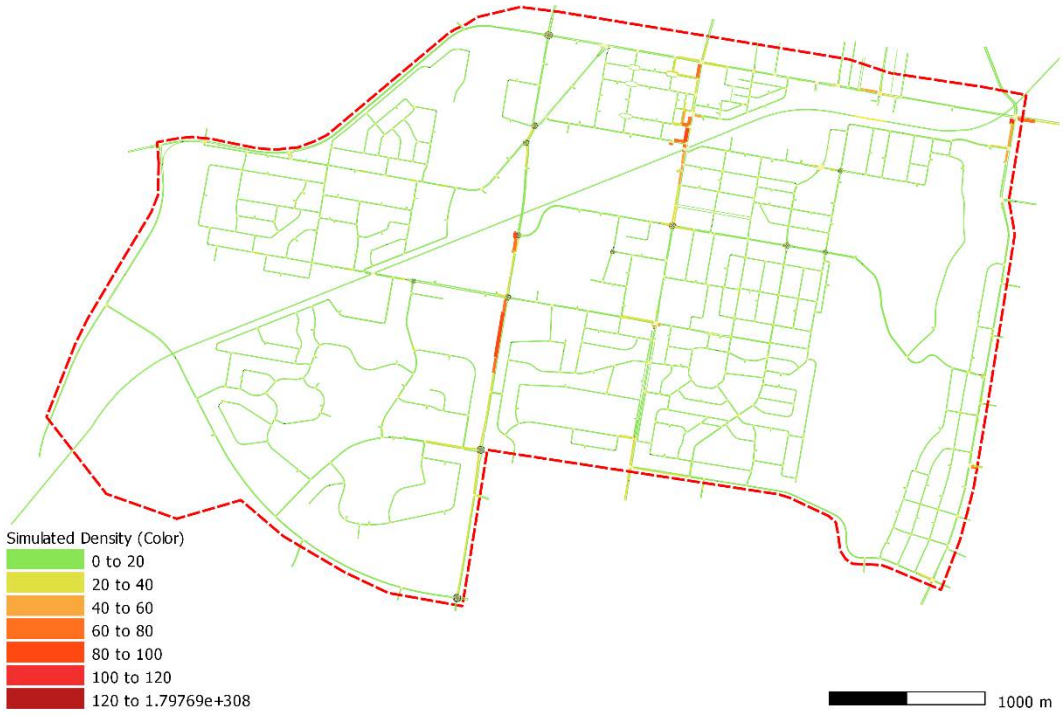
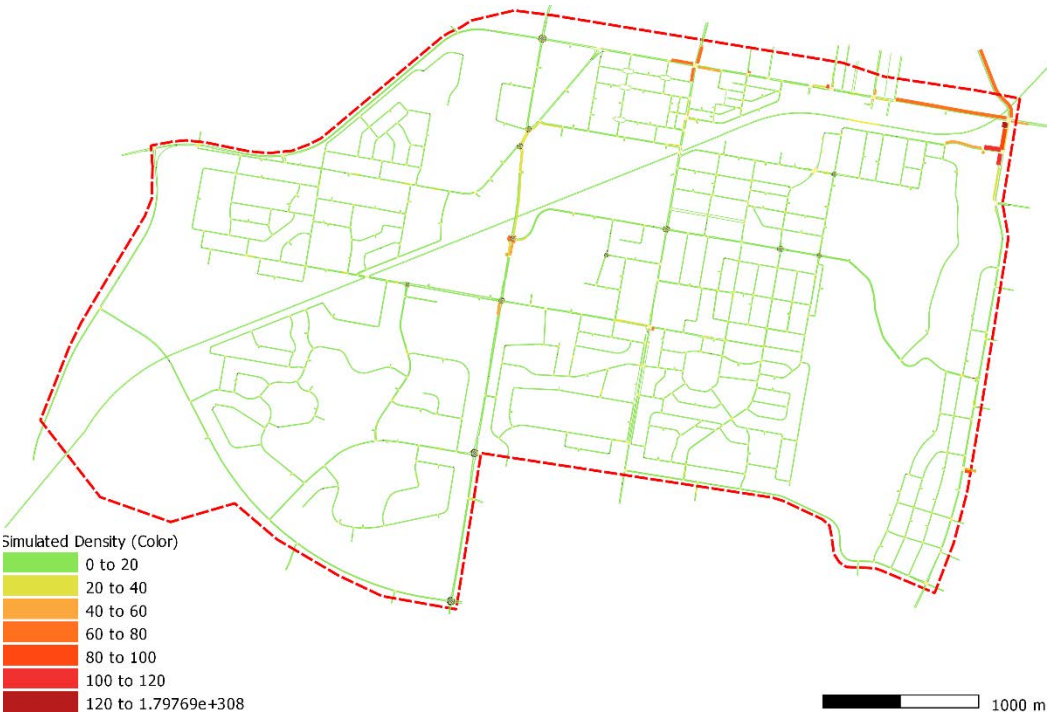
Travel Time Route	Direction	Base Case Travel Time (mm:ss)	Scenario Travel Time (mm:ss)	Difference (%)
Route 1 Bourke Street/Docker Street	NB	04:55	04:50	-2%
	SB	04:11	04:15	+2%
Route 2 Fernleigh Road	EB	05:37	05:45	+3%
	WB	05:49	05:40	-3%
Route 3 Sturt Highway	EB	11:21	14:46	+30%
	WB	09:10	09:27	+3%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

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

Simulated Density

The simulated density results (average number of vehicles per kilometre of lane) for the construction scenario (with primary network mitigations) during the peak periods are presented in Table 227.

TABLE 251: SIMULATED DENSITY RESULTS

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

3.3.11 Impact on Public Transport

Public Transport Operations

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

New timetables have been prepared, key changes identified, and consultation undertaken with schools and the community to ensure the changes can be managed effectively upon commencement on Monday 10th November 2025. The altered routes have been planned with consideration of the traffic detours outlined in 3.3.8, the primary network mitigation strategies outlined and the primary critical corridor/site mitigations outlined in Section 3.3.9.

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

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

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

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

A summary of impacted bus operators and routes has been outlined in Table 252 below.

TABLE 252: SUMMARY OF IMPACTED BUS ROUTES AND OPERATORS

Bus Operator	Route[1]
Busabout Wagga Wagga	962: Wagga Wagga - Glenfield Park - Wagga Wagga
	963: Wagga Wagga - Glenfield Park - Wagga Wagga
	969: Wagga Wagga to Tatton (Inbound and Outbound)
	S100: Gumly to Mount Austin Primary
	S103: Springvale to South Wagga Primary
	S105: South Wagga Primary to Kooringal
	S108: The Riverina Anglican College to Lake Albert
	S123: The Rock to Wagga Schools
	S124: Wagga School to The Rock
	S126: The Riverina Anglican College to East Wagga Wagga
	S134: North Wagga to Wagga Wagga Christian College
	S144: Estella to Turvey Park Primary
	S149: Estella Public School via The Riverina Anglican College to Mangoplah
	S150: East Wagga Wagga to The Riverina Anglican College

Bus Operator	Route[1]
	S151: St Josephs to Forrest Hill
	S159: Ashmont Primary to Ashmont
	S167: Estella to Lake Albert Primary
	S171: Tarcutta to St Josephs Primary
	S172: Wagga Wagga Primary to Tarcutta
	S173: North Wagga Wagga Primary to Henschke Primary
	S174: Forest Hill to Wagga High School
	S179: Springvale to Wagga Wagga Primary
	S185: South Wagga Primary to Estella
	S187: Wagga Wagga Primary to Gumly
	S188: Wagga Wagga Primary to Mangoplah
	S191: The Riverina Anglican College to Kooringal Via Uranquinty
	S192: Harefield, Shepherds Siding Rd to Mater Dei Primary
	S196: South Wagga Primary to Big Springs
	S197: Estella to Wagga High School
	S203: The Riverina Anglican College to Lloyd
Junee Buses	921: Junee to Wagga Wagga via Harefield & Wallacetown
	922: Junee to Wagga Wagga via Yathella & Wallacetown
	S227: Junee to Wagga Wagga Schools via Brucedale & Riverina Anglican
Makeham's Coaches	S242: Illabo to Cootamundra Schools via Eurongilly Bethungra
	S243: Gundagai to Wagga Wagga Schools via Nangus Oura
	S244: Eurongilly Gundagai Rd to Wagga Wagga Schools via Wantabadgery Oura
	S248: Nangus to Wagga Wagga Schools via River Rd
	S249: Gundagai to Wagga Wagga Schools via Riverina Anglican
Whitemore Bus Group	S261: Ladysmith to Wagga Wagga via Kyeamba
	S266: Ladysmith to Coreinbob via Borambola
	S269: Wagga Wagga to Ladysmith via Mount Austin
San Isidore Buses	S250: Route 1 – San Isidore to Wagga Wagga Schools
	S251: Route 2 – San Isidore to Wagga Wagga Schools

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

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

Bus Route / Stops

There have been some mitigations put in place to specifically support the changes in the bus timetabling to support the Edmondson Street Closure, including the changes to parking on Coleman Street to extend the available bus parking area as more buses will now be using this stop (refer to Figure 154) and a reduction in length of parking on Erin Street to ensure bus turning movement can be achieved on the new routes (refer to Figure 155). There have been no additional bus stops required to be installed as a result of the changes to routes because of the closure.

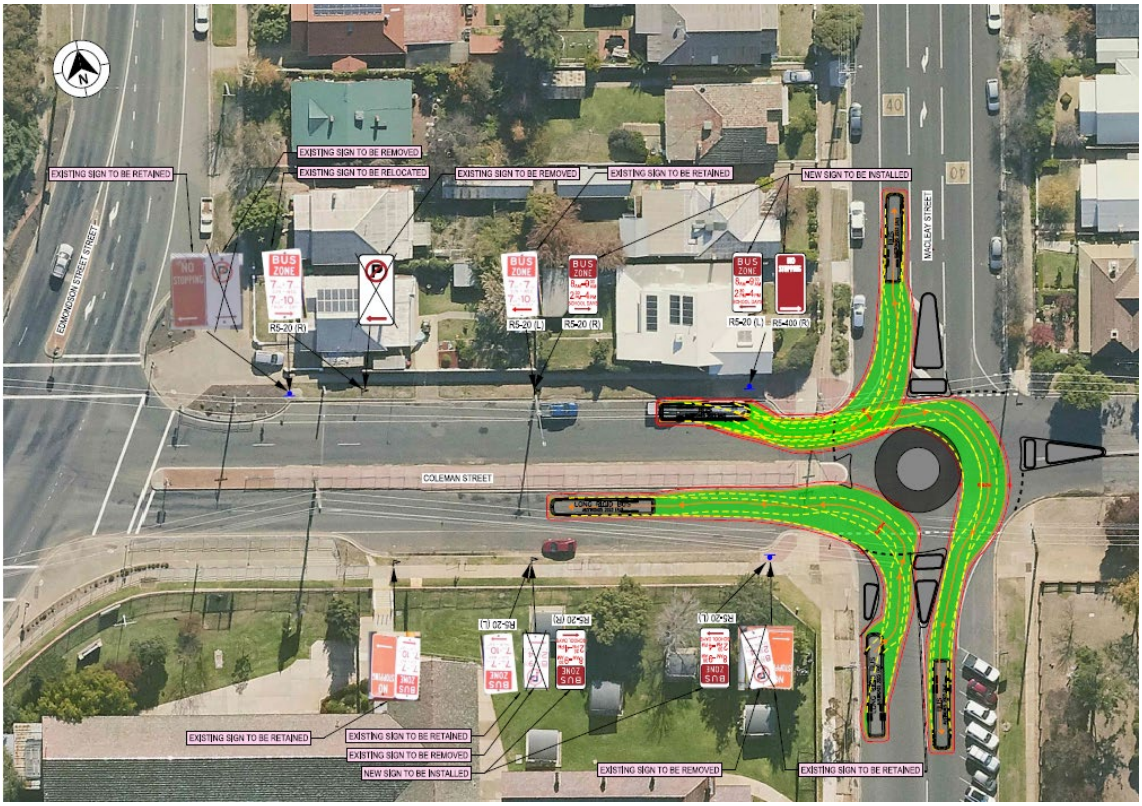


FIGURE 154: COLEMAN STREET PARKING ADJUSTMENTS

FIGURE 155: ERIN STREET PARKING ADJUSTMENTS

3.3.12 Impact on Pedestrians and Cyclists

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

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

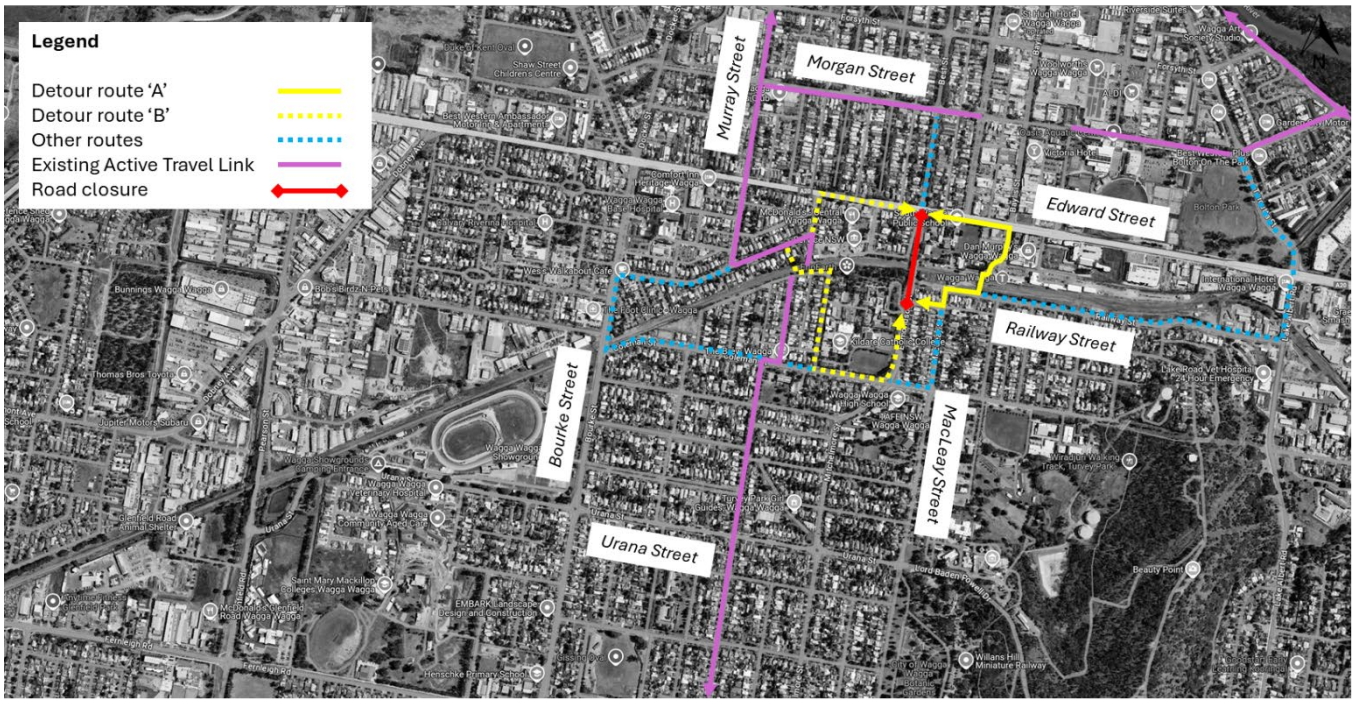


FIGURE 156: EDMONDSON STREET ROAD CLOSURE (ACTIVE TRANSPORT DETOUR ROUTES)

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

Furthermore, there are several alternate routes available that provide options for reconnecting to the existing active transport links. These routes will cater particularly to the small number of on-road cyclists who currently utilise the Cassidy Parade footbridge, ensuring they are able to maintain access and continuity of travel during the temporary traffic arrangement. The surrounding local road network offers multiple connection points back to established shared paths, minimising disruption for active transport users.

Cassidy Parade Footbridge

A temporary DDA-compliant staircase and cyclist ramp will be provided to link Cassidy Parade and Brookong Avenue. This structure will provide for pedestrian and cyclist access until construction completion of the new Cassidy Parade Overbridge at which time the temporary structures will be dismantled.

Wagga Station (Mothers) Footbridge

A temporary DDA-compliant ramp connection will be provided to link Railway Street and Station Place. This structure will provide for pedestrian and cyclist access until construction completion of the new Wagga Station (Mothers) Overbridge at which time the temporary structures will be dismantled.

3.3.13 Access for Businesses and Residents

For the period of the closure of the Edmondson Street bridge, access for businesses and residents will be required to divert via the detail detour routes as outlined in Section 3.3.8.

3.3.14 Changes to Kerbside Management

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

Parking Impacts

In addition to the parking adjustment required for bussing, there will be parking changes required to facilitate the temporary one-way arrangement on Cassidy Parade between Norman Street and Kildare Avenue.

- Kerbside parking (15-20 existing informal parking spaces) on the northern side of Cassidy Parade near Gate W7 requires temporary restrictions to ensure the necessary space to maintain safe and efficient vehicle and pedestrian movements while construction works are underway

  Based on aerial photography and street view, the surrounding road network (i.e. Norman Street, Coleman Street and Brookong Avenue (other side of temporary structure) provides adequate alternatives to ensure impacts are negligible.

FIGURE 157: PARKING RESTRICTION ON CASSIDY PARADE (NEAR GATE W7)

3.3.15 Works Requiring Traffic Control

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

TABLE 253: TRAFFIC CONTROL REQUIREMENTS

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Gate W1 – Existing access on Railway Street (including Railway Street and MacLeay Street intersection)	Site access manoeuvres (semi-trailer)	Hold and release / intermittent stop	Eighteen (18) months	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Railway Street. Access to W1 will be limited during peak periods.
Gate W3 - Existing access to Multicultural Council of Wagga Wagga car parking off Station Place	Site access manoeuvres (semi-trailer)	Hold and release / intermittent stop	Eighteen (18) months		Minor delays to traffic travelling along Station Place
Gate W4 – Existing access on Railway Street (east)	Site access manoeuvres (heavy vehicles)	Hold and release / intermittent stop	Eighteen (18) months		Minor delays to traffic travelling along railway Street. Access to W1 will be limited during peak periods.
Gate W7 – New access on Cassidy Parade	Site access manoeuvres / construction	One-way	Eighteen (18) months		One-way with some removal of parking along Cassidy Parade.
Gate W8 - Edmondson Street via Edward Street (Closure of Edmondson Street)	Site access manoeuvres / construction	Temporary TCS	Eighteen (18) months		Traffic delays as detailed in the CTTAMR
Gate W9 – Existing access to Edmondson Street (Closure north of Erin Street)	Site access manoeuvres / construction	Hold and release / intermittent stop	Eighteen (18) months		

3.4 Bomen Yard Clearances Enhancement Site

3.4.1 Site Location

The Bomen Yard Clearances enhancement site encompasses areas within the rail corridor bound by Olympic Highway / and Dampier Street as indicated in Figure 158 below.

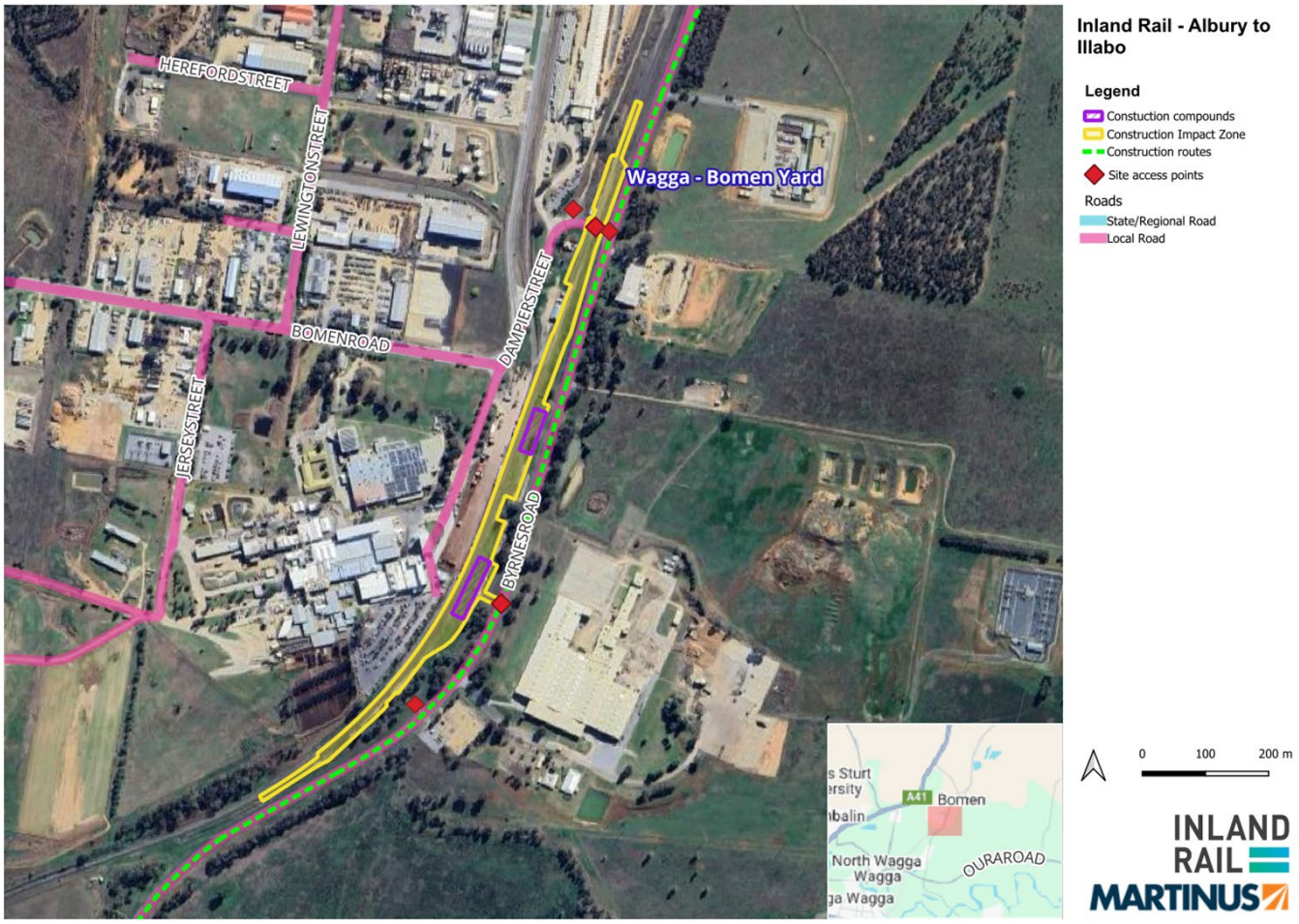


FIGURE 158: BOMEN YARD CLEARANCE ENHANCEMENT SITE MAP

3.4.2 Works Required

The Stage C scope of work at the Bomen Yard Clearances enhancement site comprise of the following:

- Main Line Track
  - Track formation reconstruction to new alignment
  - Track reconstruction to new alignment
  - Tamp and Regulate track to design alignment
- Loop Line Track
  - Track formation reconstruction to new alignment
  - Track reconstruction to new alignment
  - Tamp and Regulate track to design alignment
- Level Crossing Removal Works
  - Crossing Removal
  - Installation of new signage and fencing
- Modification of signalling infrastructure

3.4.3 Timing and Duration

The proposed arrangements are planned to be implemented from November 2025 and remain in operation until late May 2026.

3.4.4 Operating Conditions

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

Temporary speed limit reductions and/or traffic control (intermittent, short-term, long term i.e. detours) may be implemented to manage general traffic and some site entry and exit movements for construction heavy vehicles (refer to Section 3.4.13).

3.4.5 Construction Traffic

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

TABLE 254: SITE ACCESS CONSTRUCTION VEHICLE MOVEMENTS

Site access	Vehicle type	Scope	Vehicle movements (one-way) per shift	Vehicle movements (one-way) per peak hour
Gate B1 – Existing access off Dampier Street (gravel track)	Light vehicles	Site access	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	12.5m single-unit truck	Utility investigation	≤ two (2) total	-
Gate B2 – Existing access off Dampier Street (rail crossing)	Light vehicles	Site access	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ four (4) total	-
Gate B3 – Existing access off Byrnes Road (rail crossing)	Light vehicles	Site access	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of materials, smaller plant, equipment and removal of waste	≤ two (2) per shift (during peak periods)	-
Gate B4 – Existing access off Brynes Road (rail access track)	Light vehicles	Site access	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	12.5m single-unit truck	Utility investigation	≤ eight (8) total	-
	19.0m truck and dog	Delivery of materials, plant, equipment and removal of waste.	≤ six (6) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
Gate B5 – Existing access off Brynes Road (rail access track)	Light vehicles	Site access	≤ two (2) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)
	12.5m single-unit truck	Delivery of smaller plant, and equipment.	≤ sixteen (16) total	-
	19.0m truck and dog	Delivery of materials, and removal of waste.	≤ six (6) per shift (during peak periods)	≤ one (1) per peak hour (during peak periods)

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

For the works, a 19.0m truck and dog is expected to be the predominant type of heavy vehicle accessing the worksite throughout the duration of the work.

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

3.4.6 Site Access

Overview

Access to the Bomen Yard Clearances enhancement site will be via existing access points located on Byrnes Road and Dampier Street. A summary of permitted movements and methods of control at site access locations is provided below in Table 255, with further details provided in subsequent sections of this report.

TABLE 255: SITE ACCESS DETAILS – BOMEN YARD CLEARANCES

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate B1 – Existing access off Dampier Street (gravel track)	Entry and exit	12.5m single unit truck	All movements	Give Way (Traffic Control for railway level crossing, refer to 3.4.13)
Gate B2 – Existing access off Dampier Street (rail crossing)	Entry and exit	12.5m single unit truck	All movements	Give Way (Traffic Control for railway level crossing, refer to 3.4.13)
Gate B3 – Existing access off Byrnes Road (rail crossing)	Entry and exit	12.5m single unit truck	All movements	Give Way (Traffic Control for speed reduction on Byrnes Road, refer to 3.4.13)
Gate B4 – Existing access off Brynes Road (rail access track)	Entry and exit	19.0m truck and dog	All movements	Give Way (Traffic Control for speed reduction on Byrnes Road, refer to 3.4.13)
Gate B5 – Existing access off Brynes Road (rail access track)	Entry and exit	19.0m truck and dog	All movements	Give Way (Traffic Control for speed reduction on Byrnes Road, refer to 3.4.13)

Gate B1 – Existing access off Dampier Street (gravel track)

Located off of Dampier Street, Gate B1 is an existing access that will provide access to the Bomen Yard Clearances enhancement site.

FIGURE 159: GATE B1 – EXISTING ACCESS OFF DAMPIER STREET (GRAVEL TRACK)

Details of permitted movements and methods of control at Gate B1 is summarised in Table 255.

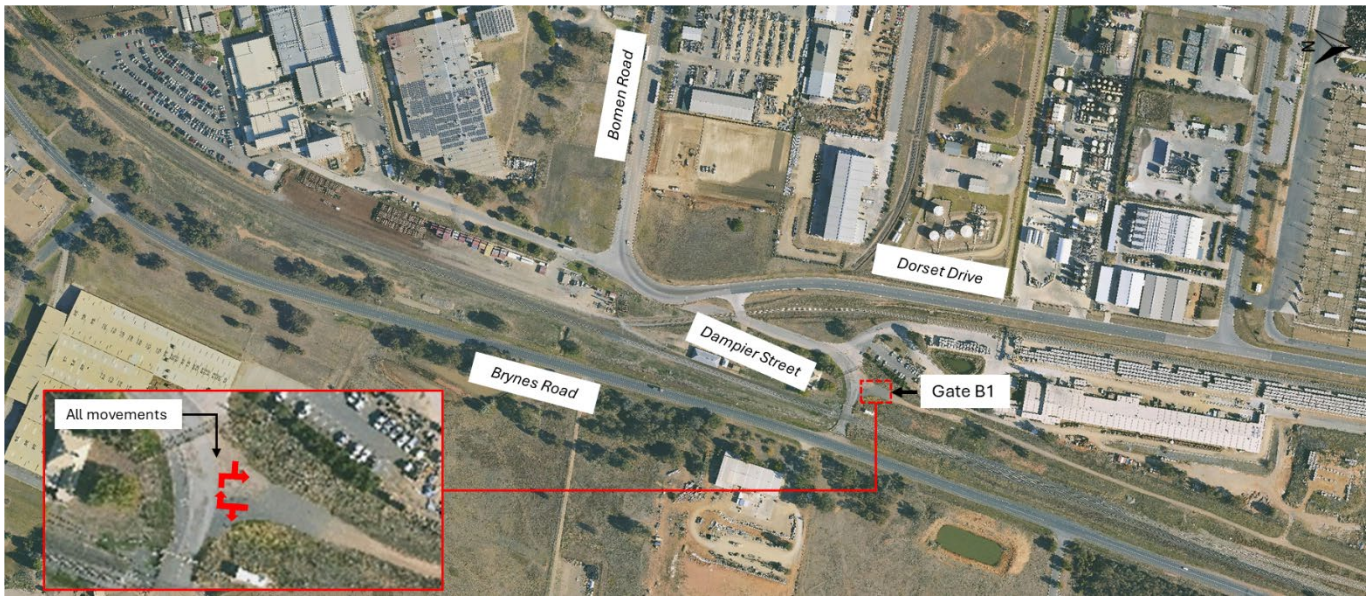


FIGURE 160: SITE ACCESS DETAILS – GATE B1

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 256: SIGHT DISTANCE ASSESSMENT – GATE B1

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

1. Desirable minimum value for all road types.

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

Due to the location of the access on Dampier Street, sight distance to the east is limited to approximately 40m due to the proximity of the railway level crossing (currently close). That said, Gate B2 will be established at this point, and it is reasonably expected that vehicles manoeuvring from Gate B2 will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate B1 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Dampier 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 Dampier Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Dampier Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing railway level crossing configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate B1, an assessment has been undertaken to determine controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 257: SITE ACCESS ASSESSMENT CRITERIA – GATE B1

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

FIGURE 161: NORTHBOUND VIEW APPROACHING GATE B1 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate B1 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 178.

TABLE 258: GATE B1 – 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

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate B1. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage C works. Furthermore, due to the nature of the works and proximity to the railway level crossing (currently closed), traffic control will be implemented to manage construction traffic and movements between gates B1, B2 and B3 – refer to Section 3.4.13.

Gate B2 – Existing access off Dampier Street (rail crossing)

Located on Dampier Street immediately west of the existing (closed) railway level crossing, Gate B2 is an existing access that will provide access to the Bomen Yard Clearances enhancement site.

FIGURE 162: GATE B2 – EXISTING ACCESS OFF DAMPIER STREET (RAIL CROSSING)

Details of permitted movements and methods of control at Gate B2 is summarised in Table 255.

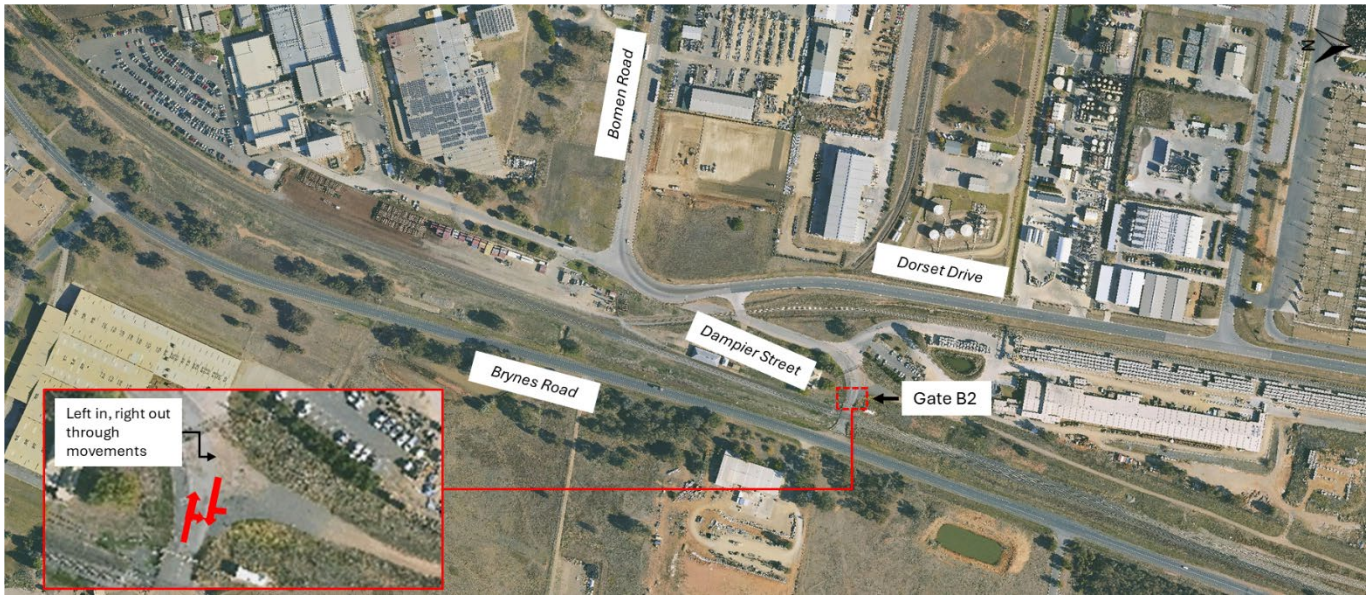


FIGURE 163: SITE ACCESS DETAILS – GATE B2

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 259: SIGHT DISTANCE ASSESSMENT – GATE B2

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

1. Desirable minimum value for all road types.

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

Due to the location of the access on Dampier Street, sight distance to the west is limited to approximately 50m due to the railway level crossing approach alignment of Dampier Street and sight distance to the north is limited due to the proximity of Gate B1. That said, it is reasonably expected that vehicles manoeuvring along Dampier Street or from Gate B1 will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly). Considering the above, the sight distance available at Gate B2 is considered appropriate.

Acceleration and Deceleration Lanes

As a guide, an assessment against the warrants for turn treatments stipulated within Austroads *Guide to Traffic Management, Part 6* indicates that any auxiliary provisions are not warranted for vehicles entering site, due to the low volume of construction vehicles expected to enter the site access and volume of vehicles travelling along Dampier 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 Dampier Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Dampier Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Furthermore, acceleration and deceleration requirements are not appropriate considering the existing railway level crossing configuration, nature of the gate movements and the low traffic volume expected at the gate location during construction.

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via Gate B2, an assessment has been undertaken to determine controls for managing truck movements where auxiliary lanes are not provided (existing access point), depending on traffic volumes, sight distance, number of truck movements and traffic speed. This assessment aims to adopt the methodology presented within Section 5.2.3.3 of TfNSW's *Technical Manual – Traffic control at work sites* and is presented below.

TABLE 260: SITE ACCESS ASSESSMENT CRITERIA – GATE B2

Site Access Assessment	
Location:	Existing access via Dampier Street (railway crossing)
AADT:	50-100
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 164: NORTHBOUND VIEW APPROACHING GATE B2 (~50M FROM ACCESS POINT)

As available sight distance approaching Gate B2 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 178.

TABLE 261: GATE B2 – 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

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate B2. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage C works. Furthermore, due to the nature of the works and proximity to the railway level crossing (currently closed), traffic control will be implemented to manage construction traffic and movements between gates B1, B2 and B3 – refer to Section 3.4.13.

Gate B3 – Existing access off Byrnes Road (rail crossing)

Located on Byrnes Road immediately east of the existing (closed) railway level crossing, Gate B3 is an existing access that will provide access to the Bomen Yard Clearances enhancement site.

FIGURE 165: GATE B3 – EXISTING ACCESS OFF BRYNES ROAD (RAIL CROSSING)

Details of permitted movements and methods of control at Gate B3 is summarised in Table 255.

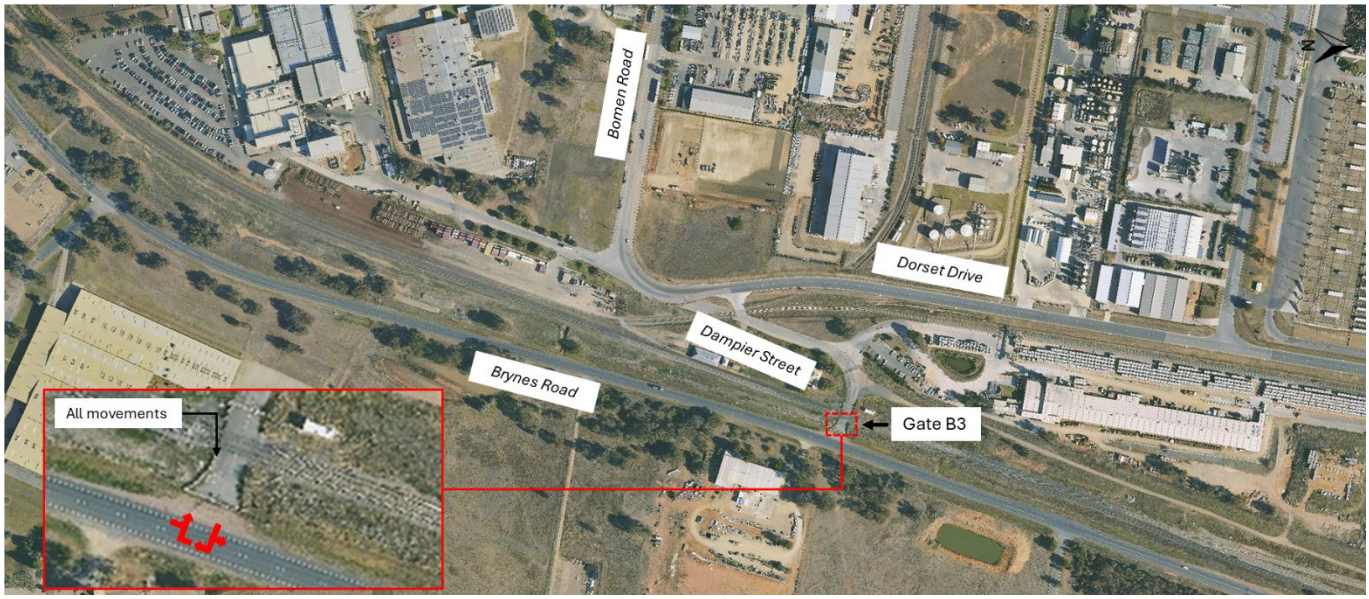


FIGURE 166: SITE ACCESS DETAILS – GATE B3

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 262: SIGHT DISTANCE ASSESSMENT – GATE B3

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	80km/hr[2]	139m[1]	Yes	214m	Yes	125m	Yes
South of access	80km/hr[2]	139m[1]	Yes	214m	Yes	125m	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).

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 Brynes Road. On egress, an auxiliary lane is not considered warranted as:

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

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate B3, 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 263: SITE ACCESS ASSESSMENT CRITERIA – GATE B3

Site Access Assessment	
Location:	Byrnes Road immediately east of the existing (closed) railway level crossing.
AADT:	2,503
Speed limit:	80km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	80m (2D = 160m)
Available sight distance	Greater than 2D

FIGURE 167: NORTHBOUND VIEW APPROACHING GATE B3 (~160M FROM ACCESS POINT)

FIGURE 168: SOUTHBOUND VIEW APPROACHING GATE B3 (~160M FROM ACCESS POINT)

As available sight distance approaching Gate B3 is greater than 2D (160m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 264 below.

TABLE 264: GATE B3 – 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 B3 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to manage short stacking and/or facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.13.

Gate B4 – Existing access off Brynes Road (rail access track)

Located on Brynes Road approximately 620m south of the existing (closed) railway level crossing, Gate B4 is an existing access that will provide access to the Bomen Yard Clearances enhancement site.

FIGURE 169: GATE B4 – EXISTING ACCESS OFF BRYNES ROAD (RAIL ACCESS TRACK)

Details of permitted movements and methods of control at Gate B4 is summarised in Table 255.

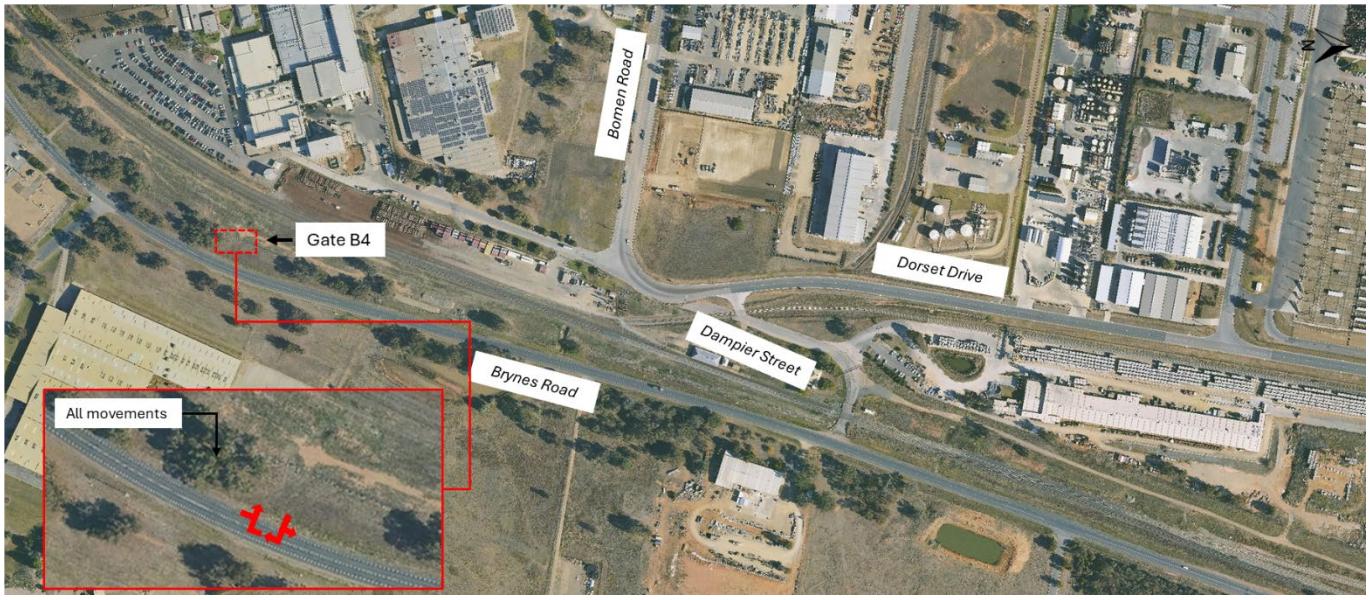


FIGURE 170: SITE ACCESS DETAILS – GATE B4

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 265: SIGHT DISTANCE ASSESSMENT – GATE B4

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

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

2. Desirable minimum value for all road types.

3. As per TfNSW supplement to Austroads Guide to Road Design (TS 02642:1.0) value shown are posted speed plus 10km/h (i.e. posted speed 50km/h plus 10km/h = 60km/h).

With reference to the requirement for a reduced speed limit to be instated along the Byrnes Road to facilitate the safe and efficient movement of construction vehicles into and out of the access, and available sight distance provisions at the access, a maximum reduced speed limit of 60km/hr will be implemented on approach to the access, subject to approval by the relevant authority.

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

Acceleration and Deceleration Lanes

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

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

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate B4, 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 266: SITE ACCESS ASSESSMENT CRITERIA – GATE B4

Site Access Assessment	
Location:	Brynes Road approximately 620m south of the existing (closed) railway level crossing.
AADT:	2,503
Speed limit:	80km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	80m (2D = 160m)
Available sight distance	Greater than 2D (southbound), Less than 2D (northbound)

FIGURE 171: NORTHBOUND VIEW APPROACHING GATE B4 (~160M FROM ACCESS POINT)

FIGURE 172: SOUTHBOUND VIEW APPROACHING GATE B4 (~160M FROM ACCESS POINT)

As available sight distance approaching Gate B4 is less than 2D (160m) on the northbound approach, 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 267 below.

TABLE 267: GATE B4 – PROVIDING FOR TRUCK MOVEMENTS WHERE SIGHT DISTANCE IS LESS THAN 2D (TABLE 5-6 OF TFNSW'S *TECHNICAL MANUAL – TRAFFIC CONTROL AT WORK SITES)*

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

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

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

To facilitate the safe and efficient movement of construction vehicles into and out of the access, a VMP will be developed prior to the commencement of works and will detail vehicle movements for vehicles arriving to and departing from site via Gate B4. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the Stage C works. In addition to this, traffic control will be implemented including warning signs and speed reduction, likely extending across Gates B3 and B5 – refer to Section 3.4.13.

Gate B5 – Existing access off Brynes Road (rail access track)

Located on Brynes Road approximately 830m south of the existing (closed) railway level crossing, Gate B5 is an existing access that will provide access to the Bomen Yard Clearances enhancement site.

FIGURE 173: GATE B5 – EXISTING ACCESS OFF BRYNES ROAD (RAIL ACCESS TRACK)

Details of permitted movements and methods of control at Gate B5 is summarised in Table 255.

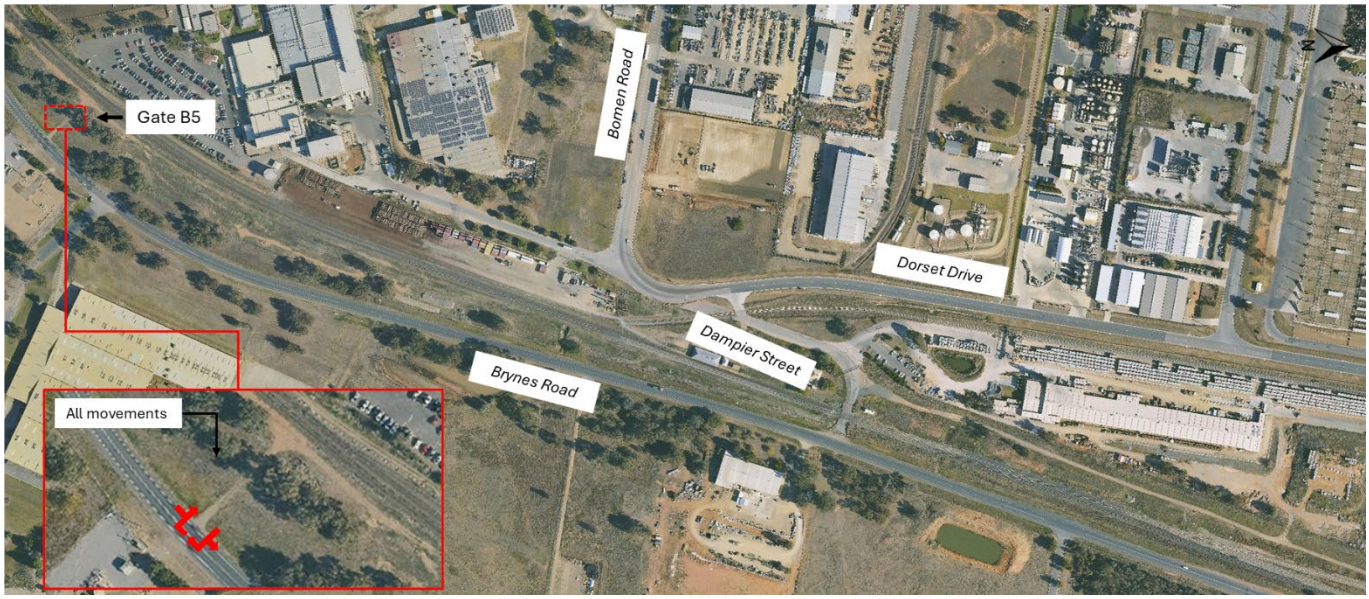


FIGURE 174: SITE ACCESS DETAILS – GATE B5

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 268: SIGHT DISTANCE ASSESSMENT – GATE B5

Direction	Speed limit	S.S.D.		S.I.S.D.		M.G.S.D.	
		Requirement	Achieved?	Requirement	Achieved?	Requirement	Achieved?
North of access	80km/hr[2]	139m[1]	Yes	214m	Yes	125m	Yes
South of access	80km/hr[2]	139m[1]	Yes	214m	Yes	125m	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).

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 Brynes Road. On egress, an auxiliary lane is not considered warranted as:

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

Access Controls Assessment

To ensure the safety of construction vehicles entering and exiting via the Gate B5, 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 269: SITE ACCESS ASSESSMENT CRITERIA – GATE B5

Site Access Assessment	
Location:	Brynes Road approximately 830m south of the existing (closed) railway level crossing.
AADT:	2,503
Speed limit:	80km/hr
Number of truck movements per shift:	Less than 20
Dimension D:	80m (2D = 160m)
Available sight distance	Greater than 2D

FIGURE 175: NORTHBOUND VIEW APPROACHING GATE B5 (~160M FROM ACCESS POINT)

FIGURE 176: SOUTHBOUND VIEW APPROACHING GATE B5 (~160M FROM ACCESS POINT)

As available sight distance approaching Gate B5 is greater than 2D (160m), an assessment has been undertaken using Table 5-7 of TfNSW's *Technical Manual – Traffic control at work sites* has been undertaken and is detailed in Table 270 below.

TABLE 270: GATE B5 – 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 B5 to facilitate the safe and efficient movement of construction vehicles into and out of the access, and as such access will operate under a typical "Give way" arrangement. Notwithstanding this, traffic control may be implemented to facilitate alternative movements at the access (i.e., reverse into or out of the site) – refer to Section 3.4.13.

3.4.7 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 271.

TABLE 271: CONSTRUCTION VEHICLE ACCESS ROUTES – BOMEN YARD CLEARANCES ENHANCEMENT SITE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate B1	Inbound	Olympic Highway, left/right turn onto Pomeroy Drive, right turn onto Dorset Drive, left turn onto Dampier Street	Up to 12.5m single unit truck
	Outbound	Dampier Street, right turn onto Dorset Drive, left turn onto Merino Street, left/right turn onto Olympic Highway	
	Inbound	Byrnes Road, left/right turn onto Dampier Street	
	Outbound	Dampier Street, left/right turn onto Byrnes Road	
Gate B2	Inbound	Olympic Highway, left/right turn onto Pomeroy Drive, right turn onto Dorset Drive, left turn onto Dampier Street	Up to 12.5m single unit truck
	Outbound	Dampier Street, right turn onto Dorset Drive, left turn onto Merino Street, left/right turn onto Olympic Highway	
	Inbound	Byrnes Road, left/right turn onto Dampier Street	
	Outbound	Dampier Street, left/right turn onto Byrnes Road	
Gate B3	Inbound	Olympic Highway, left/right turn onto Pomeroy Drive, right turn onto Dorset Drive, left turn onto Dampier Street	Up to 12.5m single unit truck[1]
	Outbound	Dampier Street, right turn onto Dorset Drive, left turn onto Merino Street, left/right turn onto Olympic Highway	
	Inbound	Byrnes Road, left/right turn onto Dampier Street	
	Outbound	Dampier Street, left/right turn onto Byrnes Road	
Gate B4	Inbound	Olympic Highway, left/right turn onto Pomeroy Drive, right turn onto Dorset Drive, left turn onto Dampier Street, right turn onto Byrnes Road	Up to 19.0m truck and dog[1]
	Outbound	Byrnes Road, left turn onto Dampier Street, right turn onto Dorset Drive, left turn onto Merino Street, left/right turn onto Olympic Highway	
	Inbound	Olympic Highway, left/right turn onto Pomeroy Drive, right turn onto Byrnes Road	
	Outbound	Byrnes Road, left turn onto Merino Street, left/right turn onto Olympic Highway	
Gate B5	Inbound	Olympic Highway, left/right turn onto Pomeroy Drive, right turn onto Dorset Drive, left turn onto Dampier Street, right turn onto Byrnes Road	Up to 19.0m truck and dog[1]
	Outbound	Byrnes Road, left turn onto Dampier Street, right turn onto Dorset Drive, left turn onto Merino Street, left/right turn onto Olympic Highway	
	Inbound	Olympic Highway, left/right turn onto Pomeroy Drive, right turn onto Byrnes Road	
	Outbound	Byrnes Road, left turn onto Merino Street, left/right turn onto Olympic Highway	

1. Traffic control is required to facilitate access manoeuvres into and out of gate – refer to Section 3.4.13

These access routes are depicted in Figure 177 to Figure 181.

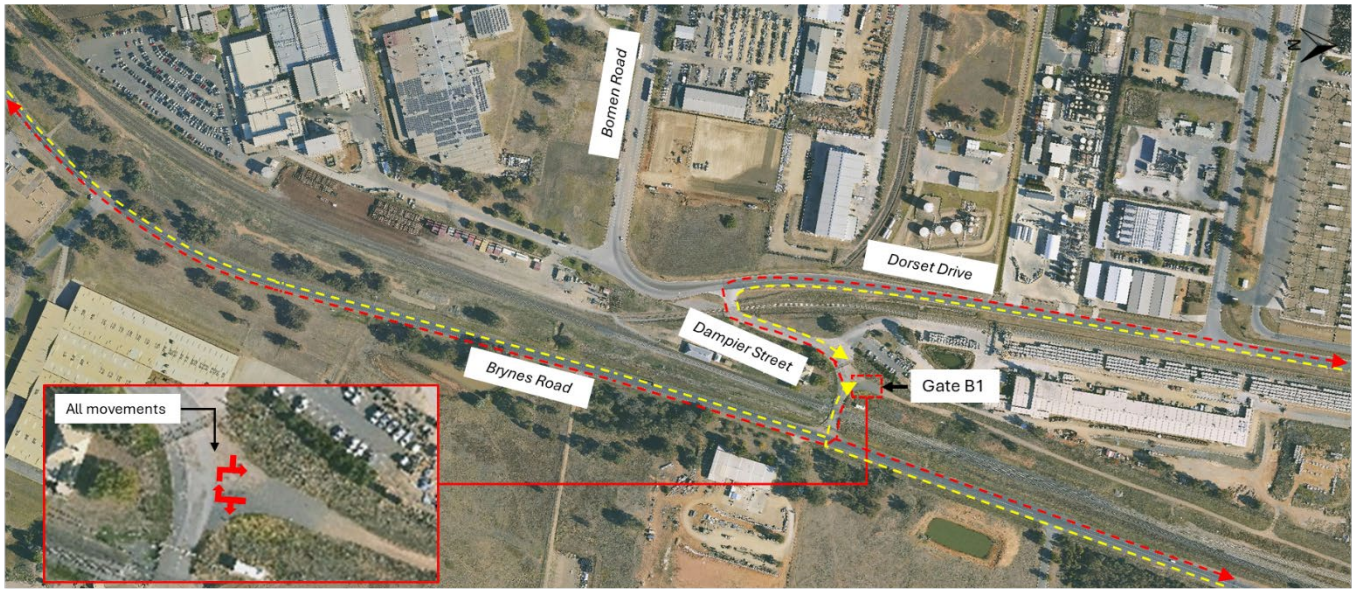


FIGURE 177: CONSTRUCTION VEHICLE ACCESS ROUTES – GATE B1

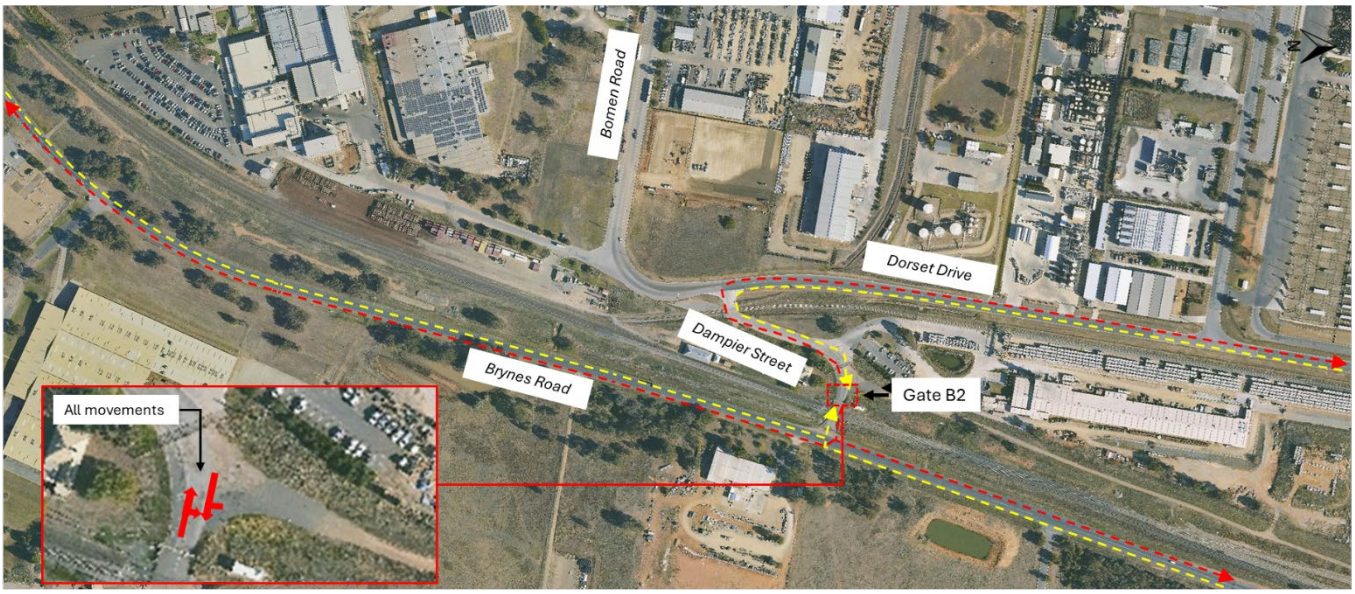


FIGURE 178: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE B2

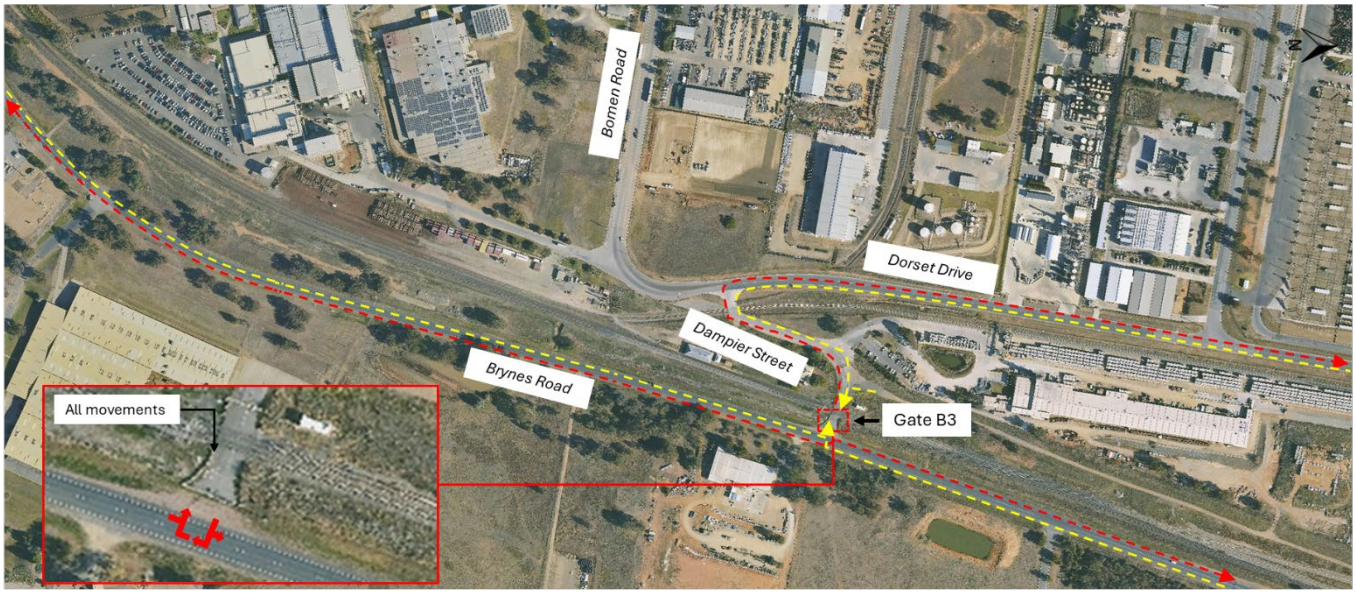


FIGURE 179: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE B3

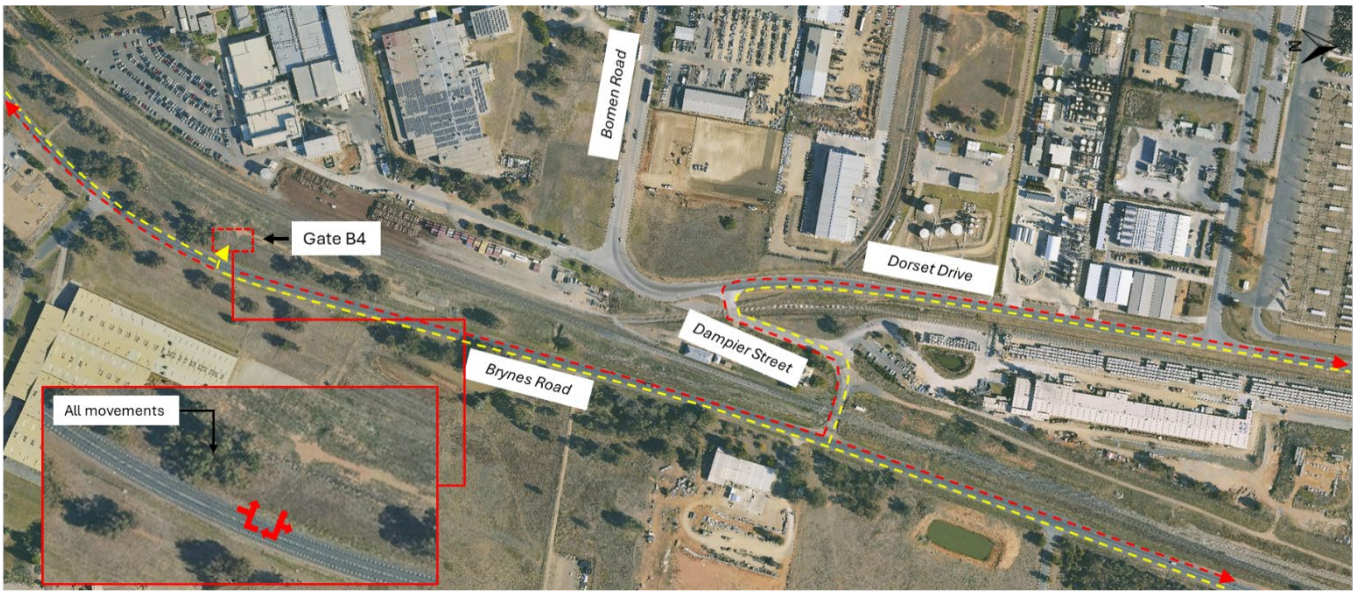


FIGURE 180: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE B4

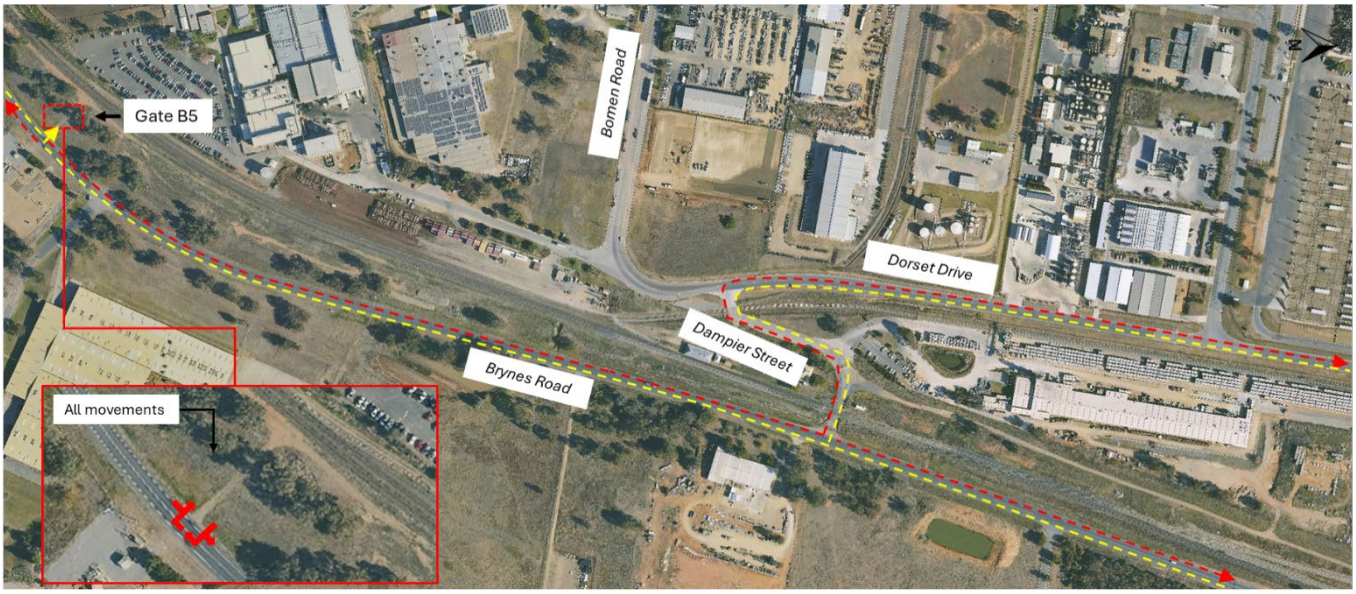


FIGURE 181: CONSTRUCTION VEHILCE ACCESS ROUTES – GATE B5

A swept path analysis has also been undertaken for key movements along the construction vehicle access routes, demonstrating the ability for construction vehicle to safely manoeuvre along the identified routes. This assessment is provided in Appendix B.

3.4.8 Impact on Traffic Flow

Key Roads

To evaluate the impact of the Stage C 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 Stage C 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 272: LINK LOS FROM THE *GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4*

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

While it is recognised that TfNSW's *Guide to Transport Impact Assessment* has superseded the *Guide to Traffic Generating Developments*, the process of assessment is considered appropriate in quantifying potential impacts to traffic flow and the road network resulting from the Stage C 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 Bomen Yard Clearances enhancement site is shown in Table 273 and Table 274 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 273: AM PEAK LINK LOS ASSESSMENT – BOMEN YARD CLEARANCES

Road link	No. of lanes (per direction)	Direction	AM Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Byrnes Road[1&2]	1	Northbound	125	A	7	132	5.6%	A
		Southbound	125	A		132	5.6%	A
Pomeroy Drive btw Olympic and Dorsett[1&2]	1	Eastbound	46	A		53	15.2%	A
		Westbound	46	A		53	15.2%	A
Pomeroy Drive btw Olympic and Dorsett[1&2]	1	Eastbound	105	A		112	6.7%	A
		Westbound	105	A		112	6.7%	A
Dorset Drive[1&2]	1	Northbound	75	A		82	9.3%	A
		Southbound	75	A		82	9.3%	A
Dampier Street[1&2]	1	Northbound	50	A		57	14.0%	A
		Southbound	50	A		57	14.0%	A

TABLE 274: PM PEAK LINK LOS ASSESSMENT – BOMEN YARD CLEARANCES

Road name	No. of lanes (per direction)	Direction	PM Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Byrnes Road[1&2]	1	Northbound	125	A	7	132	5.6%	A
		Southbound	125	A		132	5.6%	A
Pomeroy Drive btw Olympic and Dorsett[1&2]	1	Eastbound	46	A		53	15.2%	A
		Westbound	46	A		53	15.2%	A
Pomeroy Drive btw Olympic and Dorsett[1&2]	1	Eastbound	105	A		112	6.7%	A
		Westbound	105	A		112	6.7%	A
Dorset Drive[1&2]	1	Northbound	75	A		82	9.3%	A
		Southbound	75	A		82	9.3%	A
Dampier Street[1&2]	1	Northbound	50	A		57	14.0%	A
		Southbound	50	A		57	14.0%	A

1: Peak hour volume not available, assumed 10% of AADT

2: Two-way data not available, assumed 50/50 traffic split during peak hours

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

Key Intersections

To evaluate the impact of the Stage C works on key intersections, a first principles assessment has been undertaken. To undertake this assessment, consideration has been given to the volume of construction traffic associated with the Stage C works within the Bomen Yard Clearances enhancement site.

As detailed within Section 3.4.5, a peak of seven (7) construction vehicles per hour (one (1) vehicle every 8-9 minutes) is expected to be generated during the Stage C works. Considering this, the impact of one (1) additional vehicle per 8-9 minutes is not expected to significantly impact the operation of keys intersections surrounding the Bomen Yard Clearances enhancement site.

3.4.9 Impact on Public Transport

There is not expected to be any direct impact upon public transport operations or access during this stage of work at the Bomen Yard Clearances enhancement site.

3.4.10 Impact on Pedestrians and Cyclists

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

3.4.11 Access for Businesses and Residents

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

3.4.12 Changes to Kerbside Management

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

3.4.13 Works Requiring Traffic Control

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

TABLE 275: TRAFFIC CONTROL REQUIREMENTS – BOMEN YARD CLEARANCES

Location	Activity	Traffic control	Duration	Movements per shift	Timing	Expected impacts
Gate B1 – Existing access off Dampier Street (gravel track)	Site access manoeuvres	Hold and release / intermittent stop	8 months	Less than 20	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Dampier Street
Gate B2 – Existing access off Dampier Street (rail crossing)	Site access manoeuvres	Hold and release / intermittent stop	8 months	Less than 20	Subject to the times permitted under the appropriate approval issued by the relevant authority	Minor delays to traffic travelling along Dampier Street
Gate B3 – Existing access off Byrnes Road (rail crossing)	Site access manoeuvres	Speed reduction	8 months (refer to Section 3.4.5 for gate usage details and associated speed reduction on Brynes Road)	Less than 20	Day shift, Monday to Saturday. Subject to the times permitted under the appropriate approval issued by the relevant authority.	Minor delays to traffic travelling along Brynes Road. Speed reduction will only be implemented when required to manage heavy vehicles access and will be communicated weekly to Transport for NSW Road Access, Transport for NSW South Region Operations Team, Wagga Wagga City Council.
Gate B4 – Existing access off Brynes Road (rail access track)	Site access manoeuvres	Speed reduction		Less than 20		
Gate B5 – Existing access off Brynes Road (rail access track)	Site access manoeuvres	Speed reduction		Less than 20		

4 ROAD SAFETY ASSESSMENT OF CONSTRUCTION VEHICLE ACCESS ROUTES

4.1 Background

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

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

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

Unlike the initial assessments documented within Appendix D of the Addendum Assessment to Technical Paper 1: Traffic and Transport, this assessment has considered the roads and locations impacted by the project, not only those where there is no evidence or existing approval (i.e., pre-approved heavy vehicle routes) or heavy vehicle traffic.

4.2 Crash History

4.2.1 Background

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

- Pearson Street Bridge enhancement site:
  - Edward Street / Pearson Street (key road links and intersection) – crash cluster at intersection
  - Pearson Street / Dobney Avenue (key road links and intersection) – crash cluster at intersection
  - Edward Street (key road link) – one fatal crash in 2018.
- Cassidy Parade pedestrian bridge / Edmondson Street bridge enhancement sites:
  - Sturt Highway / Edward Street (key road link) – a higher concentration than surrounding areas
  - Docker Street (key road link) – a higher concentration than surrounding areas
  - Sturt Highway / Edward Street / Docker Street (key intersection) – a higher concentration than surrounding areas
  - Coleman Street (key road link) – one fatal crash occurring in 2017.

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 276: CRASH HISTORY 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

Uranquinty

The figure below shows no crashes recorded between the period from 2019 to 2023 and with respect to the identified thresholds, there are no present trends or patterns warranting further investigation.

FIGURE 182: CRASH LOCATIONS URANQUINTY FROM 2019 TO 2023

Pearson Street between Sturt Highway and Urana Street

The figure below shows the location of crashes along the section of Pearson Street between Sturt Highway and Urana Street, recorded between the period from 2019 to 2023.

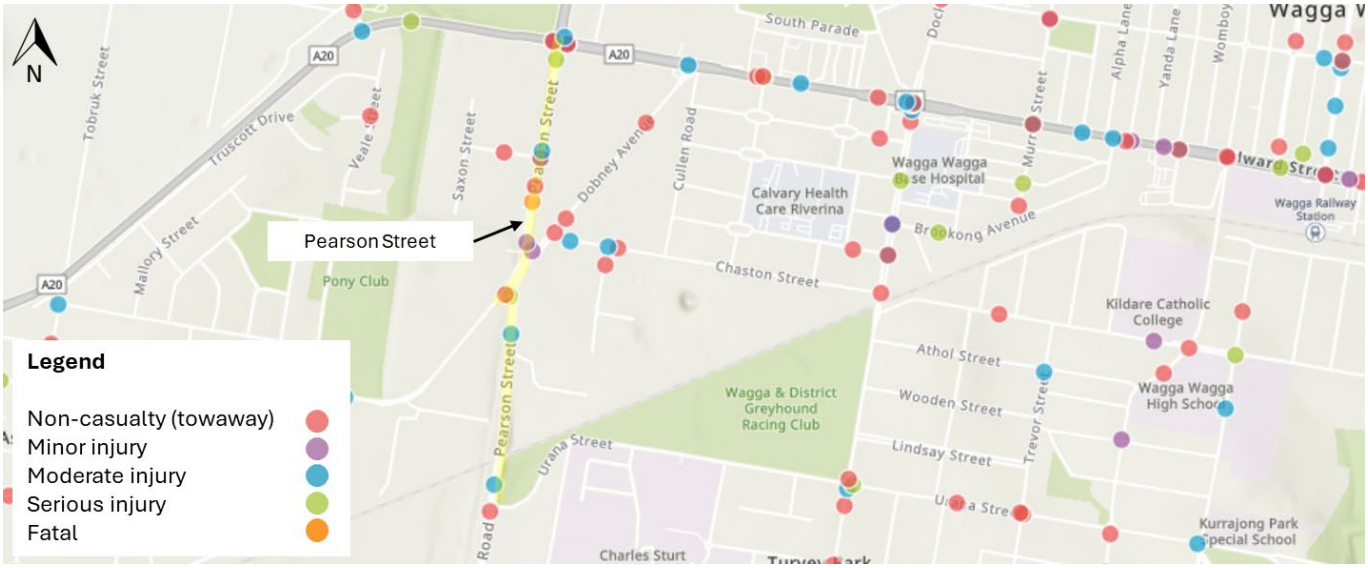


FIGURE 183: CRASH LOCATIONS ALONG PEARSON STREET BETWEEN STURT HIGHWAY AND URANA STREET FROM 2019 TO 2023

From the available data, twenty-two (22) crashes were recorded along or proximate to Pearson Street between Sturt Highway and Urana Street:

- Ten (10) crashes proximate to the Sturt Highway / Edward Street and Pearson Street roundabout
  - Three (3) non-casualties (towaway)
  - Two (2) minor / other injuries
  - Two (2) moderate injuries
  - Three (3) serious injuries
- One (1) crash on Pearson Street between the Sturt Highway / Edward Street and Bye Street

    - One (1) moderate injury
- Two (2) crashes at the Pearson Street / Bye Street intersection
    - One (1) non-casualty (towaway)
    - One (1) moderate injury
- Two (2) crashes on Pearson Street between Bye Street and Dobney Ave
    - One (1) non-casualty (towaway)
    - One (1) fatal injury
- Two (2) crashes at the Pearson Street / Dobney Avenue roundabout (north)
    - Two (2) minor / other injuries
- Two (2) crashes at the Pearson Street / Dobney Avenue roundabout (south)
    - One (1) non-casualty (towaway)
    - One (1) serious injury
- One (1) crash on Pearson Street between Dobney Avenue and Cheshire Street
    - One (1) moderate injury
- Two (2) crashes proximate the Pearson Street and Urana Street roundabout
    - One (1) non-casualty (towaway)
    - One (1) moderate injury

It is noted that the number of crashes recorded at the Sturt Highway / Edward Street and Pearson Street exceed the lower limiting threshold for a signalised intersection. A further analysis of crash types (RUM) is provided below.

Pearson Street / Olympic Highway (Morong Street) and Sturt Highway (Edward Street) roundabout

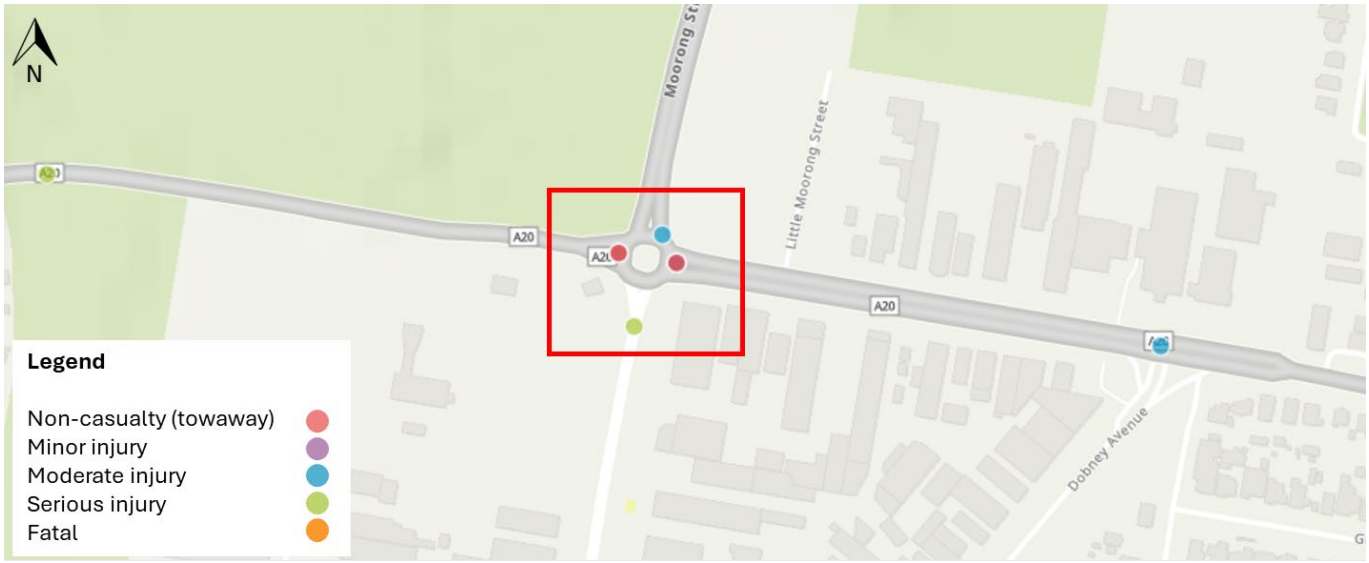


FIGURE 184: CRASH LOCATIONS AT THE PEARSON STREET / OLYMPIC HWY (MORONG ST) AND STURT HWY (EDWARD ST) ROUNDABOUT

TABLE 277: DETAILS OF CRASHES AT PEARSON STREET / OLYMPIC HIGHWAY (MORONG STREET) AND STURT HWY (EDWARD ST) ROUNDABOUT

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2023	Serious injury	10	Cross traffic	Roundabout	Daylight
2023	Moderate injury	10	Cross traffic	Roundabout	Darkness
2022	Minor / other injury	30	Rear end	Roundabout	Daylight
2022	Minor / other injury	11	Right far	Roundabout	Daylight
2021	Serious injury	0	Ped nearside	2-way undivided	Daylight

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2021	Serious injury	35	Lane change left	Roundabout	Daylight
2021	Moderate injury	13	Right near	Roundabout	Darkness
2020	Non-casualty (towaway)	32	Right near	Roundabout	Daylight
2020	Non-casualty (towaway)	33	Lane sideswipe	Roundabout	Daylight
2019	Non-casualty (towaway)	221	Right through	Roundabout	Daylight

Of the ten (10) recorded crashes at the Red Hill Road and Bourke Street roundabout:

- One (1) crash was recorded to be lane change left in nature.
- One (1) crash was recorded to be lane sideswipe in nature.
- One (1) crash was recorded to be right rear in nature.
- One (1) crash was recorded to be rear end in nature.
- One (1) crash was recorded to be right through in nature.
- One (1) crash was recorded to be right far in nature.
- One (1) crash was recorded to be ped nearside in nature.
- Two (2) crashes were recorded to be cross-traffic in nature.

The occurrence of these types of crashes at the Pearson Street / Olympic Highway (Morong Street) and Sturt Highway (Edward Street) roundabout does not warrant further investigation, with respect to the crash-specific threshold values presented in the table above.

Urana Street (between Pearson Street and MacLeay Street)

The figure below shows the location of crashes along the section of Urana Street, between Pearson Street and McLeay Street, recorded between the period from 2019 to 2023

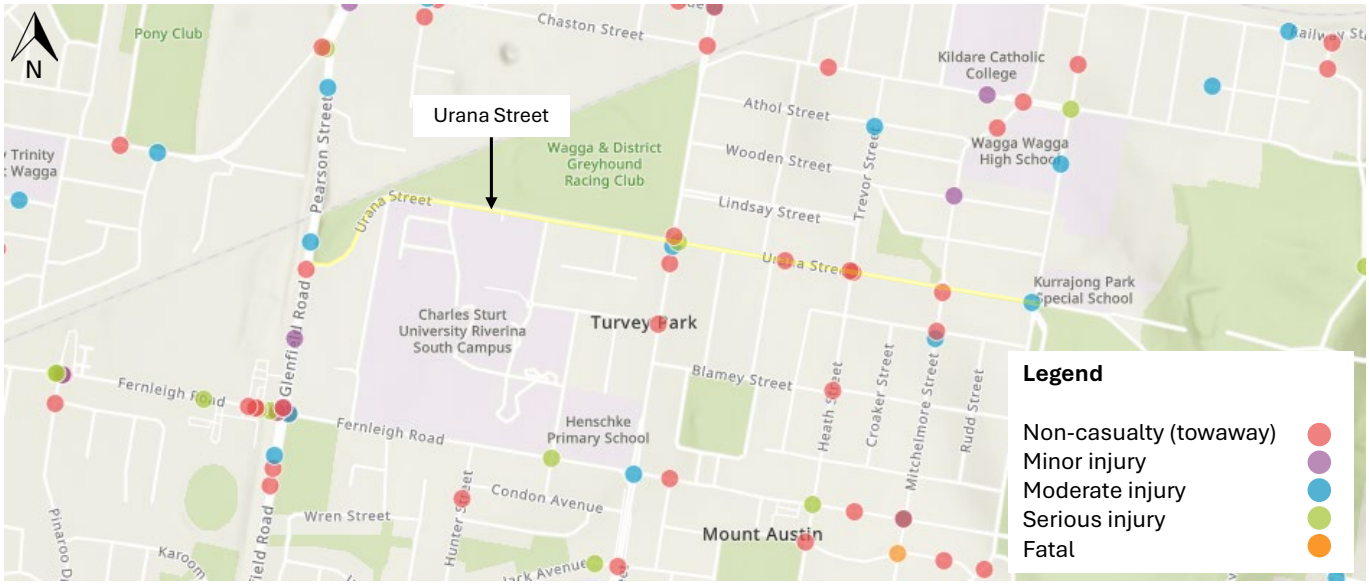


FIGURE 185: CRASH LOCATIONS ALONG URANA STREET BETWEEN PEARSON STREET AND MACLEAY STREET FROM 2019 TO 2023

From the available data, 10 crashes were recorded along or proximate to Urana Street:

- One (1) crash proximate to the Glenfield Road / Urana Street roundabout
  - Non-casualty (towaway)

- Three (3) crashes proximate to the Urana Street / Bourke Street roundabout
  - One (1) non-casualty (towaway)
  - One (1) moderate injury
  - One (1) serious injury
- One (1) crash on Urana Street between Halloran Street and Heath Street
  - Non-casualty (towaway)
- Three (3) crashes proximate to the Urana Street / Heath Street intersection:
  - Two (1) non-casualties (towaway)
  - One (1) serious injury
- One (1) crash proximate to the Urana Street / Mitchelmore Street roundabout
  - Non-casualty (towaway)
- One (1) crash proximate to the Urana Street / MacLeay Street roundabout:
  - Moderate injury.

It is noted that the number of crashes recorded at the Urana Street / Heath Street intersection exceed the lower limiting threshold for a non-signalised cross-intersection. A further analysis of crash types (RUM) is provided below.

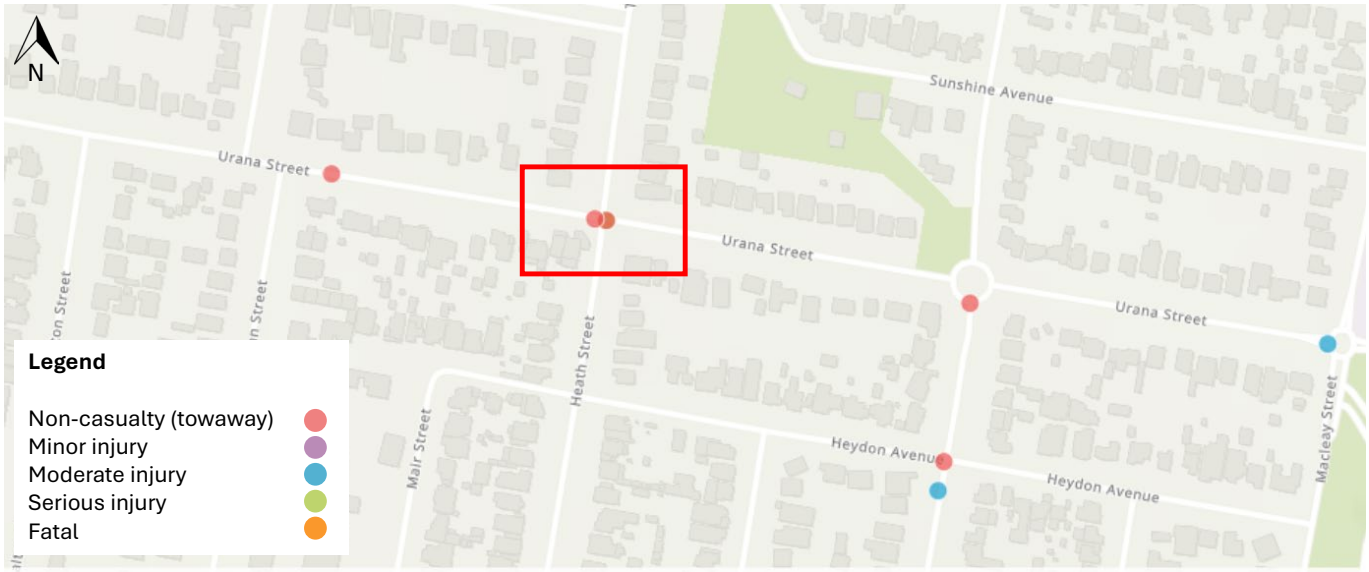


FIGURE 186: CRASH LOCATIONS AT THE URANA STREET / HEATH STREET INTERSECTION

TABLE 278: DETAILS OF CRASHES AT THE URANA STREET / HEATH STREET INTERSECTION

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2019	Non-casualty (towaway)	10	Cross traffic	X-intersection	Daylight
2019	Serious injury	10	Cross traffic	X-intersection	Dusk
2021	Non-casualty (towaway)	10	Cross traffic	X-intersection	Daylight

The information presented in the above table shows that the predominant crash type in the period from 2019 to 2023 involved vehicles from the adjacent direction (RUM code 10), whereby all three (3) recorded crashes at the Urana Street / Heath Street roundabout exhibited this crash type.

These types of crashes can be caused by several factors including:

- Restricted sight distance
- High approach speeds
- 'See through' effect on a minor road approach
- Obscured control sign, control lines or signal lanterns
- The presence of the intersection is not otherwise evident (at time of day)
- Traffic volumes too high for "Give Way" or "Stop" controls (inadequate gaps).

Countermeasures for these types of crashes typically include checking sight distance available and where practical, clear obstructions (including parked vehicles) to provide the appropriate standard of sight distance. An assessment of available sight distance at the intersection has been undertaken using *Google Maps* below.

TABLE 279: SIGHT DISTANCE CHECKS AT THE URANA STREET / HEATH STREET INTERSECTION

Approach		Approach sight distance		Safe intersection sight distance		Minimum gap sight distance	
	Posted speed	Requirement	Available	Requirement	Available	Requirement	Available
Urana Street (eastbound)	50km/hr	N/A		123m	Greater than 123m	55m	Greater than 55m
Urana Street (westbound)					Greater than 123m		Greater than 55m
Heath Street (northbound)		73m	Greater than 73m	N/A		69m	Greater than 69m
Trevor Street (southbound)			Greater than 73m				Greater than 69m

As detailed in above table, sight distance at the intersection appears to be adequate. Other countermeasures include checking visibility of traffic control devices (i.e., “Give Way” signs and line marking) and installation of appropriate warning signs and devices. An assessment of these and other typical countermeasures applicable to this location is provided below.

TABLE 280: TRAFFIC CONTROL VISIBILITY CHECKS AT THE URANA STREET / HEATH STREET INTERSECTION

Countermeasure	Comment
Check day and night visibility of traffic control devices and consider renewing, duplicating, delineating or enlarging the device.	Traffic control devices appear to be visible to approaching traffic.
Consider the installation of appropriate warning signs and devices.	Provisions of advance warning signage on Urana Street and Heath/Trevor Street.
Where a high frequency of night crashes is involved, consider adding or amending street lighting.	Crashes predominantly were recorded to occur during daylight hours.
Consider installation of channelisation such as median islands to support control devices on side road approaches, wide median treatments (where appropriate) and staggered intersection treatments in rural areas.	Median islands appear present on the Heath Street and Trevor Street approaches

This intersection form part of the Wagga Wagga City Council Active Transport Plan which is progressively being constructed. The section south of Urana Street has already been complete with the section north of Urana Street planned for commencement imminently. As a result, additional advance warning signage has already been installed on the Heath Street. The on-going monitoring of this intersection is the most appropriate action considering the recent and ongoing works planned at this location.

Fernleigh Road between Glenfield Road and Tobruk Street

The figure below shows the location of crashes along Fernleigh Road between Glenfield Road and Tobruk Street, recorded between the period from 2019 to 2023.

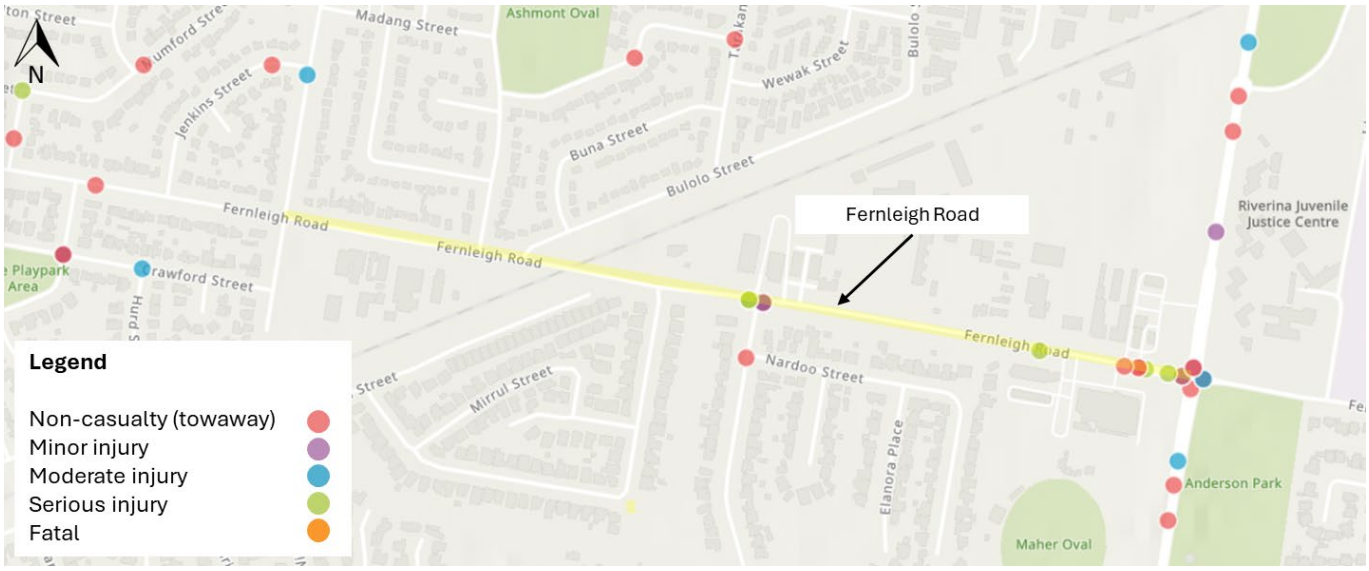


FIGURE 187: CRASH LOCATIONS ALONG FERNLEIGH ROAD BETWEEN GLENFIELD ROAD AND TOBRUK STREET FROM 2019 TO 2023

From the available data, eleven (11) crashes were recorded along Fernleigh Road between Glenfield Road and Tobruk Street:

- Five (5) crashes on Fernleigh Road between Glenfield Road and MacDonalds Access
  - Two (2) serious injuries
  - Three (3) non-casualties (towaway)
- One (1) crash on Fernleigh Road between MacDonalds Access and Pinaroo Drive
  - One (1) serious injury
- Five (5) crashes at the Glenfield Road and Pinaroo Drive intersection
  - Two (2) serious injuries
  - One (1) moderate injury
  - One (1) minor/other injury
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of eleven (11) crashes on Fernleigh Road between Glenfield Road and Tobruk Street is not considered to present any trends or patterns warranting further investigation.

Tobruk Street and Ashmont Ave between Fernleigh Road and Sturt Highway

The figure below shows the location of crashes along Tobruk Street and Ashmont Ave between Fernleigh Road and Sturt Highway, recorded between the period from 2019 to 2023.

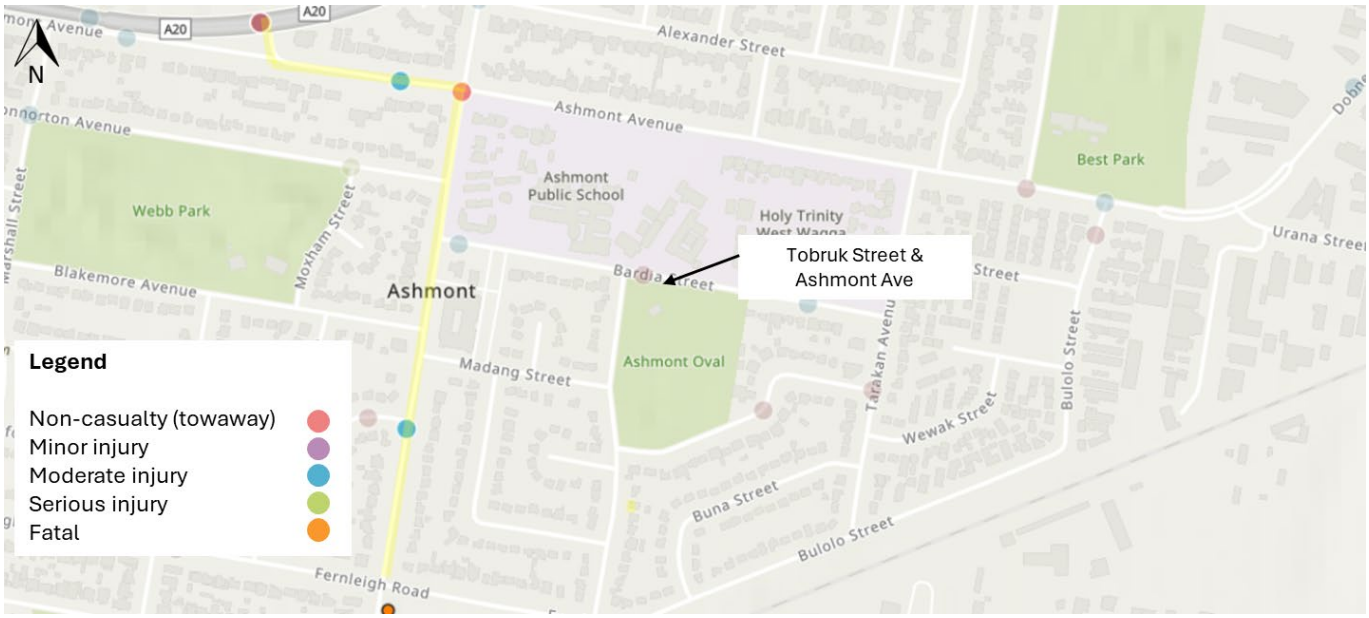


FIGURE 188: CRASH LOCATIONS ALONG TOBRUK STREET AND ASHMONT AVE BETWEEN FERNLEIGH RD AND STURT HIWY FROM 2019 TO 2023

From the available data, five (5) crashes were recorded along Tobruk Street and Ashmont Ave between Fernleigh Road and Sturt Highway:

- One (1) crash on Tobruk Street between Fernleigh Road and Jenkins Street
  - One (1) moderate injury
- One (1) crash at the Tobruk Street and Ashmont Ave intersection
  - One (1) non-casualty (towaway)
- One (1) crash on Ashmont Aven between Tobruk Street and the Sturt Highway
  - One (1) moderate injury
- Two (2) crashes at the Ashmont Ave and Sturt Highway intersection
  - One (1) moderate injury
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of five (5) crashes on Tobruk Street and Ashmont Ave between Fernleigh Road and Sturt Highway is not considered to present any trends or patterns warranting further investigation.

Docker Street / Bourke Street (between Edward Street and Urana Street)

The figure below shows the location of crashes along the section of Docker Street / Bourke Street, between Edward Street and Urana Street, recorded between the period from 2019 to 2023.

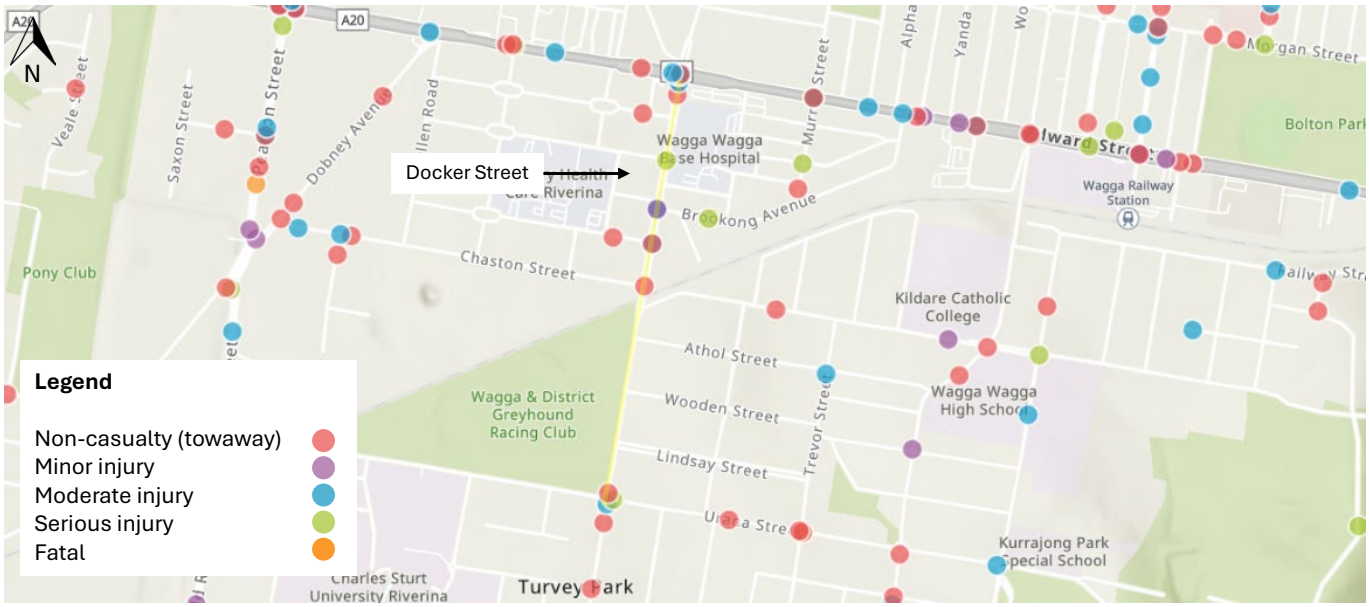


FIGURE 189: CRASH LOCATIONS ALONG DOCKER STREET / BOURKE STREET BETWEEN EDWARD ST AND URANA ST FROM 2019 TO 2023

From the available data, 15 crashes were recorded along or proximate to Docker Street / Bourke Street:

- Eight (8) crashes proximate to the Edward Street / Docker Street intersection
  - Three (3) non-casualties (towaway)
  - Four (4) moderate injuries
  - One (1) serious injury.
- One (1) crash on Docker Street between the Edward Street and Gormly Avenue
  - One (1) non-casualty (towaway)
- One (1) crash at the Docker Street / Hardy Avenue intersection
  - One (1) serious injury
- Two (2) crashes at the Docker Street / Brookong Avenue intersection
  - One (1) minor / other injury
  - One (1) moderate injury.
- Two (2) crashes at the Docker Street / Meurant Avenue intersection
  - One (1) non-casualty (towaway)
  - One (1) moderate injury
- One (1) crash at the Docker Street / Chaston Street intersection
  - One (1) non-casualty (towaway).
- Three (3) crashes proximate to the Bourke Street / Urana Street roundabout
  - One (1) non-casualty (towaway)
  - One (1) moderate injury
  - One (1) serious injury.

It is noted that the number of crashes recorded at the Edward Street / Docker Street intersection exceed the lower limiting threshold for a signalised intersection. A further analysis of crash types (RUM) is provided below.

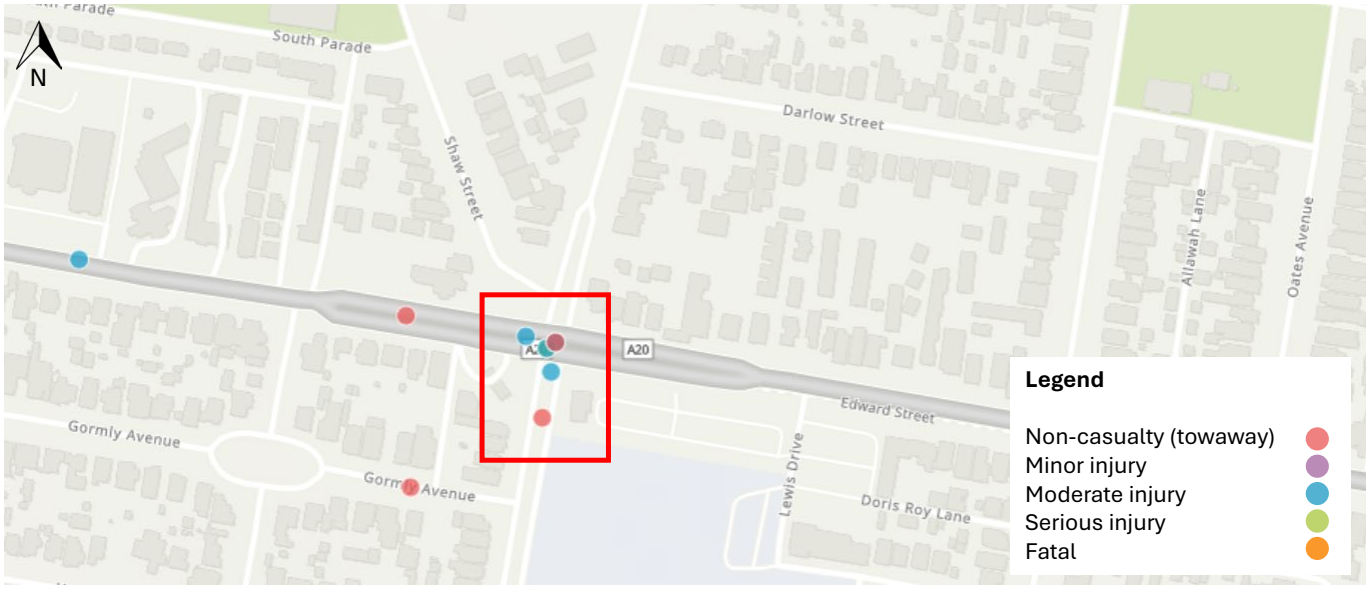


FIGURE 190: CRASH LOCATIONS AT THE EDWARD STREET / DOCKER STREET INTERSECTION

TABLE 281: DETAILS OF CRASHES AT THE EDWARD STREET / DOCKER STREET INTERSECTION

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2019	Moderate injury	30	Rear end	Divided road	Daylight
2019	Non-casualty (towaway)	21	Right through	X-intersection (signalised)	Daylight
2020	Non-casualty (towaway)	10	Cross traffic	X-intersection (signalised)	Daylight
2021	Non-casualty (towaway)	21	Right through	X-intersection (signalised)	Daylight
2022	Moderate injury	30	Rear end	X-intersection (signalised)	Daylight
2022	Moderate injury	30	Rear end	X-intersection (signalised)	Darkness
2023	Moderate injury	30	Rear end	X-intersection (signalised)	Daylight
2023	Serious injury	10	Cross traffic	X-intersection (signalised)	Daylight

Of the eight (8) recorded crashes at the Edward Street / Docker Street intersection:

- Two (2) crashes were recorded to be right-through in nature.
- Two (2) crashes were recorded to be cross-traffic in nature.
- Four (4) crashes were recorded to be rear-end in nature.

The occurrence of these types of crashes on Docker Street does not warrant further investigation, with respect to the crash-specific threshold values presented in the table above.

Docker Street between Sturt Highway and Morgan Street

The figure below shows the location of crashes along the section of Docker Street between Sturt Highway and Morgan Street, recorded between the period from 2019 to 2023.

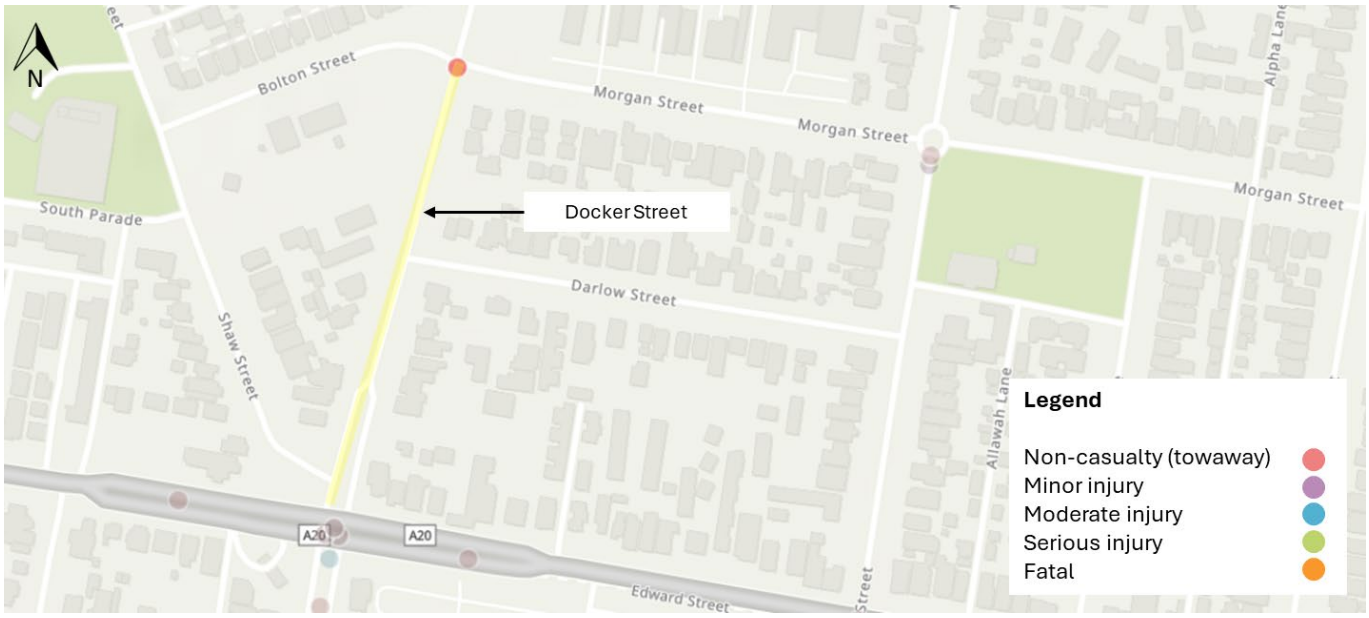


FIGURE 191: CRASH LOCATIONS ALONG DOCKER STREET BETWEEN STURT HIGHWAY AND MORGAN STREET FROM 2019 TO 2023

From the available data, three (3) crashes were recorded along or proximate to Docker Street between Sturt Highway and Morgan Street:

- Three (3) crashes at the Docker Street and Morgan Street intersection
  - Three (3) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of two (2) crashes on Docker Street between Sturt Highway and Morgan Street is not considered to present any trends or patterns warranting further investigation.

Chaston Street (between Docker Street and Dobney Avenue)

The figure below shows the location of crashes along Chaston Street, between Docker Street and Dobney Avenue, recorded between the period from 2019 to 2023.

FIGURE 192: CRASH LOCATIONS ALONG CHASTON STREET BETWEEN DOCKER STREET AND DOBNEY AVENUE FROM 2019 TO 2023

From the available data, five (5) crashes were recorded along Chaston Street between Docker Street and Dobney Avenue:

- One (1) crash at the Chaston Street and Dobney Avenue intersection
  - One (1) non-casualty (towaway)
- One (1) crash along Chaston Street between Dobney Avenue and Mortimer Place
  - One (1) moderate injury
- One (1) crash at the Chaston Street and Mortimer Place intersection
  - One (1) moderate injury
- One (1) crash along Chaston Street between Mortimer Place and Cullen Road and Coleman Street
  - One (1) non-casualty (towaway)
- One (1) crash at the Chaston Street and Docker Street intersection
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of five (5) crashes on Chaston Street between Docker Street and Dobney Avenue is not considered to present any trends or patterns warranting further investigation.

Wooden Street (between Bourke Street and Trevor Street)

The figure below shows the location of crashes along Wooden Street (between Bourke Street and Trevor Street), recorded between the period from 2019 to 2023.

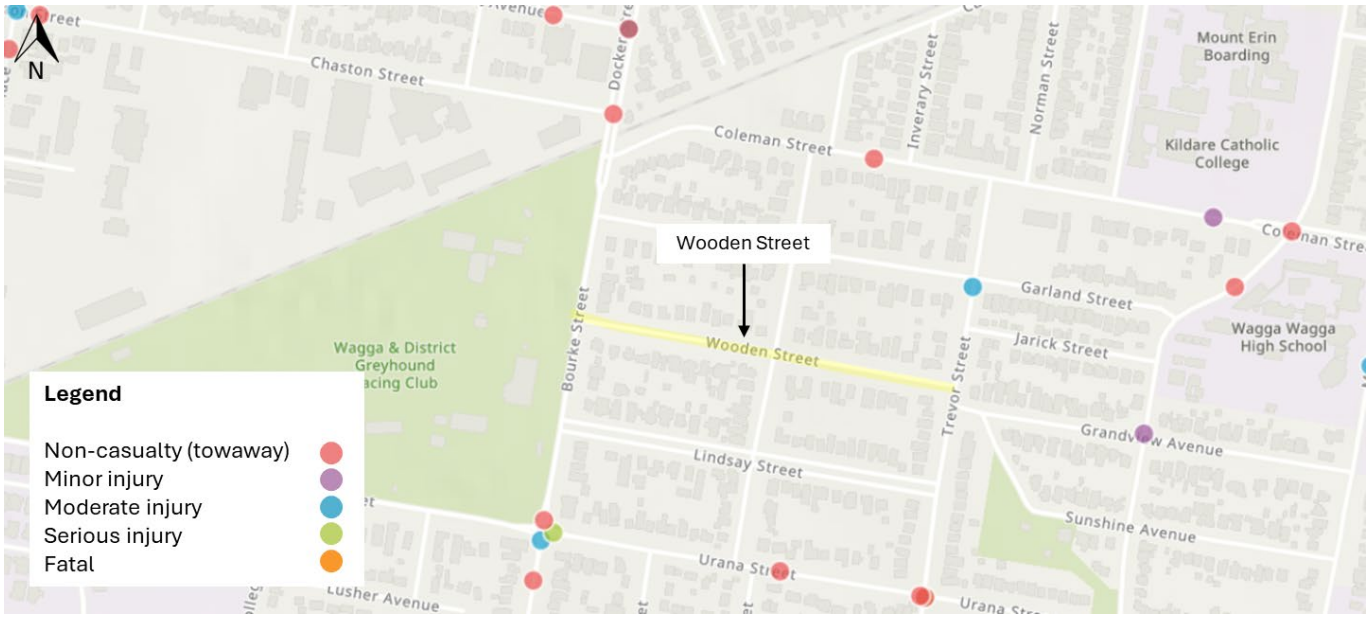


FIGURE 193: CRASH LOCATIONS ALONG WOODEN STREET BETWEEN BOURKE STREET AND TREVOR STREET FROM 2019 TO 2023

From the available data, no crashes were recorded along Wooden during the period between 2019 and 2023.

Trevor Street (between Urana Street and Coleman Street)

The figure below shows the location of crashes along Trevor Street (between Urana Street and Coleman Street), recorded between the period from 2019 to 2023.

FIGURE 194: CRASH LOCATIONS ALONG TREVOR STREET BETWEEN URANA STREET AND COLEMAN STREET FROM 2019 TO 2023

From the available data, one (1) crash was recorded along Trevor Street (refer Uran Street analysis for intersection between Trevor Street and Urana Street):

- One (1) crash at the Trevor Street and Garland Street / Athol Street intersection
  - One (1) moderate injury

With respect to the identified thresholds, the occurrence of one (1) crash on Trevor Street is not considered to present any trends or patterns warranting further investigation.

Murray Street (between Edward Street and Brookong Avenue)

The figure below shows the location of crashes along the section of Urana Street, between Pearson Street and McLeay Street, recorded between the period from 2019 to 2023.

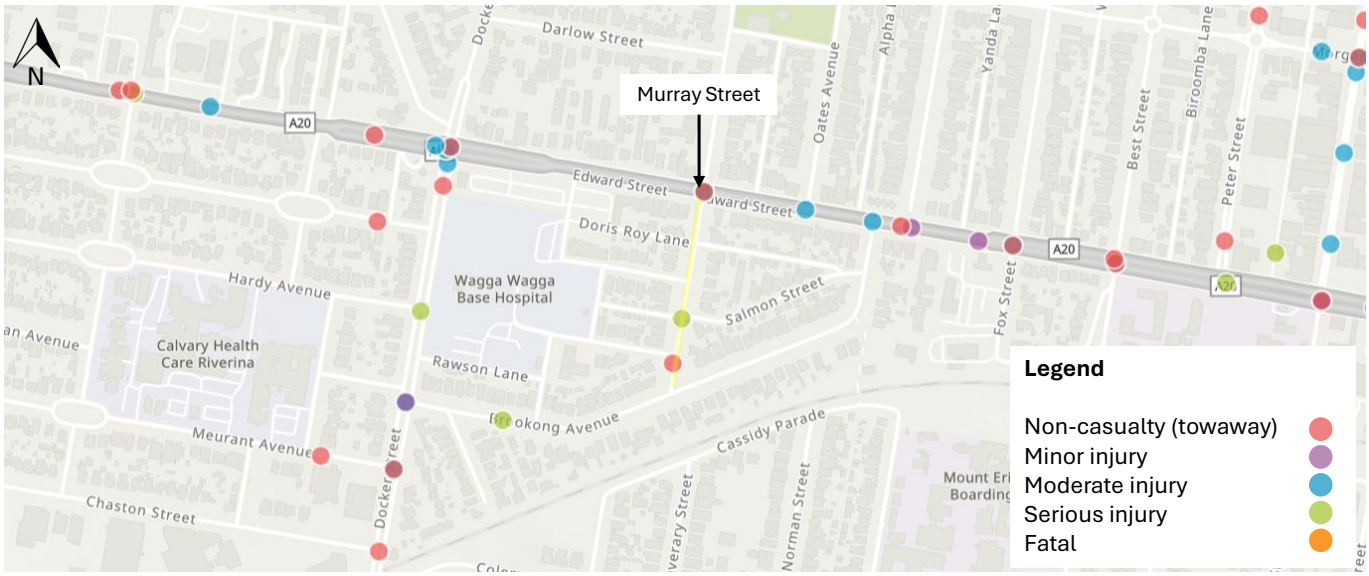


FIGURE 195: CRASH LOCATIONS ALONG MURRAY STREET BETWEEN EDWARD STREET AND BROOKONG AVENUE FROM 2019 TO 2023

From the available data, seven (7) crashes were recorded along or proximate to Murray Street:

- Five (5) crashes proximate to the Edward Street / Murray Street intersection
  - Two (2) non-casualties (towaway)
  - Two (2) moderate injuries
  - One (1) serious injury
- One (1) crash proximate to the Murray Street / Salmon Street intersection
  - Serious injury
- One (1) crash on Murray Street between Brookong Avenue and Yathong Street
  - Non-casualty (towaway).

It is noted that the number of crashes recorded at the Edward Street / Murray Street intersection exceed the lower limiting threshold for a non-signalised cross-intersection. A further analysis of crash types (RUM) is provided below.

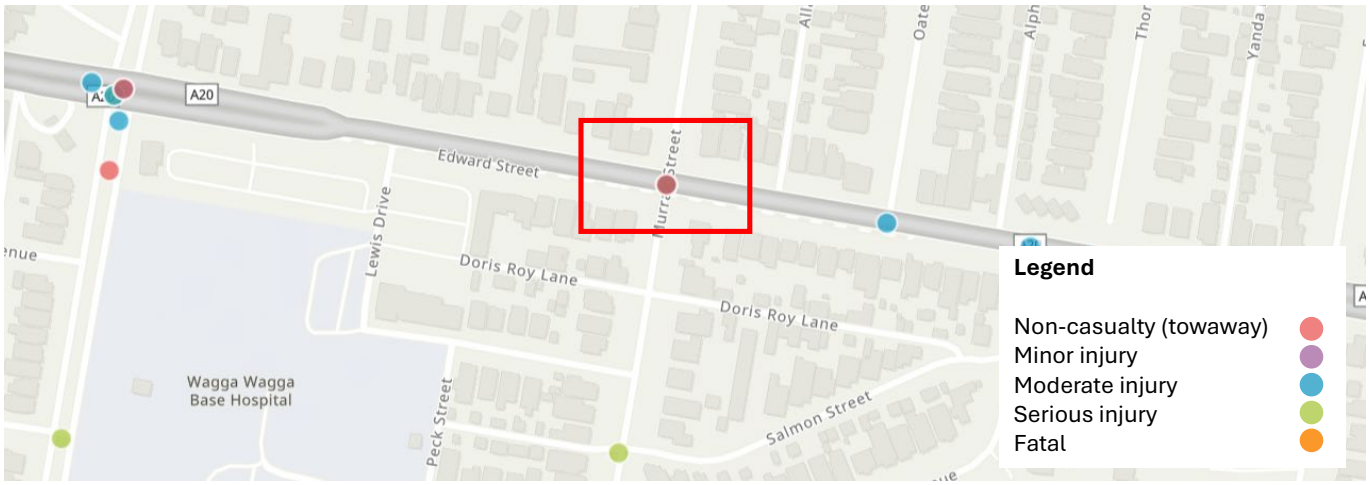


FIGURE 196: CRASH LOCATIONS AT THE EDWARD STREET / MURRAY STREET INTERSECTION

TABLE 282: DETAILS OF CRASHES AT THE EDWARD STREET / MURRAY STREET INTERSECTION

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2019	Moderate injury	10	Cross traffic	X-intersection	Daylight
2022	Serious injury	21	Right through	X-intersection	Daylight
2022	Non-casualty (towaway)	10	Cross traffic	X-intersection	Daylight
2022	Non-casualty (towaway)	10	Cross traffic	X-intersection	Daylight
2022	Moderate injury	21	Right through	X-intersection	Daylight

The information presented in the above table shows that the predominant crash type in the period from 2019 to 2023 involved vehicles from the adjacent direction (RUM code 10), whereby three (3) recorded crashes at the Edward Street / Murray Street intersection exhibited this crash type. It is however noted that all recorded crashes occurred prior to the upgrade of the Edward Street / Murray Street intersection to be signalised in 2023.

Brookong Avenue (between Murray Street and the site access)

The figure below shows the location of crashes along Brookong Avenue, between Murray Street and the site access recorded between the period from 2019 to 2023.

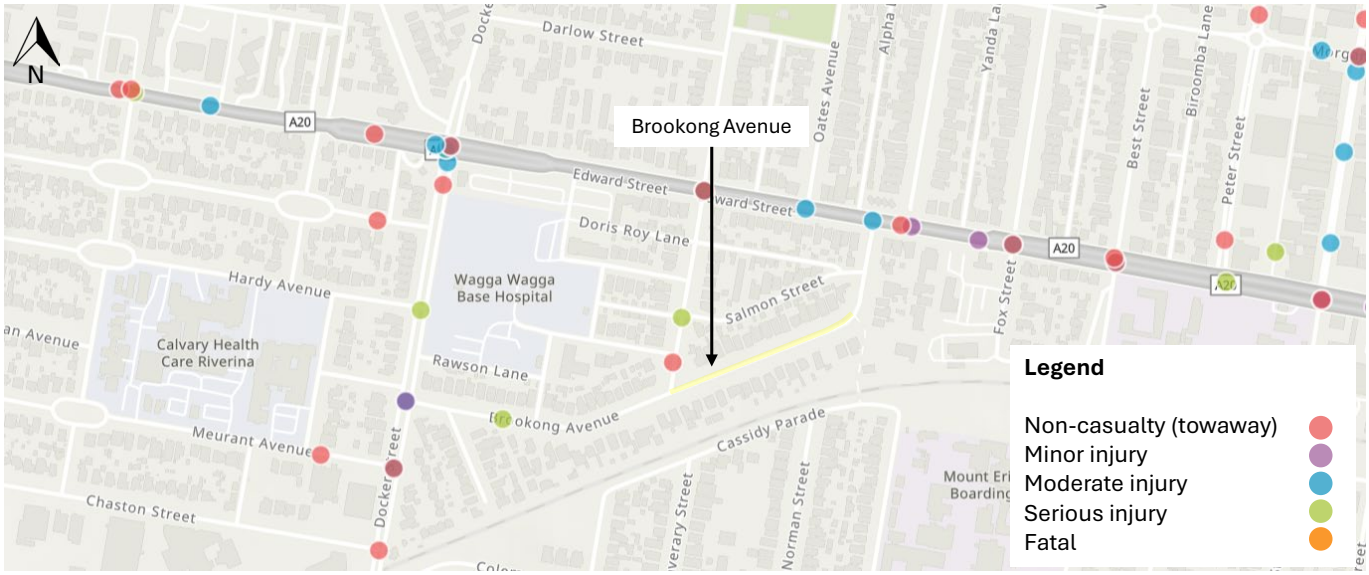


FIGURE 197: CRASH LOCATIONS ALONG BROOKONG AVENUE BETWEEN MURRAY STREET AND THE SITE ACCESS FROM 2019 TO 2023

From the available data, no crashes were recorded along Brookong Avenue the period between 2019 and 2023.

Donnelly Avenue (between Fox Street and Little Best Street)

The figure below shows the location of crashes along Donnelly Avenue, between Fox Street and Little Best Street, recorded between the period from 2019 to 2023.

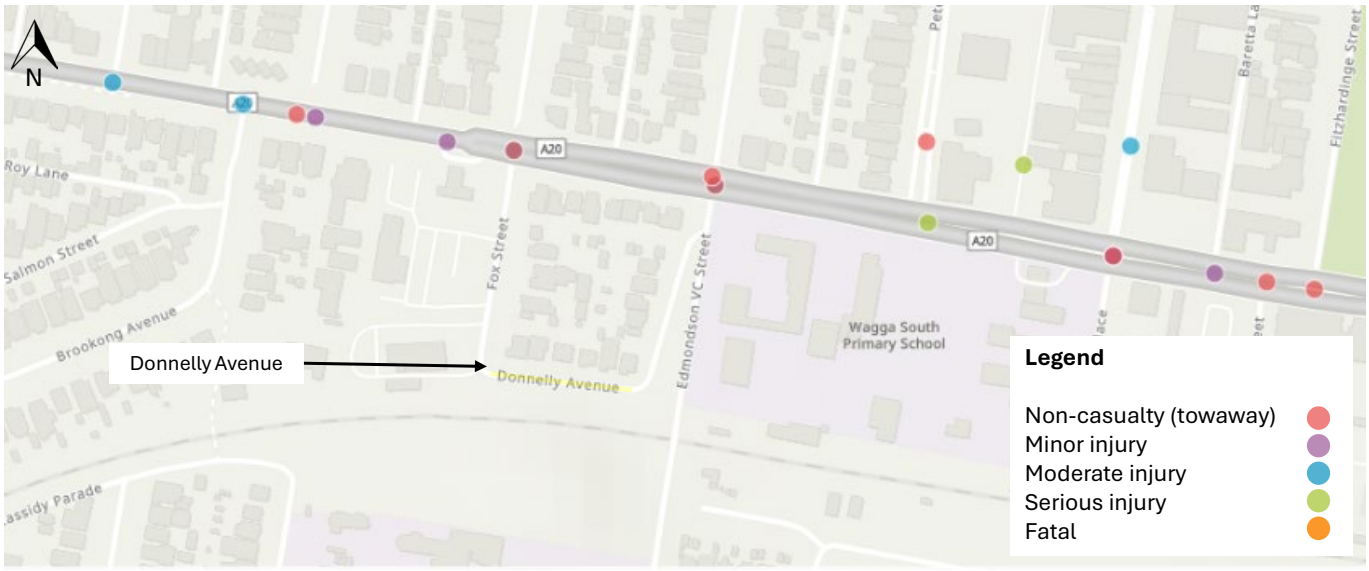


FIGURE 198: CRASH LOCATIONS ALONG DONNELLY AVENUE BETWEEN FOX STREET AND LITTLE BEST STREET FROM 2019 TO 2023

From the available data, no crashes were recorded along Cassidy Parade during the period between 2019 and 2023.

Little Best Street (between Donnelly Avenue and Best Street)

The figure below shows the location of crashes along Little Best Street, between Donnelly Avenue and Best Street, recorded between the period from 2019 to 2023.

FIGURE 199: CRASH LOCATIONS ALONG LITTLE BEST STREET BETWEEN DONNELLY AVENUE AND BEST STREET FROM 2019 TO 2023

From the available data, no crashes were recorded along Little Best Street during the period between 2019 and 2023.

Edmondson Street / Best Street (between Edward Street and Erin Street

The figure below shows the location of crashes along Edmondson Street / Best Street, between Edward Street and Erin Street recorded between the period from 2019 to 2023.

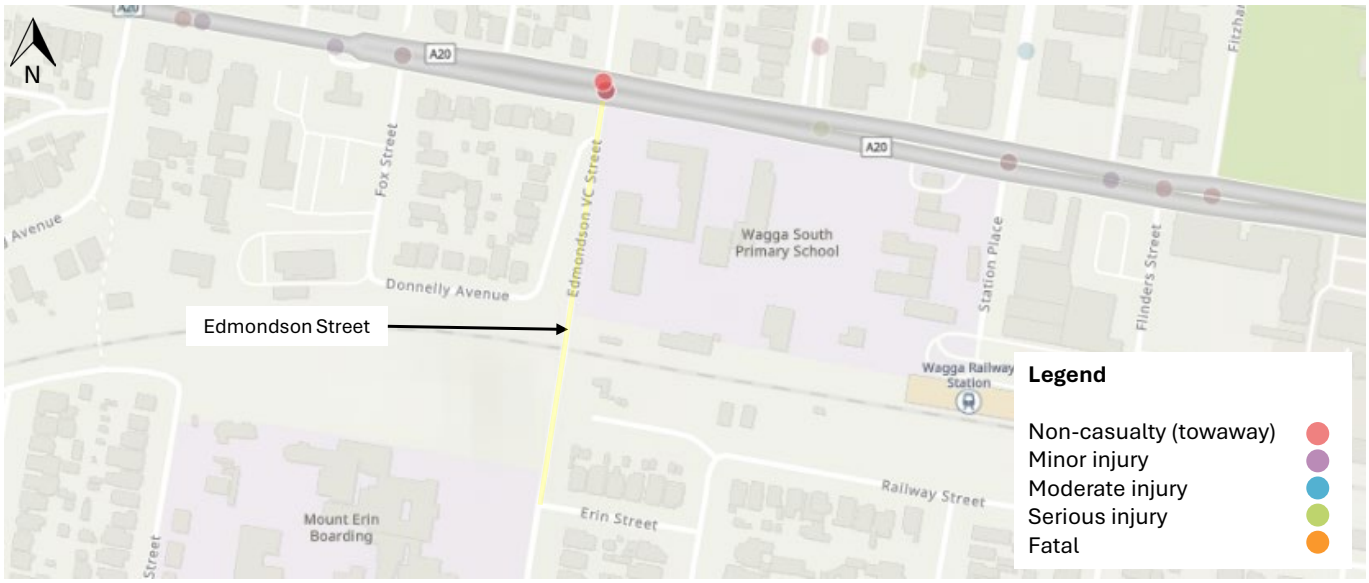


FIGURE 200: CRASH LOCATIONS ALONG EDMONDSON STREET BETWEEN EDWARD STREET AND ERIN STREET FROM 2019 TO 2023

From the available data, four (4) crashes were recorded along or proximate to Edmondson Street:

- Four (4) crashes proximate to the Edward Street / Edmondson Street / Best Street intersection
  - Three (3) non-casualties (towaway)
  - One (1) moderate injury.

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

Erin Street (between Edmondson Street and MacLeay Street)

The figure below shows the location of crashes along Erin Street, between Edmondson Street and Macleay Street, recorded between the period from 2019 to 2023.

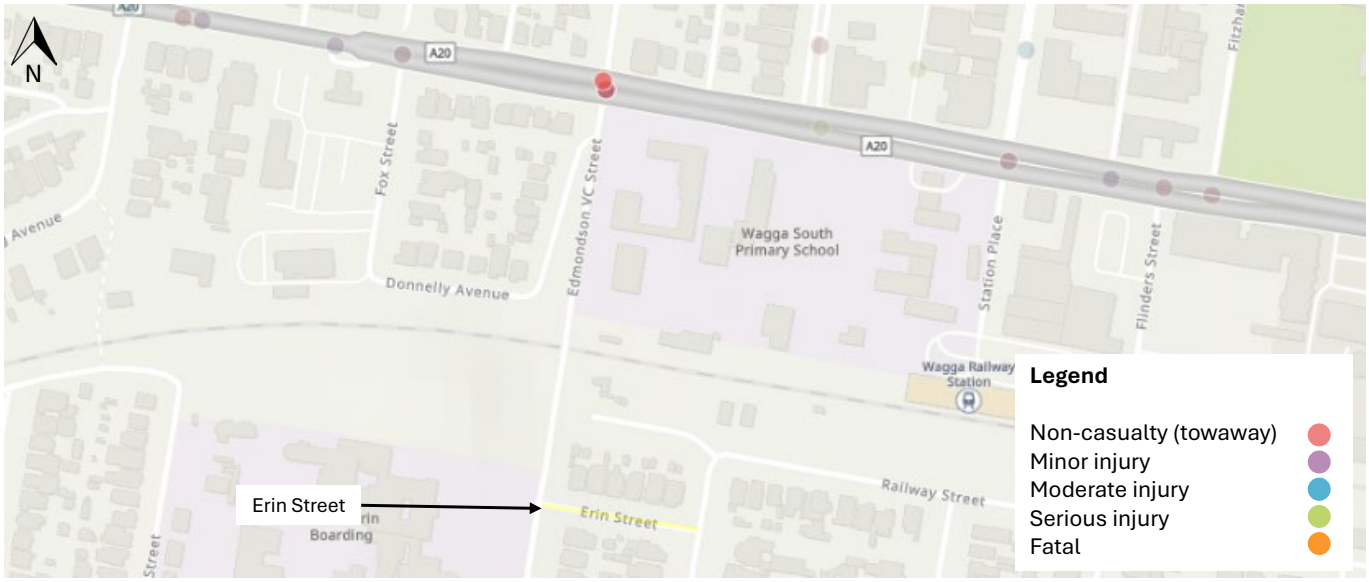


FIGURE 201: CRASH LOCATIONS ALONG ERIN STREET BETWEEN EDMONDSON STREET AND MACLEAY STREET FROM 2019 TO 2023

From the available data, no crashes were recorded along Erin Street during the period between 2019 and 2023.

Station Place

The figure below shows the location of crashes along Station Place, recorded between the period from 2019 to 2023.

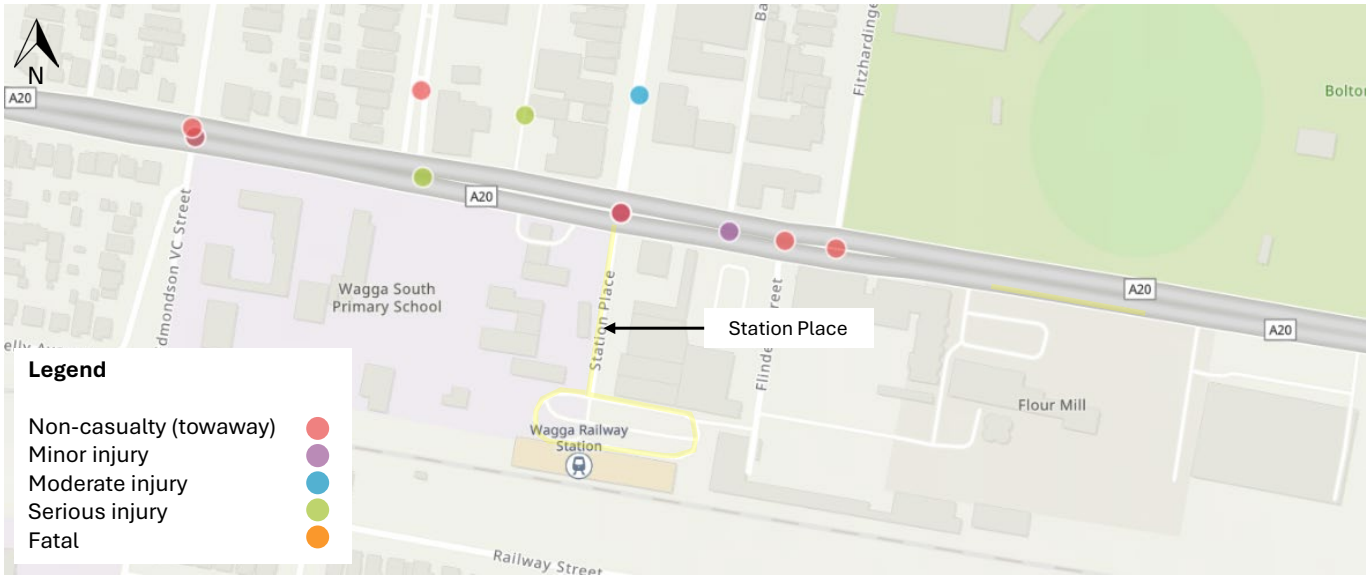


FIGURE 202: CRASH LOCATIONS ALONG STATION PLACE FROM 2019 TO 2023

From the available data, three (3) crashes were recorded along or proximate to Station Place:

- Three (3) crashes proximate to the Edward Street / Station Place intersection
  - One (1) non-casualty (towaway)
  - One (1) minor injury
  - One (1) moderate injury.

With respect to the identified thresholds, the occurrence of three (3) crashes on Station Place is not considered to present any trends or patterns warranting further investigation.

MacLeay Street (between Railway Street and Urana Street)

The figure below shows the location of crashes along MacLeay Street, between Railway Street and Urana Street, recorded between the period from 2019 to 2023.

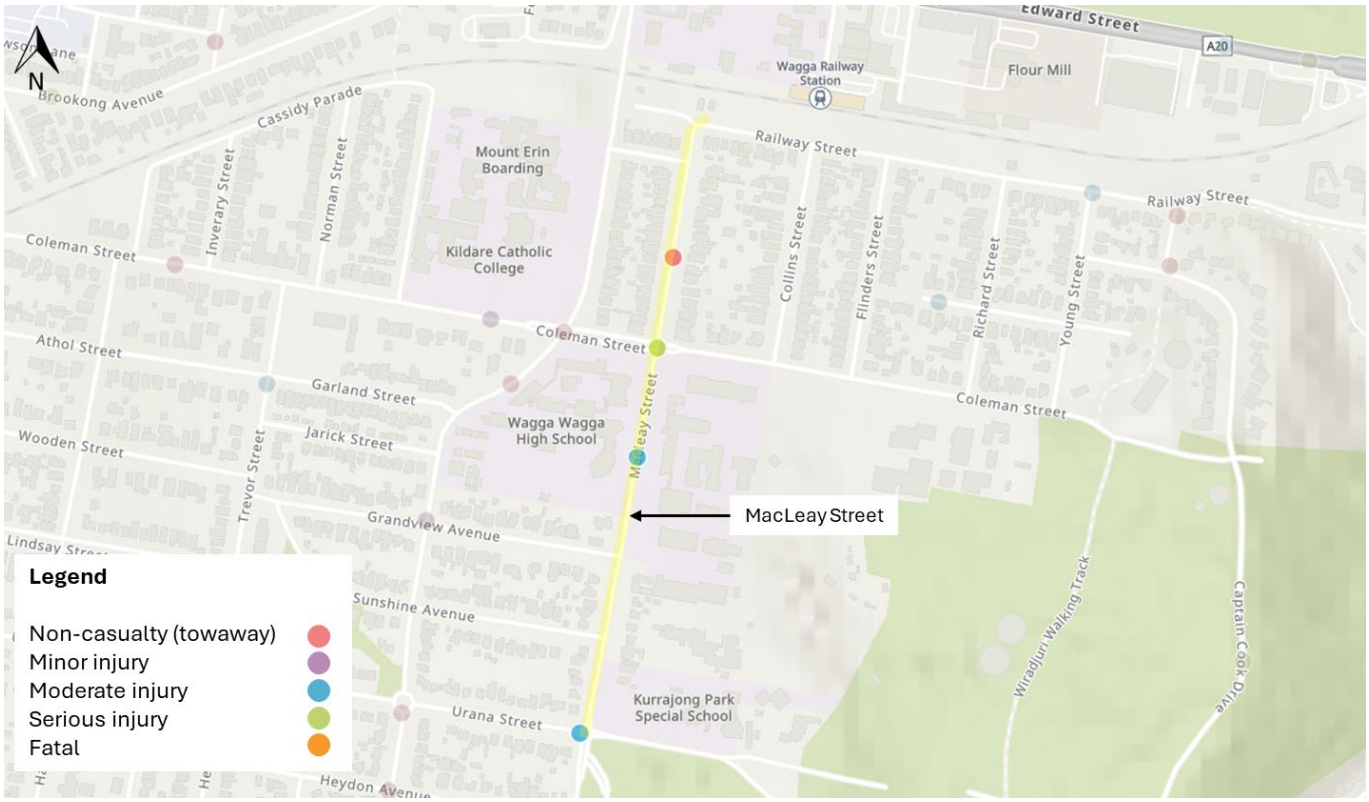


FIGURE 203: CRASH LOCATIONS ALONG MACLEAY STREET BETWEEN RAILWAY STREET AND URANA STREET FROM 2019 TO 2023

From the available data, four (4) crashes were recorded along MacLeay Street:

- One (1) crash along MacLeay Street between Erin Street and Coleman Street
  - One (1) non-casualty (towaway)
- One (1) crash at the MacLeay Street and Coleman Street intersection
  - One (1) serious injury
- One (1) crash along MacLeay Street between Coleman Street and Grandview Avenue
  - One (1) moderate injury
- One (1) crash at the MacLeay Street and Urana Street roundabout
  - One (1) moderate injury

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

Railway Street (between Lake Albert Road and MacLeay Street)

The figure below shows the location of crashes along Railway Street, recorded between the period from 2019 to 2023.

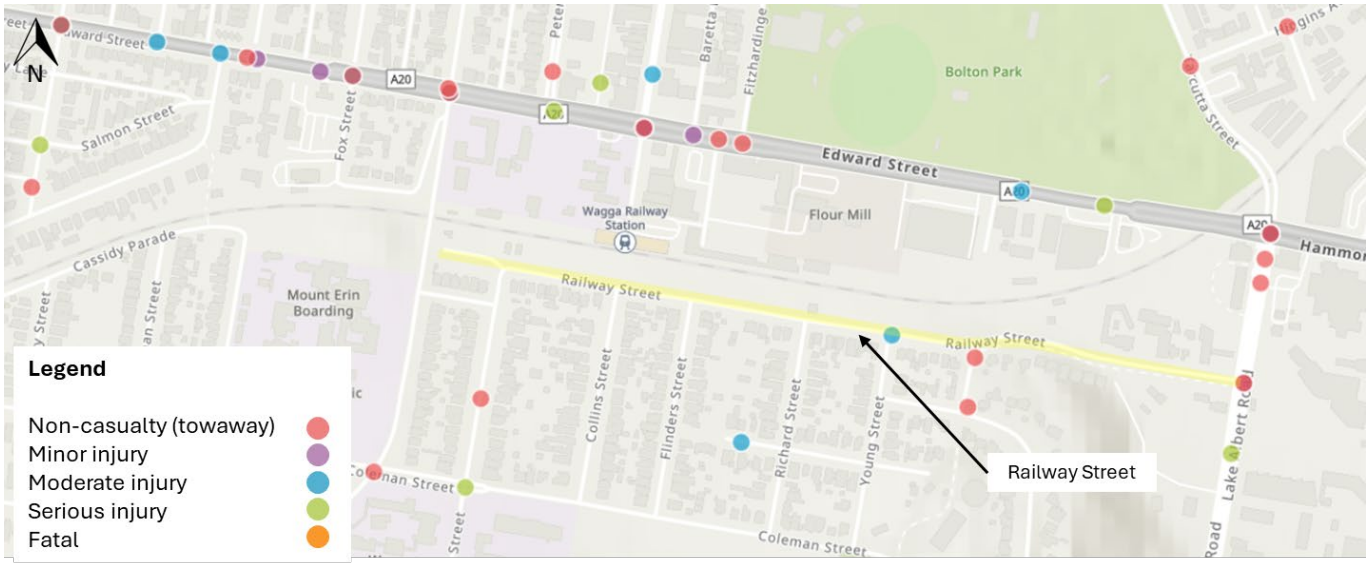


FIGURE 204: CRASH LOCATIONS ALONG RAILWAY STREET FROM 2019 TO 2023

From the available data, three (3) crashes were recorded along Railway Street:

- Two (2) crashes proximate to the Railway Street and Lake Albert Road intersection
  - One (1) non-casualty (towaway)
  - One (1) minor/other injury
- One (1) crash proximate the Railway Street and Young Street intersection
  - One (1) moderate injury

With respect to the identified thresholds, the occurrence of three (3) crashes on Railway Street is not considered to present any trends or patterns warranting further investigation.

Bourke Street between Urana Street and Red Hill Road

The figure below shows the location of crashes along the section of Bourke Street, between Urana Street and Red Hill Road, recorded between the period from 2019 to 2023.

FIGURE 205: CRASH LOCATIONS ALONG BOURKE ST BETWEEN BOURKE ST BETWEEN URANA ST AND RED HILL RD FROM 2019 TO 2023

From the available data, thirty-three (33) crashes were recorded along or proximate to Bourke Street between Urana Street and Red Hill Road:

- Three (3) crashes proximate to the Urana Street / Bourke Street roundabout
  - One (1) non-casualty (towaway)
  - One (1) moderate injury
  - One (1) serious injury
- One (1) crash on Bourke Street between Urana Street and Charleville Road
  - One (1) non-casualty (towaway)
- One (1) crash at the Bourke Street and Charleville Road intersection
  - One (1) non-casualty (towaway)
- One (1) crash at the Bourke Street and Fernleigh Road signalised intersection
  - One (1) moderate injury
- One (1) crash at the Bourke Street and Jack Avenue intersection
  - One (1) non-casualty (towaway)
- One (1) crash on Bourke Street between Jack Avenue and Spooner Avenue
  - One (1) serious injury
- Three (3) crashes proximate to the Bourke Street and Huthwaite Street intersection
  - Three (3) non-casualties (towaway)
- Three (3) crashes proximate to the Bourke Street and Leavenworth Drive intersection
  - One (1) non-casualty (towaway)
  - Two (2) moderate injury
- One (1) crash on proximate the Bourke Street and Maher Street intersection
  - One (1) serious injury
- Two (2) crashes at the Bourke Street and Temerloh Avenue intersection
  - One (1) non-casualty (towaway)
  - One (1) moderate injury.
- Three (3) crashes on Bourke Street between Temerloh Avenue and Bruce Street
  - One (1) fatal injury
  - One (1) serious injury
  - One (1) moderate injury
- Four (4) crashes at the Bourke Street and Bruce Street intersection
  - Three (3) serious injuries
  - One (1) moderate injury
- Two (2) crash on Bourke Street between Henschke Avenue and Red Hill Road
  - Two (2) moderate injuries

- Seven (7) crashes at the Red Hill Road and Bourke Street roundabout
  - One (1) serious injury
  - Four (4) non-casualties (towaway)
  - Two (2) minor / other injuries

It is noted that the number of crashes recorded at the Red Hill Road and Bourke Street roundabout exceed the lower limiting threshold for a signalised intersection. A further analysis of crash types (RUM) is provided below in the Red Hill Road crash analysis section.

With respect to the identified thresholds, the remaining occurrence of twenty-six (26) crashes on Bourke Street between Urana Street and Red Hill Road is not considered to present any trends or patterns warranting further investigation.

Tarcutta Street between Sturt Highway and Morgan Street

The figure below shows the location of crashes along the section of Tarcutta Street between Sturt Highway and Morgan Street, recorded between the period from 2019 to 2023.

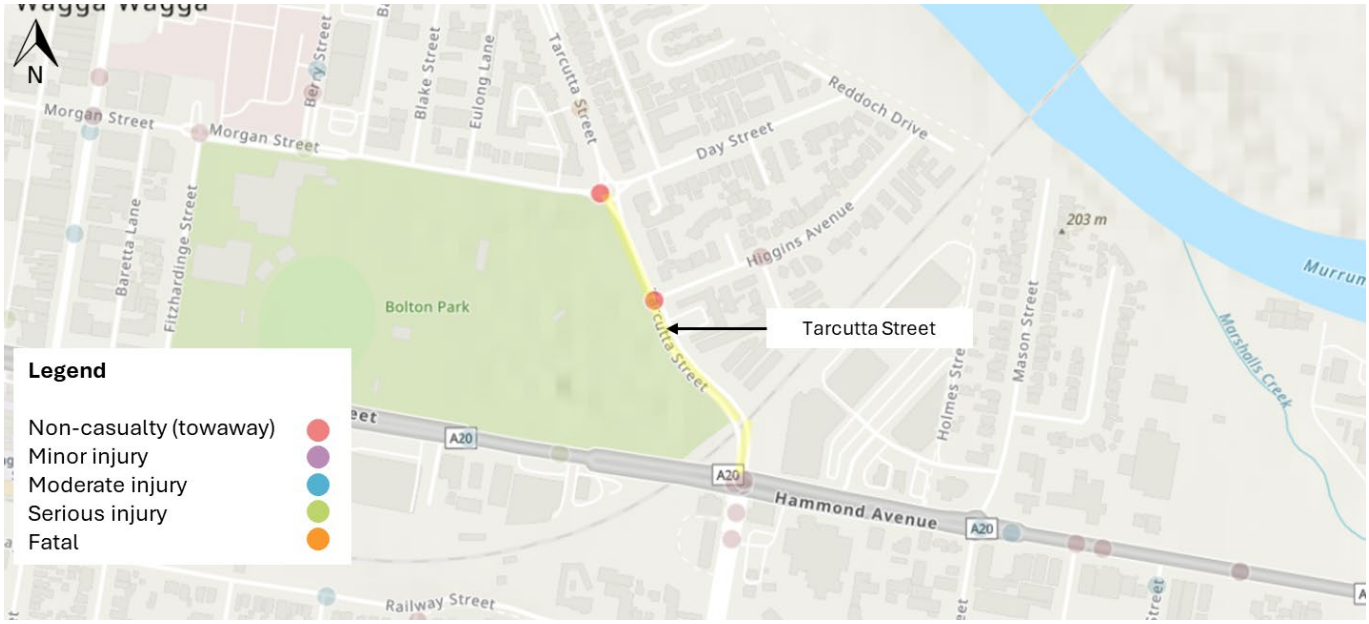


FIGURE 206: CRASH LOCATIONS ALONG TARCUTTA STREET BETWEEN STURT HIGHWAY AND MORGAN STREET FROM 2019 TO 2023

From the available data, two (2) crashes were recorded along or proximate to Tarcutta Street between Sturt Highway and Morgan Street:

- One (1) crash at the Tarcutta Street and Higgins Street intersection
  - One (1) non-casualty (towaway)
- One (1) crash at the Tarcutta Street and Morgan Street/Day Street intersection
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of two (2) crashes on Tarcutta Street between Sturt Highway and Morgan Street is not considered to present any trends or patterns warranting further investigation.

Lake Albert Road between Sturt Highway and Copland Street

The figure below shows the location of crashes along the section of Lake Albert Road between Sturt Highway and Copland Street, recorded between the period from 2019 to 2023.

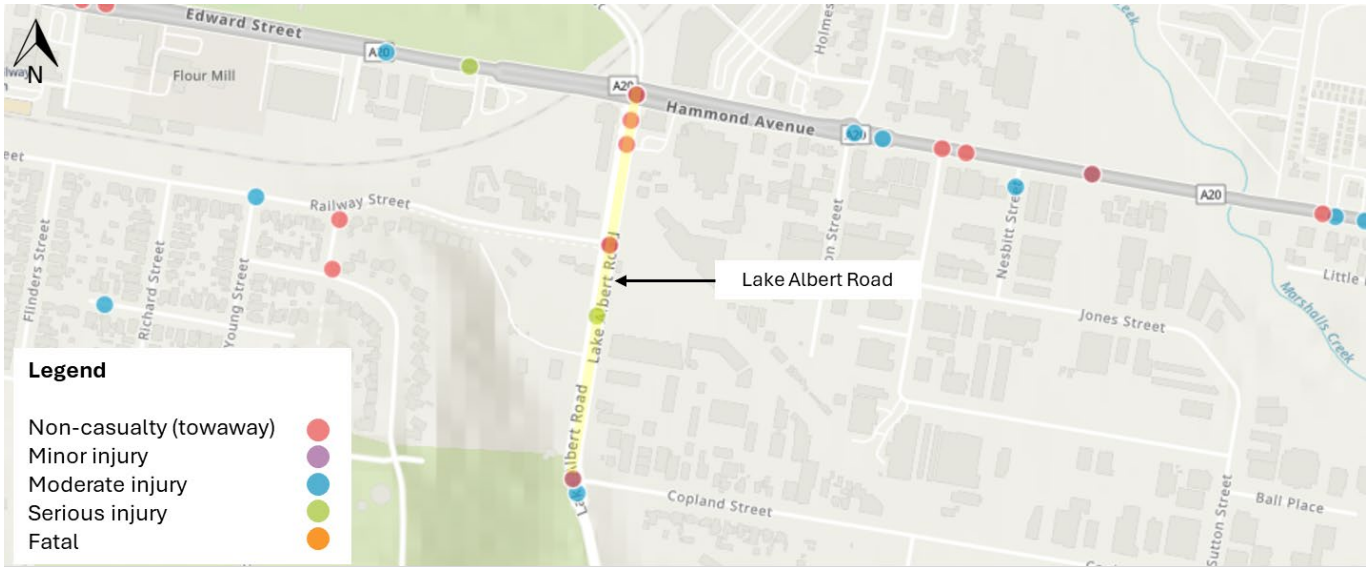


FIGURE 207: CRASH LOCATIONS ALONG LAKE ALBERT ROAD BETWEEN STURT HIGHWAY AND COPLAND STREET FROM 2019 TO 2023

From the available data, thirteen (13) crashes were recorded along or proximate to Lake Albert Road between Sturt Highway and Copland Street:

- Three (3) crashes at the Copland Street and Lake Albert Road signalised intersection
  - One (1) non-casualty (towaway)
  - Two (2) moderate injuries
- One (1) crash on Lake Albert Road between Copland Street and Railway Street
  - One (1) serious injury
- Two (2) crashes at the Lake Albert Road and Railway Street signalised intersection
  - One (1) non-casualty (towaway)
  - One (1) minor / other injury
- Two (2) crashes at the Lake Albert Road between Railway Street and Sturt Highway
  - Two (2) non-casualties (towaway)
- Five (5) crashes at the Lake Albert Road and Sturt Highway signalised intersection
  - Two (2) serious injury.
  - One (1) moderate injury
  - One (1) non-casualty (towaway)
  - One (1) minor / other injury

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

Lake Albert Road between Copland Street and Faye

The figure below shows the location of crashes along the section of Lake Albert Road between Copland Street and Faye Ave, recorded between the period from 2019 to 2023.

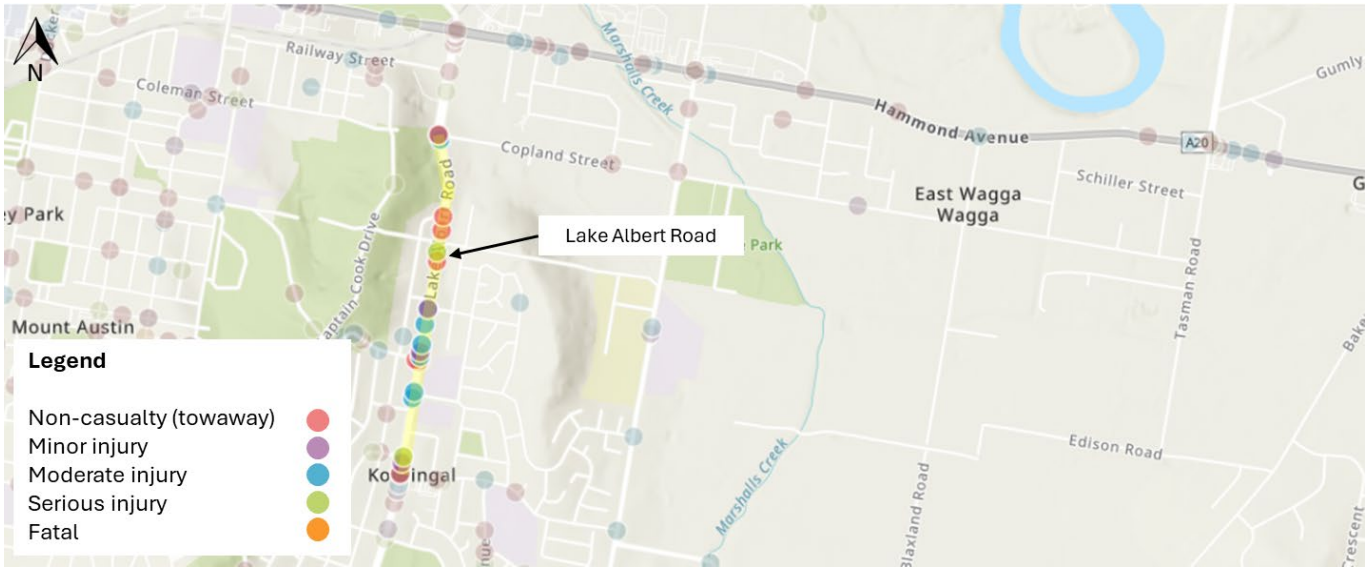


FIGURE 208: CRASH LOCATIONS ALONG LAKE ALBERT ROAD BETWEEN COPLAND STREET AND FAYE AVE FROM 2019 TO 2023

From the available data, twenty four (24) crashes were recorded along or proximate to Lake Albert Road between Copland Street and Faye Ave:

- Three (3) crashes at the Copland Street and Lake Albert Road signalised intersection
  - One (1) non-casualty (towaway)
  - Two (2) moderate injuries
- One (1) crash on Lake Albert Road between Copland Street and Warrawong Street
  - One (1) moderate injury
- One (1) crash proximate the Lake Albert Road and Warrawong Street intersection
  - One (1) non-casualty (towaway)
- One (1) crash on Lake Albert Road between Warrawong Street and Mount Street
  - One (1) non-casualty (towaway)
- Two (2) crashes on Lake Albert Road between Mount Street and Wattle Street
  - One (1) non-casualty (towaway)
  - One (1) serious injury
- Three (3) crashes at the Lake Albert Road and Sherwood Avenue intersection
  - One (1) minor/other injury
  - Two (2) moderate injuries
- Three (3) crashes on Lake Albert Road between Sherwood Avenue and Lord Baden Powell Drive
  - One (1) minor/other injury
  - Two (2) moderate injuries
- Three (3) crashes at the Lake Albert Road and Lord Baden Powell Drive intersection
  - One (1) non-casualty (towaway)
  - Two (2) moderate injuries
- Two (2) crashes proximate the Lake Albert Road and White Avenue intersection
  - Two (2) moderate injuries
- One (1) crash at the Lake Albert Road and Meadow Street intersection
  - One (1) serious injury
- One (1) crash on Lake Albert Road between Meadow Street and Faye Ave
  - One (1) minor/other injury
- Three (3) crashes at the Lake Albert Road and Faye Ave intersection
  - One (1) serious injury
  - Two (2) moderate injuries
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of the twenty four (24) crashes on Lake Albert Road between Copland Street and Faye is not considered to present any trends or patterns warranting further investigation.

Lake Albert Road/Plumpton Road between Faye Ave and Red Hill Road/Kooringal Road

The figure below shows the location of crashes along the section of Lake Albert Road between Faye Ave and Red Hill Road/Kooringal Road, recorded between the period from 2019 to 2023.

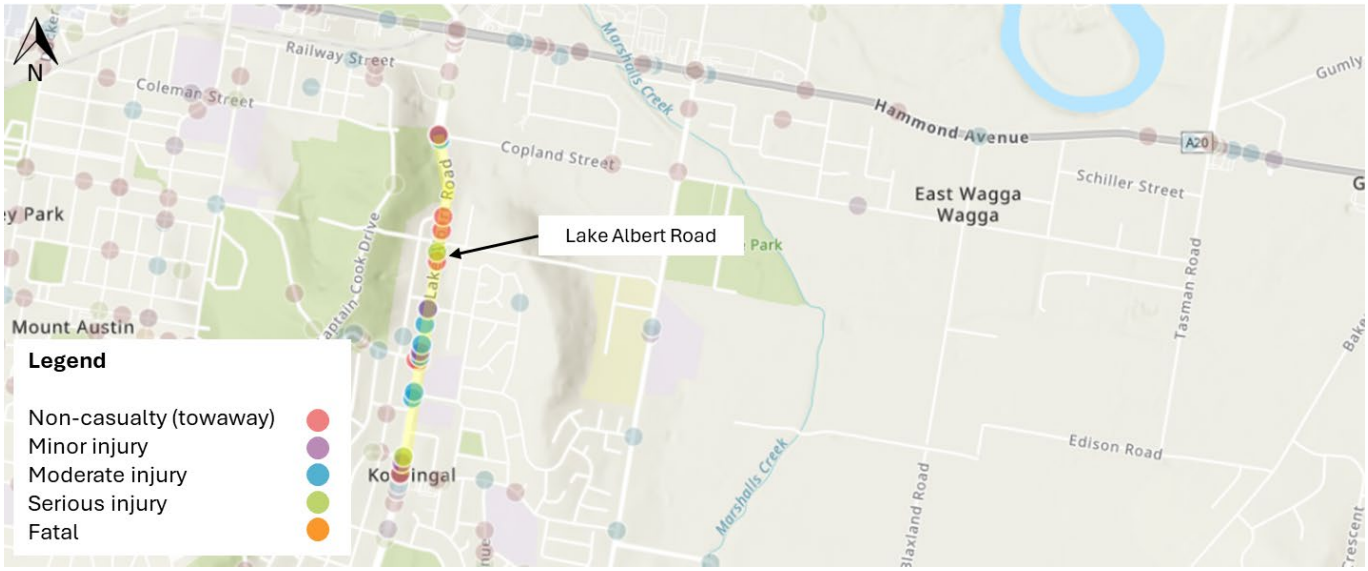


FIGURE 209: CRASH LOCATIONS ALONG LAKE ALBERT RD/PLUMPTON RD BTW FAYE AVE & RED HILL RD/KOORINGAL RD FROM 2019 TO 2023

From the available data, sixteen (16) crashes were recorded along or proximate to Lake Albert Road/Plumpton Road between Faye Ave and Red Hill Road/Kooringal Road:

- Four (4) crashes om Lake Albert Road between Faye Ave and James Street
  - One (1) non-casualty (towaway)
  - One (1) moderate injury
  - Two (2) minor/other injuries
- One (1) crash at the Lake Albert Road and The Boulevarde intersection (north)
  - One (1) serious injury
- One (1) crash at the Lake Albert Road and The Boulevarde intersection (south)
  - One (1) moderate injury
- Three (3) crashes at the Lake Albert Road and Stanley Street intersection
  - Three (3) moderate injuries
- One (1) crash on Lake Albert Road between Stanley Street and Marconi Street
  - One (1) moderate injury
- One (1) crash at the Lake Albert Road and Marconi Street intersection
  - One (1) moderate injury
- Four (4) crashes at the Lake Albert Road and Plumpton Road intersection
  - Three (3) moderate injuries
  - One (1) minor/other injury
- One (1) crash at the Plumpton Road and Cook Street intersection
  - One (1) minor/other injury

With respect to the identified thresholds, the occurrence of the sixteen (16) crashes on Lake Albert Road/Plumpton Road between Faye Ave and Red Hill Road/Kooringal Road is not considered to present any trends or patterns warranting further investigation.

Faye Ave between Lake Albert Road and Kooringal Road

The figure below shows the location of crashes along Faye Ave between Lake Albert Road and Kooringal Road, recorded between the period from 2019 to 2023.

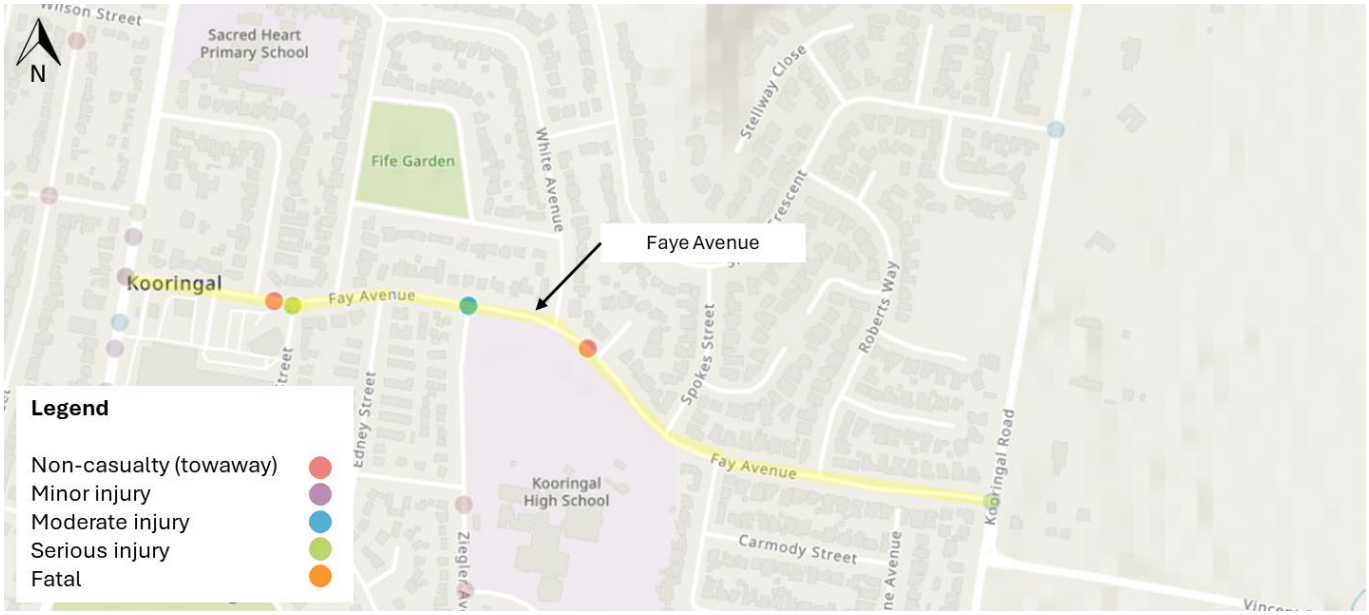


FIGURE 210: CRASH LOCATIONS ALONG FAYE AVE BETWEEN LAKE ALBERT ROAD AND KOORINGAL ROAD FROM 2019 TO 2023

From the available data, five (5) crashes were recorded along or proximate to Faye Ave between Lake Albert Road and Kooringal Road:

- One (1) crash on Faye Ave between lake Albert Road and Barinya Street
  - One (1) non-casualty (towaway)
- One (1) crash at the Faye Ave and Barinya Street intersection
  - One (1) serious injury
- Two (2) crashes at the Faye Ave and Ziegler Avenue intersection
  - One (1) serious injury
  - One (1) moderate injury
- One (1) crash on Faye Aven between White Ave and Verbena Place
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of five (5) crashes on Faye Ave between Lake Albert Road and Kooringal Road is not considered to present any trends or patterns warranting further investigation

Edmondson Street between Erin Street and Coleman Street

The figure below shows the location of crashes along the section of Edmondson Street between Erin Street and Coleman Street, recorded between the period from 2019 to 2023.

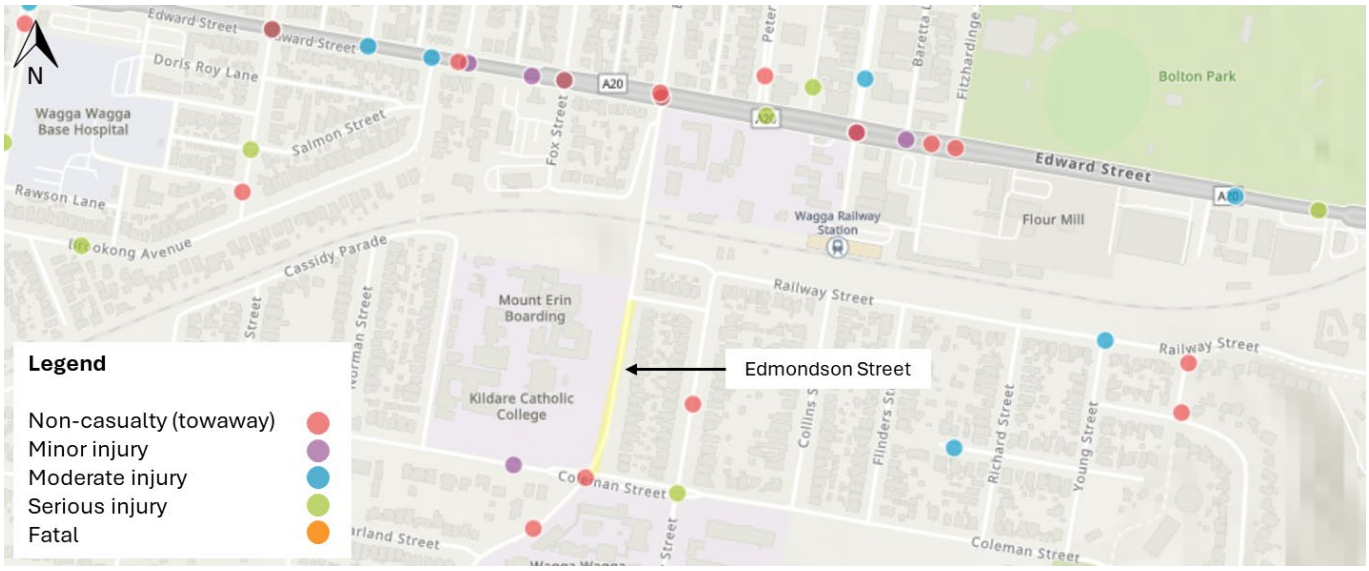


FIGURE 211: CRASH LOCATIONS ALONG EDMONDSON STREET BETWEEN ERIN STREET AND COLEMAN STREET FROM 2019 TO 2023

From the available data, one (1) crash was recorded along or proximate to Edmondson Street between Erin Street and Coleman Street:

- One (1) crash at the Coleman Street and Edmondson Street / Mitchelmore Street signalised intersection
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of one (1) crash on Edmondson Street between Erin Street and Coleman Street is not considered to present any trends or patterns warranting further investigation.

Mitchelmore Street between Coleman Street and Urana Street

The figure below shows the location of crashes along the section of Mitchelmore Street between Coleman Street and Urana Street, recorded between the period from 2019 to 2023.

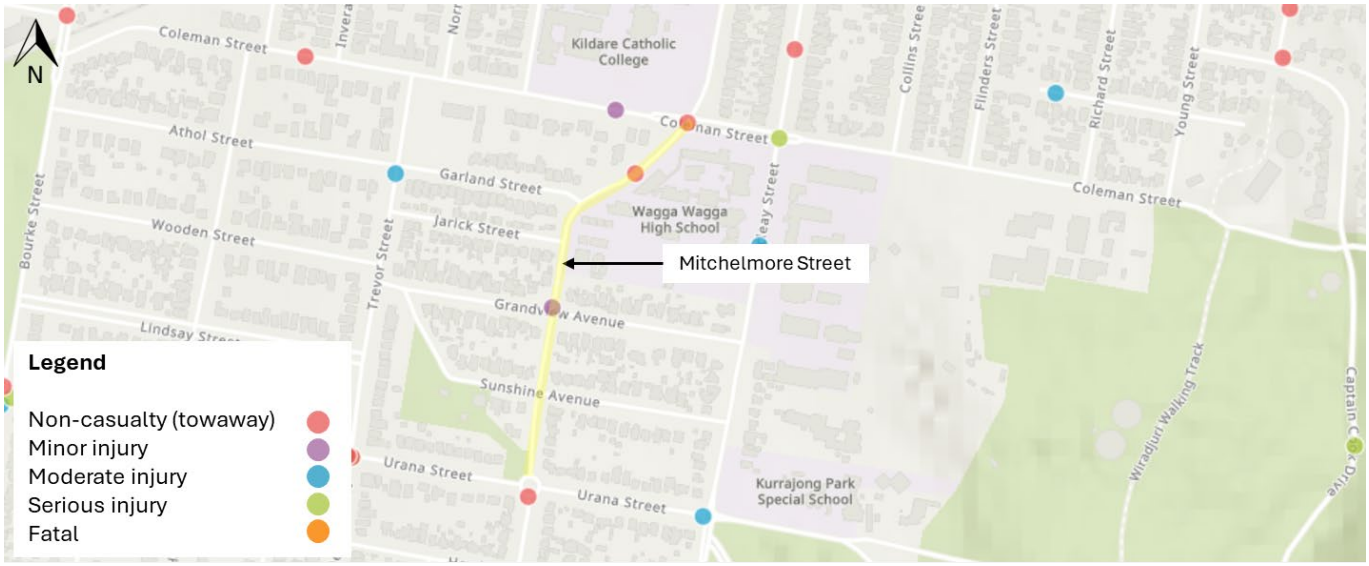


FIGURE 212: CRASH LOCATIONS ALONG MITCHELMORE STREET BETWEEN COLEMAN STREET AND URANA STREET FROM 2019 TO 2023

From the available data, four (4) crashes were recorded along or proximate to Mitchelmore Street between Coleman Street and Urana Street:

- One (1) crash at the Coleman Street and Edmondson Street / Mitchelmore Street signalised intersection
  - One (1) non-casualty (towaway)
- One (1) crash on Mitchelmore Street between the Edmondson Street and Garland Street
  - One (1) non-casualty (towaway)
- One (1) crash at the Mitchelmore Street and Grandview Avenue intersection
  - One (1) minor / other injury
- One (1) crash at the Mitchelmore Street and Urana Street roundabout
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of four (4) crash on Mitchelmore Street between Coleman Street and Urana Street is not considered to present any trends or patterns warranting further investigation.

Brookong Avenue between Docker Street and Murray Street

The figure below shows the location of crashes along the section of Brookong Avenue between Docker Street and Murray Street, recorded between the period from 2019 to 2023.

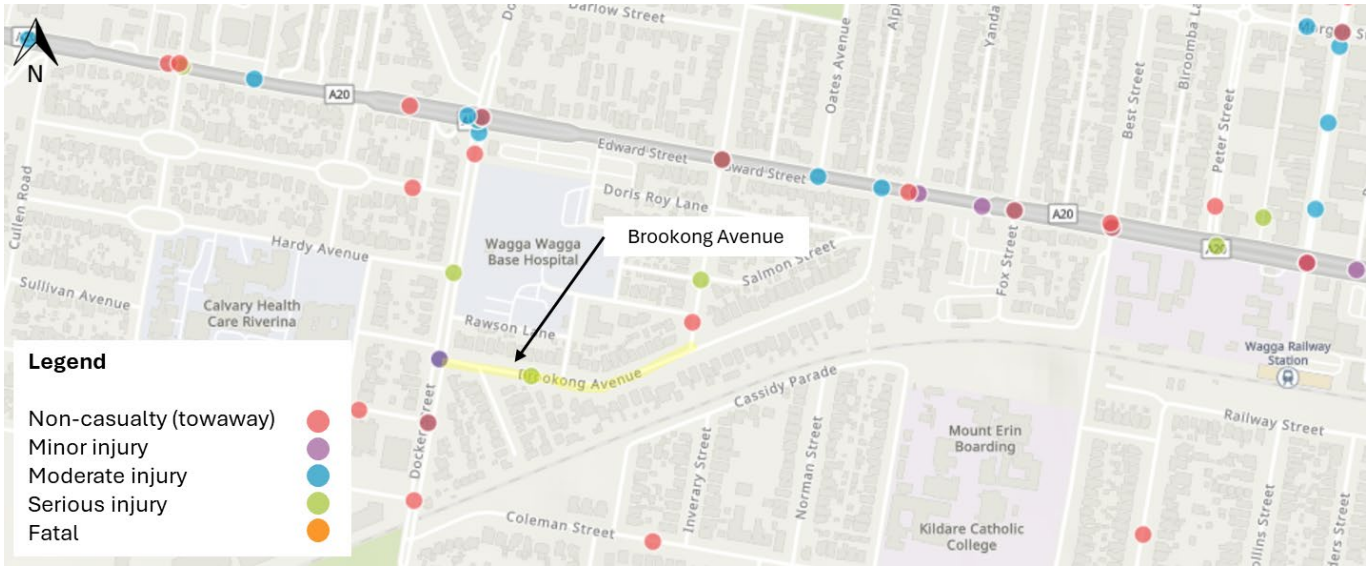


FIGURE 213: CRASH LOCATIONS ALONG BROOKONG AVENUE BETWEEN DOCKER STREET AND MURRAY STREET FROM 2019 TO 2023

From the available data, three (3) crashes were recorded along or proximate to Brookong Avenue between Docker Street and Murray Street:

- Two (2) crashes at the Docker Street / Brookong Avenue intersection
  - One (1) minor / other injury
  - One (1) moderate injury.
- One (1) crash on Docker Street between Docker Street and Lewis Drive
  - One (1) serious injury

With respect to the identified thresholds, the occurrence of three (3) crash on Brookong Avenue between Docker Street and Murray Street is not considered to present any trends or patterns warranting further investigation.

Fox Street between Sturt Highway and Donnelly Avenue

The figure below shows the location of crashes along the section of Fox Street between Sturt Highway and Donnelly Avenue, recorded between the period from 2019 to 2023.

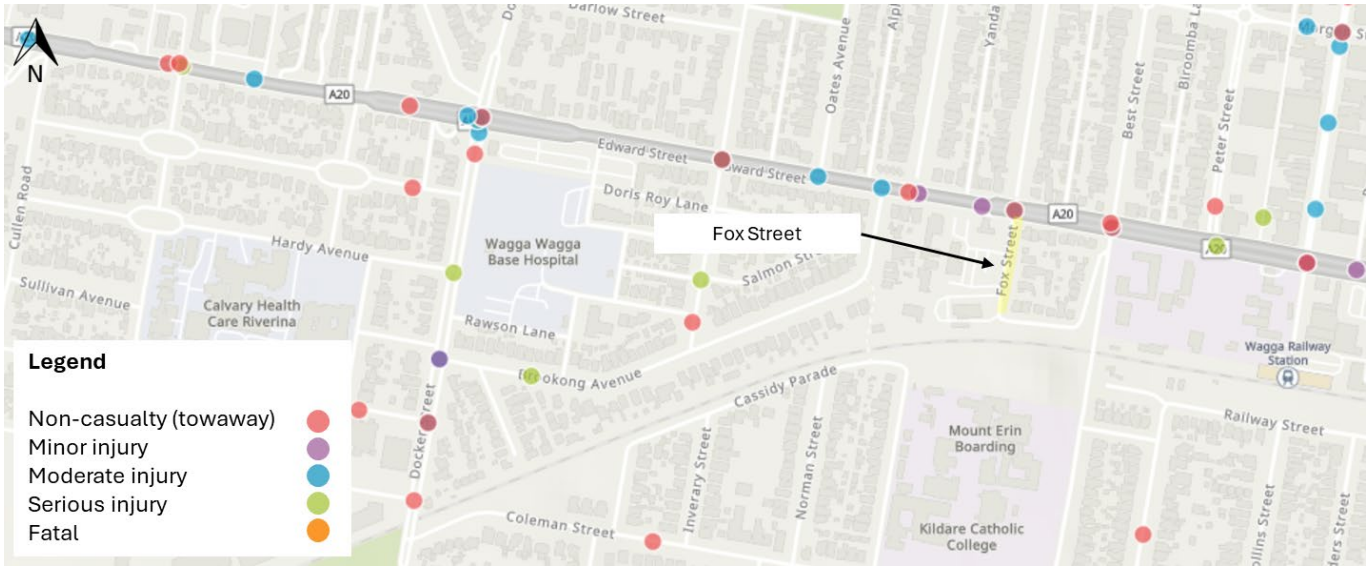


FIGURE 214: CRASH LOCATIONS ALONG FOX STREET BETWEEN STURT HIGHWAY AND DONNELLY AVENUE FROM 2019 TO 2023

From the available data, three (3) crashes were recorded along or proximate to Fox Street between Sturt Highway and Donnelly Avenue:

- Three (3) crashes at the Fox Street and Sturt Highway signalised intersection
  - Two (2) non-casualties (towaway)
  - One (1) moderate injury

With respect to the identified thresholds, the occurrence of three (3) crash on Fox Street between Sturt Highway and Donnelly Avenue is not considered to present any trends or patterns warranting further investigation.

Coleman Street between Edmondson Street / Mitchelmore Street and Bourke Street

The figure below shows the location of crashes along the section of Coleman Street between Edmondson Street / Mitchelmore Street and Bourke Street, recorded between the period from 2019 to 2023.

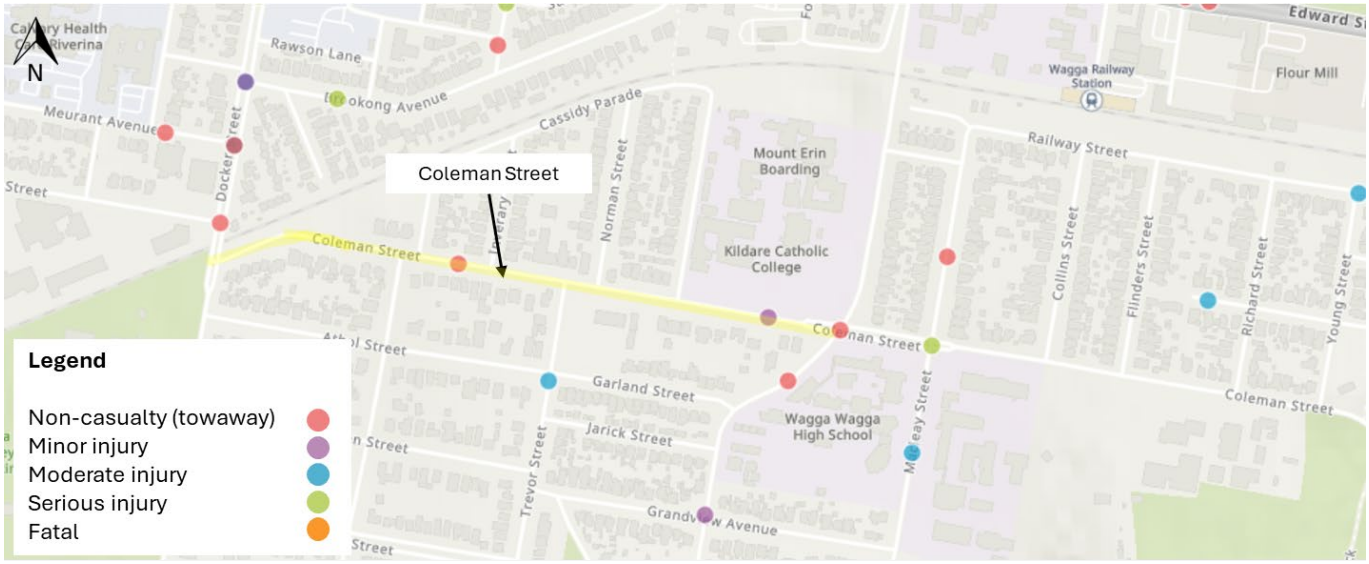


FIGURE 215: CRASH LOCATIONS ALONG COLEMAN ST BETWEEN EDMONDSON ST / MITCHELMORE ST AND BOURKE ST FROM 2019 TO 2023

From the available data, three (3) crashes were recorded along or proximate to Coleman Street between Edmondson Street / Mitchelmore Street and Bourke Street:

- One (1) crash on Coleman Street between Bimbeem Street and Inverary Street
  - One (1) non-casualty (towaway)
- One (1) crash on Coleman Street between Kildare Street and Edmondson Street
  - One (1) minor / other injury
- One (1) crash at the Coleman Street and Edmondson Street / Mitchelmore Street signalised intersection
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of three (3) crashes on Coleman Street between Edmondson Street / Mitchelmore Street and Bourke Street is not considered to present any trends or patterns warranting further investigation.

Cassidy Parade (including Norman Street and Kildare Street)

The figure below shows the location of crashes along the section of Cassidy Parade (including Norman Street and Kildare Street), recorded between the period from 2019 to 2023.

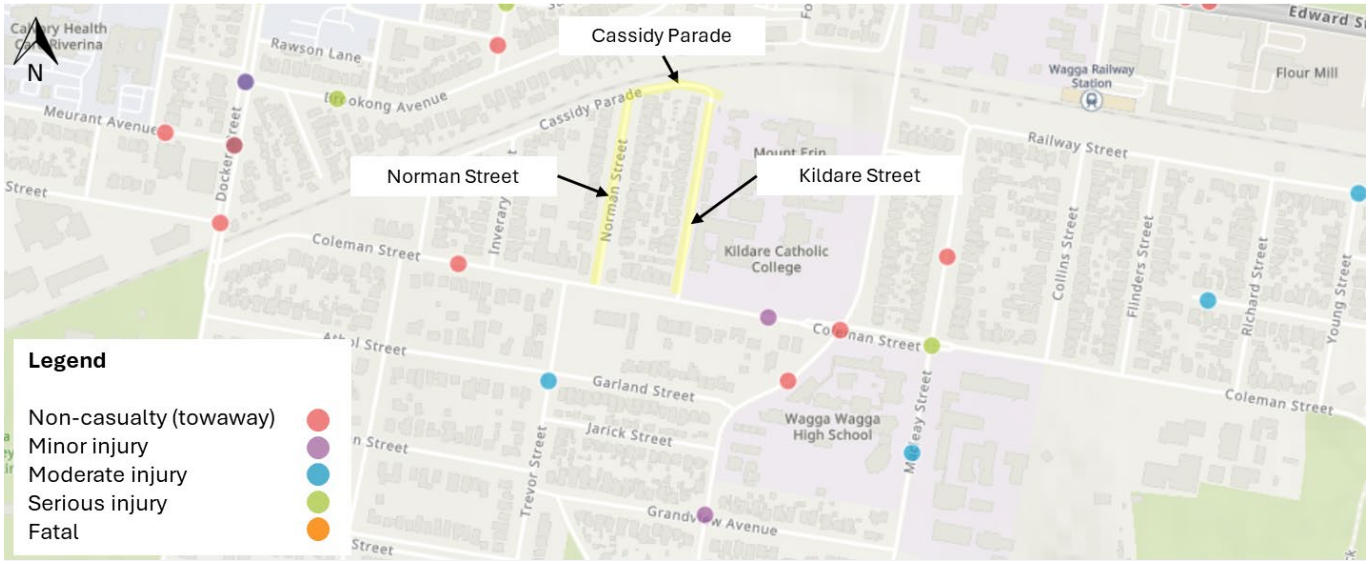


FIGURE 216: CRASH LOCATIONS ALONG CASSIDY PARADE (INCLUDING NORMAN STREET AND KILDARE STREET) FROM 2019 TO 2023

From the available data, no crashes were recorded along Cassidy Parade (including Norman Street and Kildare Street) during the period between 2019 and 2023.

Glenfield Road between Urana Street and Red Hill Road

The figure below shows the location of crashes along the section of Glenfield Road between Urana Street and Red Hill Road, recorded between the period from 2019 to 2023.

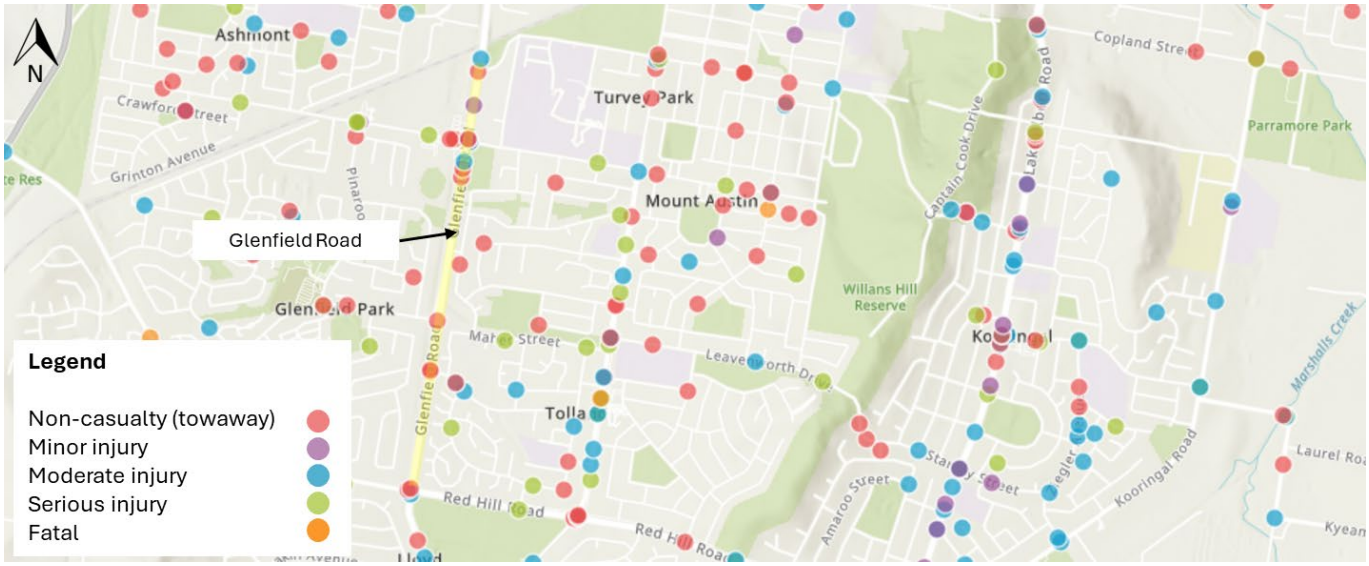


FIGURE 217: CRASH LOCATIONS ALONG GLENFIELD ROAD BETWEEN URANA STREET AND RED HILL ROAD FROM 2019 TO 2023

From the available data, twenty-two (22) crashes were recorded along or proximate to Glenfield Road between Urana Street and Red Hill Road:

- One (1) crash at the Glenfield Road and Urana Street roundabout
  - One (1) non-casualty (towaway)
- One (1) crash on Glenfield Road between the Urana Street and Fernleigh Road
  - One (1) minor / other injury
- Eight (8) crashes at the Glenfield Road and Fernleigh Road roundabout
  - Two (2) moderate injuries
  - Two (2) minor / other injuries
  - Four (4) non-casualties (towaway)
- Three (3) crashes on Glenfield Road between Fernleigh Road and Katoa Place
  - Two (2) non-casualties (towaway)
  - One (1) moderate injury
- Two (2) crashes at the Glenfield Road and Dalman Parkway roundabout
  - Two (2) non-casualties (towaway)
- Three (3) crashes at the Glenfield Road and Bruce Street intersection
  - Three (3) non-casualties (towaway)
- Four (4) crashes at the Red Hill Road and Glenfield Road roundabout
  - Three (3) non-casualties (towaway)
  - One (1) moderate injury

It is noted that the number of crashes recorded at the Glenfield Road and Fernleigh Road roundabout exceed the lower limiting threshold for a signalised intersection. A further analysis of crash types (RUM) is provided below.

Glenfield Road and Fernleigh Road roundabout

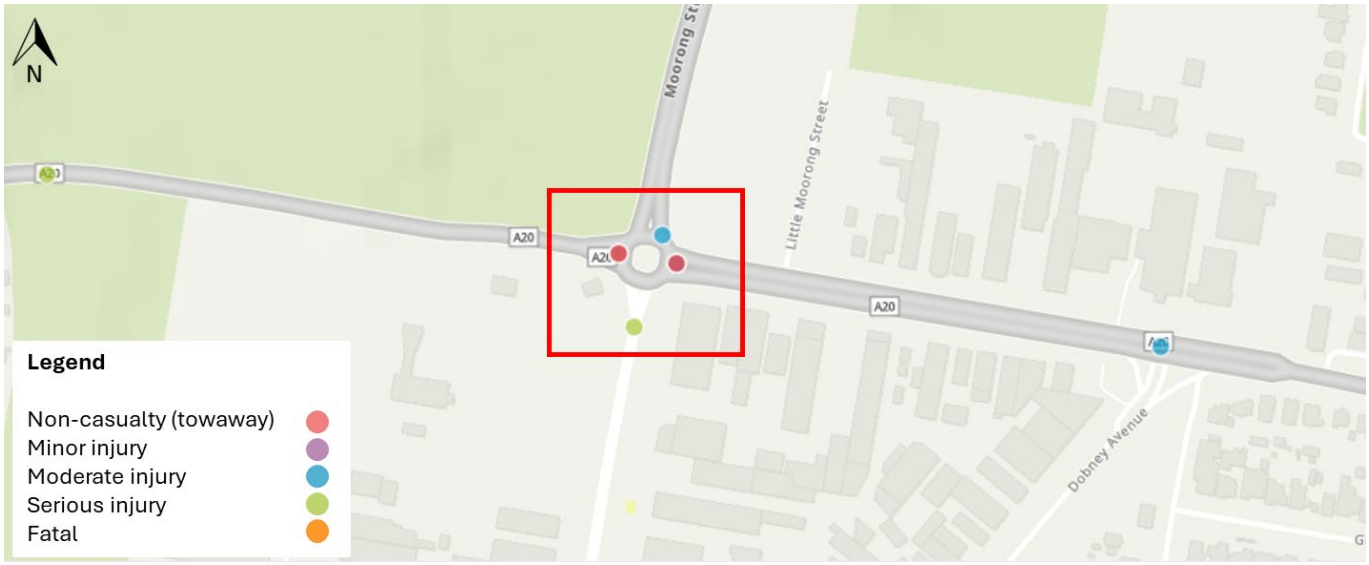


FIGURE 218: CRASH LOCATIONS AT THE GLENFIELD ROAD AND FERNLEIGH ROAD ROUNDABOUT

TABLE 283: DETAILS OF CRASHES AT THE GLENFIELD ROAD AND FERNLEIGH ROAD ROUNDABOUT

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2023	Non-casualty (towaway)	21	Right through	Roundabout	Daylight
2022	Minor / other injury	10	Cross traffic	Roundabout	Darkness
2022	Non-casualty (towaway)	10	Cross traffic	Roundabout	Daylight
2022	Moderate injury	12	Left far	Roundabout	Darkness
2020	Minor / other injury	10	Cross traffic	Roundabout	Darkness
2019	Non-casualty (towaway)	33	Lane sideswipe	Roundabout	Darkness
2019	Moderate injury	71	Off road left into object	Roundabout	Darkness
2019	Non-casualty (towaway)	10	Cross traffic	Roundabout	Darkness

Of the eight (8) recorded crashes at the Glenfield Road and Fernleigh Road roundabout:

- Four (4) crash was recorded to be cross in nature.
- One (1) crash was recorded to be lane sideswipe in nature.
- One (1) crash was recorded to be left far in nature.
- One (1) crash was recorded to be right through in nature.
- One (1) crash was recorded to be off road left into object in nature.

The occurrence of these types of crashes at the Glenfield Road and Fernleigh Road roundabout does not warrant further investigation, with respect to the crash-specific threshold values presented in the table above.

Tasman Road between Sturt Highway and Copland Street

The figure below shows the location of crashes along the section of Tasman Road between Sturt Highway and Copland Street, recorded between the period from 2019 to 2023.

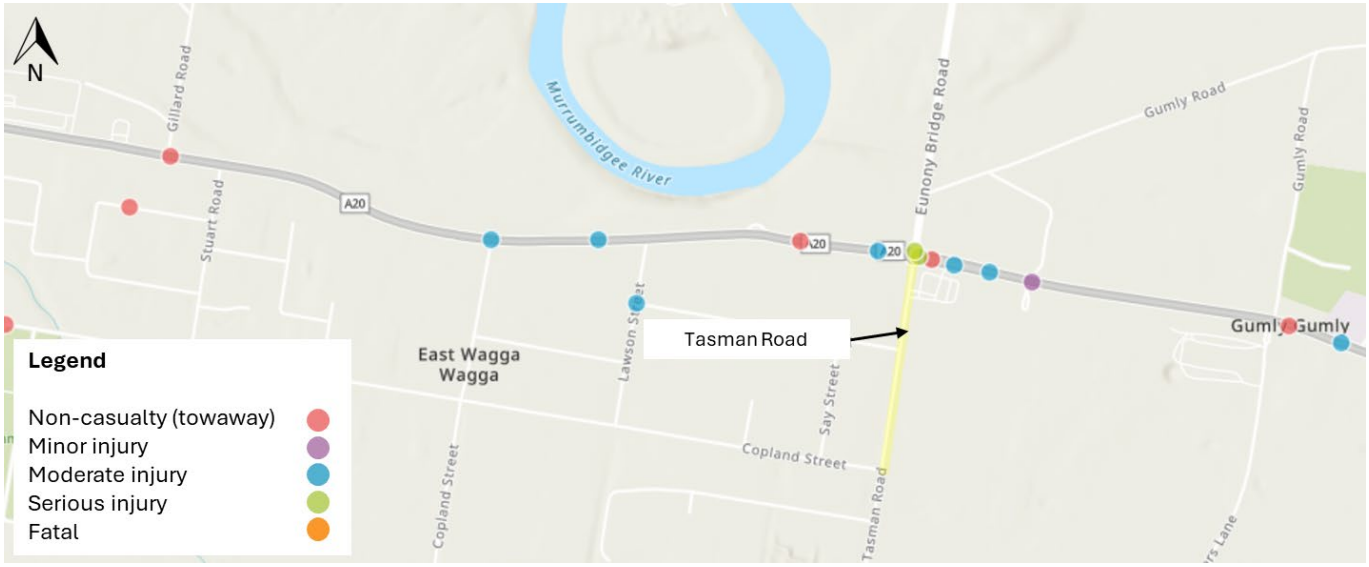


FIGURE 219: CRASH LOCATIONS ALONG TASMAN ROAD BETWEEN STURT HIGHWAY AND COPLAND STREET FROM 2019 TO 2023

From the available data, two (2) crashes were recorded along or proximate to Tasman Road between Sturt Highway and Copland Street:

- Two (2) crashes at the Tasman Road and Sturt Highway roundabout
  - Two (2) serious injuries

With respect to the identified thresholds, the occurrence of two (2) crashes on Tasman Road between Sturt Highway and Copland Street is not considered to present any trends or patterns warranting further investigation.

Copland Street between Tasman Road and Lake Albert Road

The figure below shows the location of crashes along the section of Copland Street between Tasman Road and Lake Albert Road, recorded between the period from 2019 to 2023.

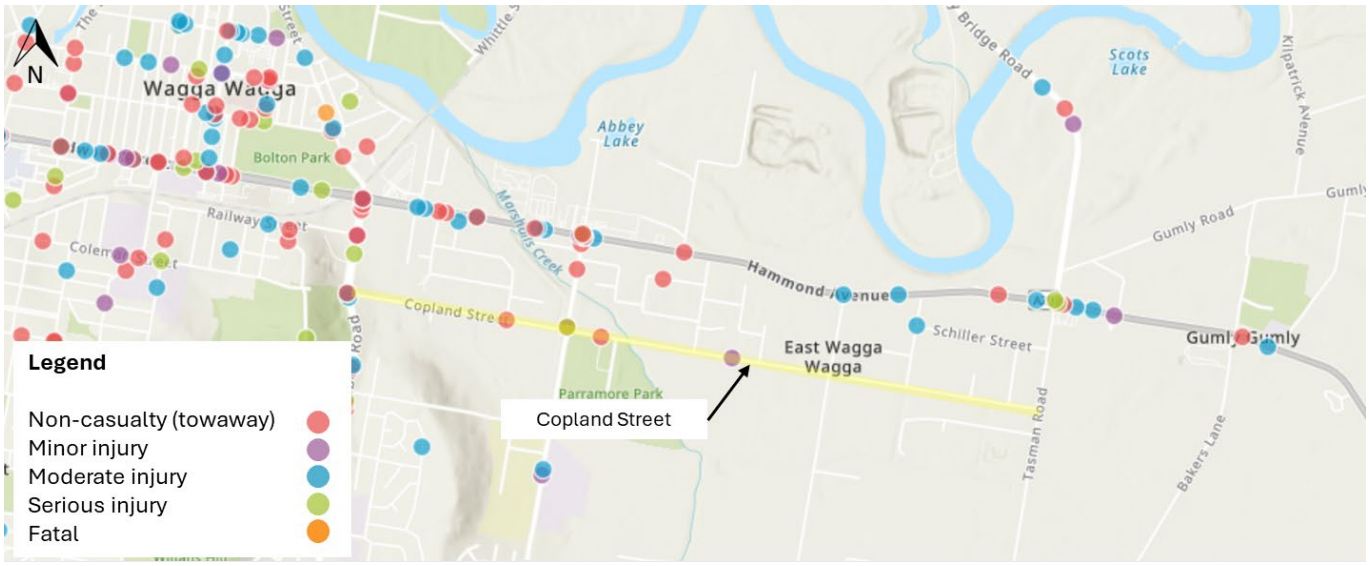


FIGURE 220: CRASH LOCATIONS ALONG COPLAND STREET BETWEEN TASMAN ROAD AND LAKE ALBERT ROAD FROM 2019 TO 2023

From the available data, eight (8) crashes were recorded along or proximate to Copland Street between Tasman Road and Lake Albert Road:

- Three (3) crashes at the Coplan Street and Lake Albert Road signalised intersection
  - One (1) non-casualty (towaway)
  - Two (2) moderate injuries
- One (1) crash at the Copland Street and Sutton Street intersection
  - One (1) non-casualty (towaway)
- Two (2) crashes at the Copland Street and Kooringal Road roundabout
  - One (1) non-casualty (towaway)
  - One (1) serious injury
- One (1) crash on Copland Street between Kooringal Road and Lisa Lane
  - One (1) non-casualty (towaway)
- One (1) crash on Copland Street between Stuart Road and Lockyer Street
  - One (1) minor / other injury

With respect to the identified thresholds, the occurrence of eight (8) crashes on Copland Street between Tasman Road and Lake Albert Road is not considered to present any trends or patterns warranting further investigation.

Vincent Road and Kyeamba Avenue between Kooringal Road and Mitchell Road

The figure below shows the location of crashes along the section of Vincent Road and Kyeamba Avenue between Kooringal Road and Mitchell Road, recorded between the period from 2019 to 2023.

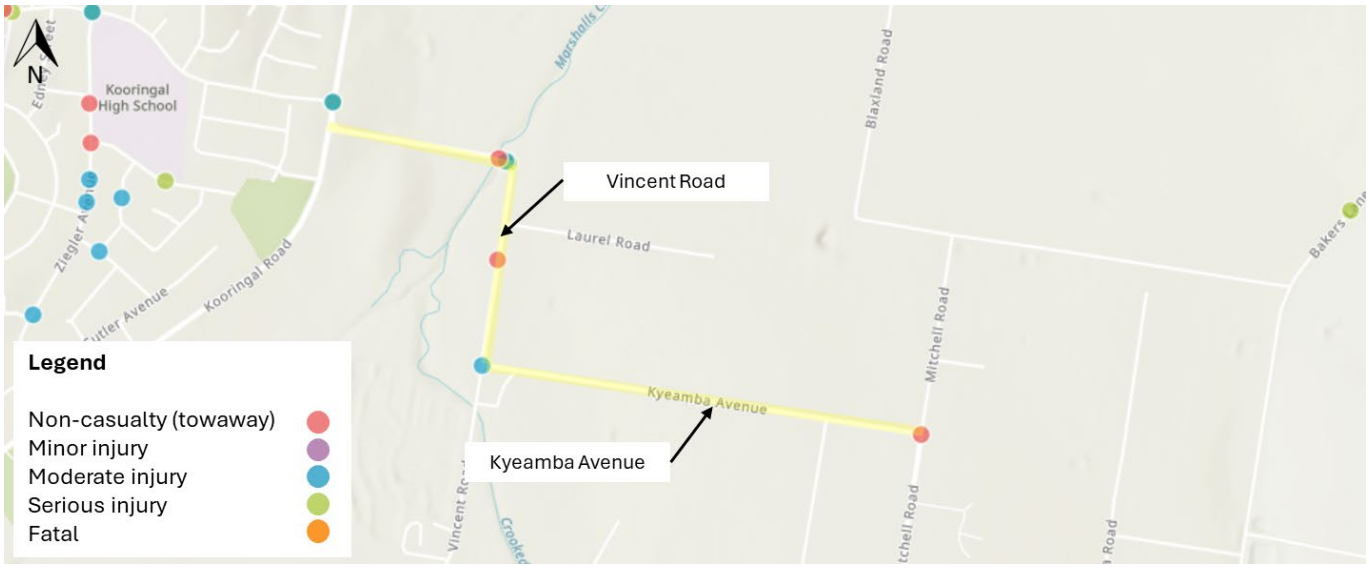


FIGURE 221: CRASH LOCATIONS ALONG VINCENT RD AND KYEAMBA AVE BETWEEN KOORINGAL RD AND MITCHELL RD FROM 2019 TO 2023

From the available data, six (6) crashes were recorded along or proximate to Vincent Road and Kyeamba Avenue between Kooringal Road and Mitchell Road:

- Three (3) crashes at the Vincent Road ninety-degree bend
  - One (1) serious injury
  - One (1) moderate injury
  - One (1) non-casualty (towaway).
- One (1) crash on Vincent Road between Laurel Road and Kyeamba Avenue
  - Non-casualty (towaway).
- One (1) crash at the Vincent Road and Kyeamba Avenue intersection
  - One (1) moderate injury.
- One (1) crash at the Kyeamba Avenue and Mitchell Road intersection
  - One (1) non-casualty (towaway).

With respect to the identified thresholds, the occurrence of six (6) crashes on Vincent Road and Kyeamba Avenue between Kooringal Road and Mitchell Road is not considered to present any trends or patterns warranting further investigation.

Mitchell Road and Ashfords Road between Kyeamba Avenue and Gregadoo Waste Access

The figure below shows the location of crashes along the section of Mitchell Road and Ashfords Road between Kyeamba Avenue and Gregadoo Waste Access, recorded between the period from 2019 to 2023.

FIGURE 222: CRASH LOCATIONS ALONG MITCHELL RD AND ASHFORDS RD BTW KYEAMBA AVE AND GREGADOO WASTE FROM 2019 TO 2023

From the available data, two (2) crashes were recorded along or proximate to Mitchell Road and Ashfords Road between Kyeamba Avenue and Gregadoo Waste Access:

- One (1) crash at the Kyeamba Avenue and Mitchell Road intersection
  - Non-casualty (towaway).
- One (1) crash at the Mitchell Road and Brunskill Road intersection
  - Non-casualty (towaway).

With respect to the identified thresholds, the occurrence of two (2) crashes on Mitchell Road and Ashfords Road between Kyeamba Avenue and Gregadoo Waste Access is not considered to present any trends or patterns warranting further investigation.

Kooringal Road and Red Hill Road between Sturt Highway and Olympic Highway

The figure below shows the location of crashes along the section of Kooringal Road and Red Hill Road between Sturt Highway and Olympic Highway, recorded between the period from 2019 to 2023.

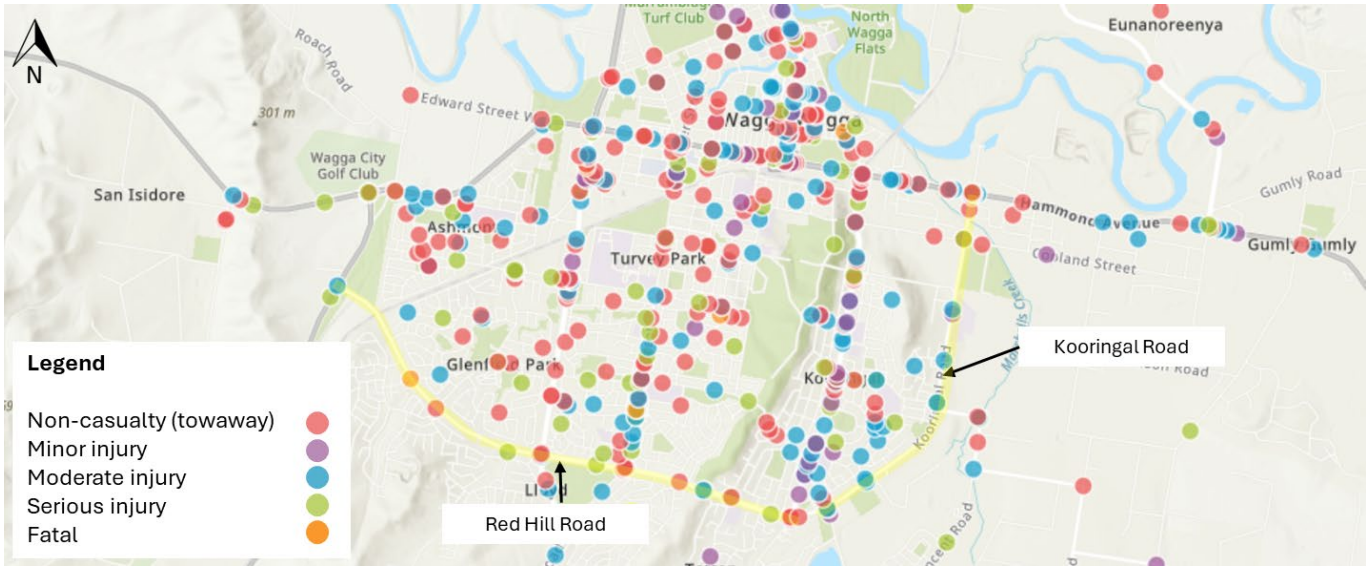


FIGURE 223: CRASH LOCATIONS ALONG KOORINGAL RD AND RED HILL RD BETWEEN STURT HWY AND OLYMPIC HWY FROM 2019 TO 2023

From the available data, forty-nine (49) crashes were recorded along or proximate to Kooringal Road and Red Hill Road between Sturt Highway and Olympic Highway:

- One (1) crash at the Red Hill Road and Olympic Highway intersection
  - One (1) moderate injury
- One (1) crash on Red Hill Road between the Olympic Highway and Dalman Parkway
  - One (1) fatal injury
- One (1) crash at the Red Hill Road and Dalman Parkway intersection
  - One (1) non-casualty (towaway)
- Four (4) crashes at the Red Hill Road and Glenfield Road roundabout
  - Three (3) non-casualties (towaway)
  - One (1) moderate injury
- Two (2) crashes at the Red Hill Road and Ramus Street intersection
  - Two (2) serious injuries
- Seven (7) crashes at the Red Hill Road and Bourke Street roundabout
  - One (1) serious injury
  - Four (4) non-casualties (towaway)
  - Two (2) minor / other injuries
- One (1) crash at the Red Hill Road and Missouri Avenue intersection
  - One (1) non-casualty (towaway)
- Two (2) crash on Red Hill Road between the Missouri Avenue and Henwood Avenue
  - One (1) serious injury
  - One (1) moderate injury
- Two (2) crash at the Red Hill Road and Henwood Avenue roundabout
  - One (1) serious injury
  - One (1) non-casualty (towaway)
- One (1) crash at the Red Hill Road and Horsley Street intersection
  - One (1) serious injury
- Five (5) crashes at the Red Hill Road / Kooringal and Plumpton Road roundabout
  - Four (4) non-casualties (towaway)
  - One (1) minor / other injury
- One (1) crash on Kooringal Road between the Plumpton Road and Cochrane Street
  - One (1) non-casualty (towaway)
- Three (3) crashes at the Kooringal Road and Lake Albert Road roundabout
  - One (1) serious injury
  - One (1) moderate injury

    - One (1) minor / other injury
- One (1) crash at the Kooringal Road and Ziegler Avenue intersection
    - One (1) moderate injury
- Four (4) crashes at the Kooringal Road and Fay Avenue intersection
    - Two (2) serious injuries
    - Two (2) moderate injuries
- One (1) crash at the Kooringal Road and Simkin Crescent intersection
    - One (1) moderate injury
- Two (2) crashes on Kooringal Road between Simkin Crescent and Copland Street
    - One (1) moderate injury
    - One (1) minor / other injury
- Two (2) crashes at the Kooringal Road and Copland Street roundabout
    - One (1) serious injury
    - One (1) non-casualty (towaway)
- Two (2) crashes on Kooringal Road between Copland Street and Sturt Highway
    - Two (2) non-casualties (towaway)
- Six (6) crashes at the Kooringal Road and Sturt Highway roundabout
    - Two (2) serious injuries
    - One (1) moderate injury
    - Two (2) non casualties (towaway)
    - One (1) minor / other injury

It is noted that the number of crashes recorded at the Red Hill Road and Bourke Street roundabout and Kooringal Road and Sturt Highway roundabout exceed the lower limiting threshold for a roundabout intersection. A further analysis of crash types (RUM) is provided below.

Red Hill Road and Bourke Street roundabout

FIGURE 224: CRASH LOCATIONS AT THE RED HILL ROAD AND BOURKE STREET ROUNDABOUT

TABLE 284: DETAILS OF CRASHES AT THE RED HILL ROAD AND BOURKE STREET ROUNDABOUT

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2022	Non-casualty (towaway)	23	Right/left	Roundabout	Daylight
2022	Non-casualty (towaway)	10	Cross traffic	Roundabout	Dawn
2021	Serious injury	10	Cross traffic	Roundabout	Darkness

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2021	Non-casualty (towaway)	10	Cross traffic	Roundabout	Darkness
2021	Non-casualty (towaway)	10	Cross traffic	Roundabout	Darkness
2021	Minor / other injury	10	Cross traffic	Roundabout	Daylight
2021	Minor / other injury	10	Cross traffic	Roundabout	Daylight

Of the seven (7) recorded crashes at the Red Hill Road and Bourke Street roundabout:

- One (1) crash was recorded to be right/left in nature.
- Six (6) crashes were recorded to be cross-traffic in nature.

The information presented in the above table shows that the predominant crash type in the period from 2019 to 2023 involved vehicles from the adjacent direction (RUM code 10)

These types of crashes can be caused by several factors including:

- Restricted sight distance
- High approach speeds
- 'See through' effect on a minor road approach
- Obscured control sign, control lines or signal lanterns
- The presence of the intersection is not otherwise evident (at time of day)
- Traffic volumes too high for "Give Way" or "Stop" controls (inadequate gaps).

Countermeasures for these types of crashes typically include checking sight distance available and where practical, clear obstructions (including parked vehicles) to provide the appropriate standard of sight distance. An assessment of available sight distance at the intersection has been undertaken using on site and *Google Maps* below.

TABLE 285: SIGHT DISTANCE CHECKS AT THE RED HILL ROAD AND BOURKE STREET ROUNDABOUT

Approach			Sight Criterion 2 (vehicle A to vehicle B)		Sight Criterion 2 (vehicle A to Vehicle C)	
	Posted speed	Vehicle speed	Requirement	Available	Requirement	Available
Red Hill Road (eastbound)	70km/hr	B = 50km/h C = 30km/h	70m	Greater than 70m	42m	Greater than 42m
Red Hill Road (westbound)		B = 50km/h C = 30km/h		Greater than 70m		Greater than 42m
Bourke Street (northbound)	70km/h	B = 50km/h C = 30km/h	70m	Greater than 70m	42m	Greater than 42m
Bourke Street (southbound)		B = 50km/h C = 30km/h		Greater than 70m		Greater than 42m

As detailed in above table, sight distance at the intersection appears to be adequate. Other countermeasures include checking visibility of traffic control devices (i.e., "Give Way" signs and line marking) and installation of appropriate warning

signs and devices. An assessment of these and other typical countermeasures applicable to this location is provided below.

TABLE 286: TRAFFIC CONTROL VISIBILITY CHECKS AT THE RED HILL ROAD AND BOURKE STREET ROUNDABOUT

Countermeasure	Comment
Check day and night visibility of traffic control devices and consider renewing, duplicating, delineating or enlarging the device.	Traffic control devices appear to be visible to approaching traffic.
Consider the installation of appropriate warning signs and devices.	Provisions of “Roundabout Ahead” signs on all approach roads.
Where a high frequency of night crashes is involved, consider adding or amending street lighting.	Crashes were recorded to occur during darkness, dawn and daylight hours.
Consider installation of channelisation such as median islands to support control devices on side road approaches, wide median treatments (where appropriate) and staggered intersection treatments in rural areas.	It is noted that Wagga Wagga City Council have recently made changes to the layout and lane dedication along Red Hill Road and also upgraded active transport infrastructure at this intersection. None of the recorded crashes occurred within 2023 with council’s upgrades appearing to have largely addressed and issues that may have been present at the site during the crash period.

No further actions are proposed.

Kooringal Road and Sturt Highway roundabout

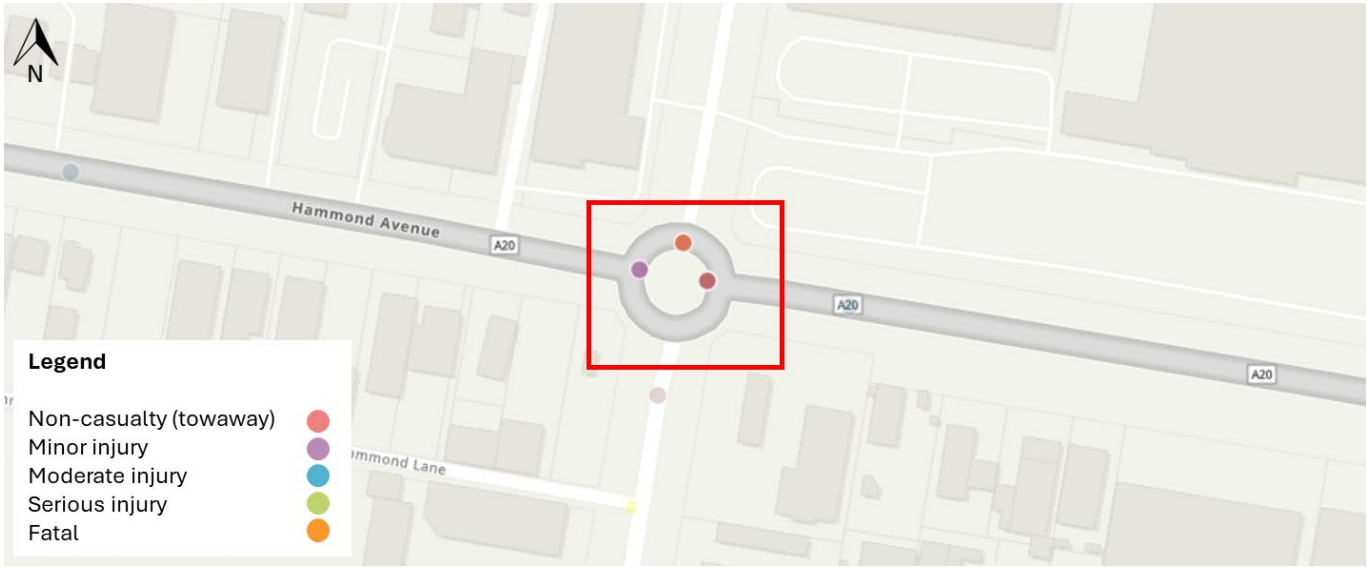


FIGURE 225: CRASH LOCATIONS AT THE KOORINGAL ROAD AND STURT HIGHWAY ROUNDABOUT

TABLE 287: DETAILS OF CRASHES AT THE KOORINGAL ROAD AND STURT HIGHWAY ROUNDABOUT

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2023	Non-casualty (towaway)	49	Other manoeuvring	Roundabout	Daylight
2023	Serious injury	10	Cross traffic	Roundabout	Daylight
2022	Serious injury	71	Off road left into object	Roundabout	Dusk

Reporting year	Degree of crash	RUM – code	RUM – description	Type of location	Natural lighting
2022	Moderate injury	33	Lane sideswipe	Roundabout	Darkness
2021	Non-casualty (towaway)	37	Left turn sideswipe	Roundabout	Darkness
2021	Minor / other injury	39	Other same direction	Roundabout	Daylight

Of the six (6) recorded crashes at the Kooringal Road and Sturt Highway roundabout:

- One (1) crash was recorded to be other manoeuvring in nature.
- One (1) crash was recorded to be cross traffic in nature.
- One (1) crash was recorded to be off road left into object in nature.
- One (1) crash was recorded to be lane sideswipe in nature.
- One (1) crash was recorded to be left turn side swipe in nature.
- One (1) crash was recorded to be other same direction in nature.

The occurrence of these types of crashes at the Kooringal Road and Sturt Highway roundabout does not warrant further investigation, with respect to the crash-specific threshold values presented in the table above.

Eunony Bridge Road between Sturt Highway and Oura Road

The figure below shows the location of crashes along Eunony Bridge Road between Sturt Highway and Oura Road, recorded between the period from 2019 to 2023.

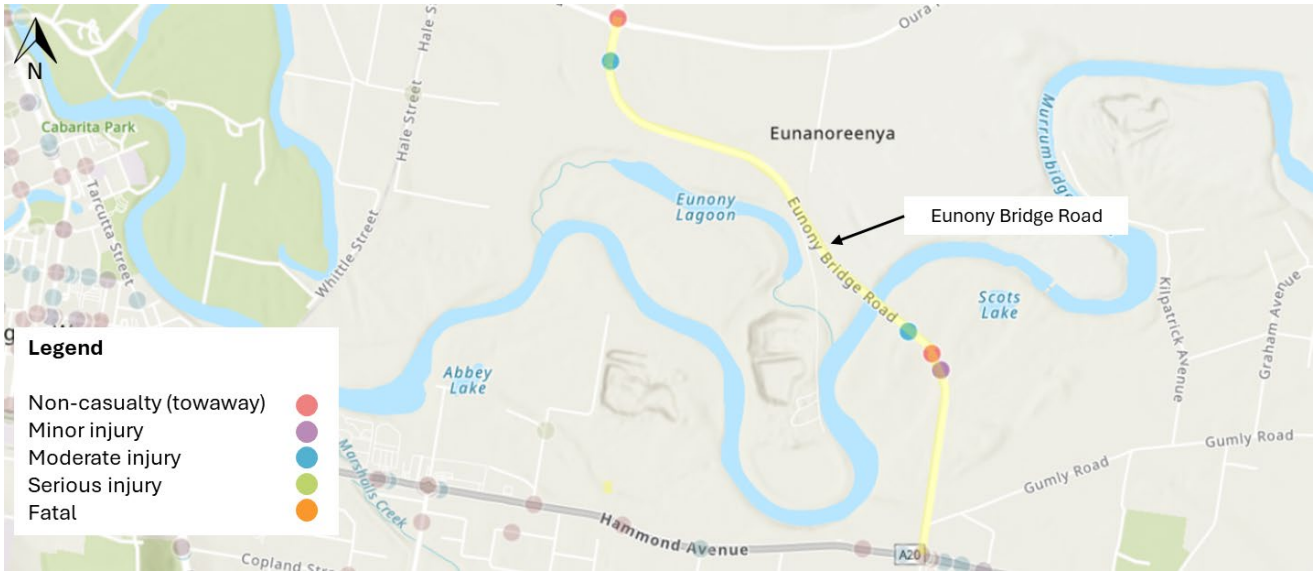


FIGURE 226: CRASH LOCATIONS ALONG EUNONY BRIDGE ROAD BETWEEN STURT HIGHWAY AND OURA ROAD FROM 2019 TO 2023

From the available data, five (5) crashes were recorded along or proximate to Eunony Bridge Road between Sturt Highway and Oura Road:

- Three (3) crashes on Eunony Bridge Road between Sturt Hwy and Eunony Bridge over the Murrumbidgee River
  - One (1) moderate injury
  - One (1) minor/other injury
  - One (1) non-casualty (towaway)
- One (1) crash on Eunony Bridge Road between Eunony Bridge over the Murrumbidgee River and Oura Road
  - One (1) moderate injury
- One (1) crash at the Eunony Bridge Road and Oura Road intersection
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of five (5) crashes on Eunony Bridge Road between Sturt Highway and Oura Road is not considered to present any trends or patterns warranting further investigation.

Oura Road, Mill Street and Hampden Ave between Brynes Road and Fitzmaurice Street

The figure below shows the location of crashes along Oura Road, Mill Street and Hampden Ave between Brynes Road and Fitzmaurice Street, recorded between the period from 2019 to 2023.

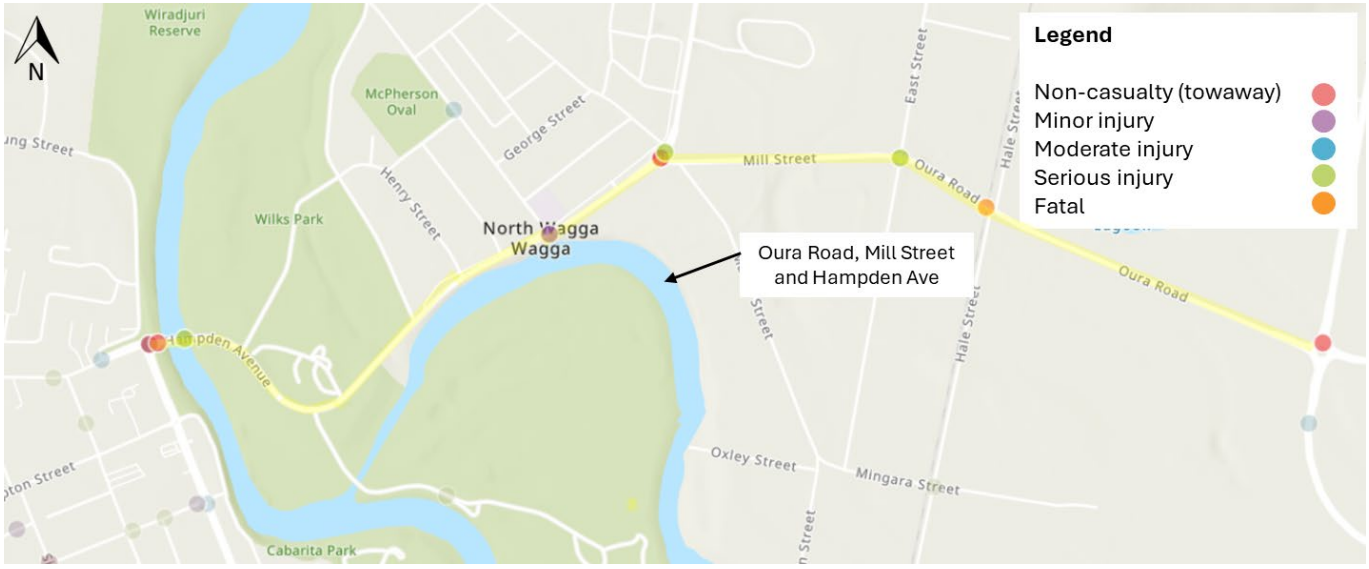


FIGURE 227: CRASH LOCATIONS ALONG OURA RD, MILL ST AND HAMPDEN AVE BTW BRYNES RD AND FITZMAURICE ST FROM 2019 TO 2023

From the available data, two (2) crashes were recorded along or proximate to Oura Road, Mill Street and Hampden Ave between Brynes Road and Fitzmaurice Street:

- One (1) crash at the Oura Road and Hale Street intersection
  - One (1) fatal
- One (1) crash at the Oura Road and East Street intersection
  - One (1) serious injury
- Four (4) crashes at the Mill Street and Hampden Ave intersection
  - One (1) serious injury
  - One (1) minor/other injury
  - Two (2) non-casualties (towaway)

With respect to the identified thresholds, the occurrence of two (2) crashes on Oura Road, Mill Street and Hampden Ave between Brynes Road and Fitzmaurice Street is not considered to present any trends or patterns warranting further investigation.

Byrnes Road between Oura Road and Pomeroy Drive

The figure below shows the location of crashes along Byrnes Road between Oura Road and Pomeroy Drive, recorded between the period from 2019 to 2023.

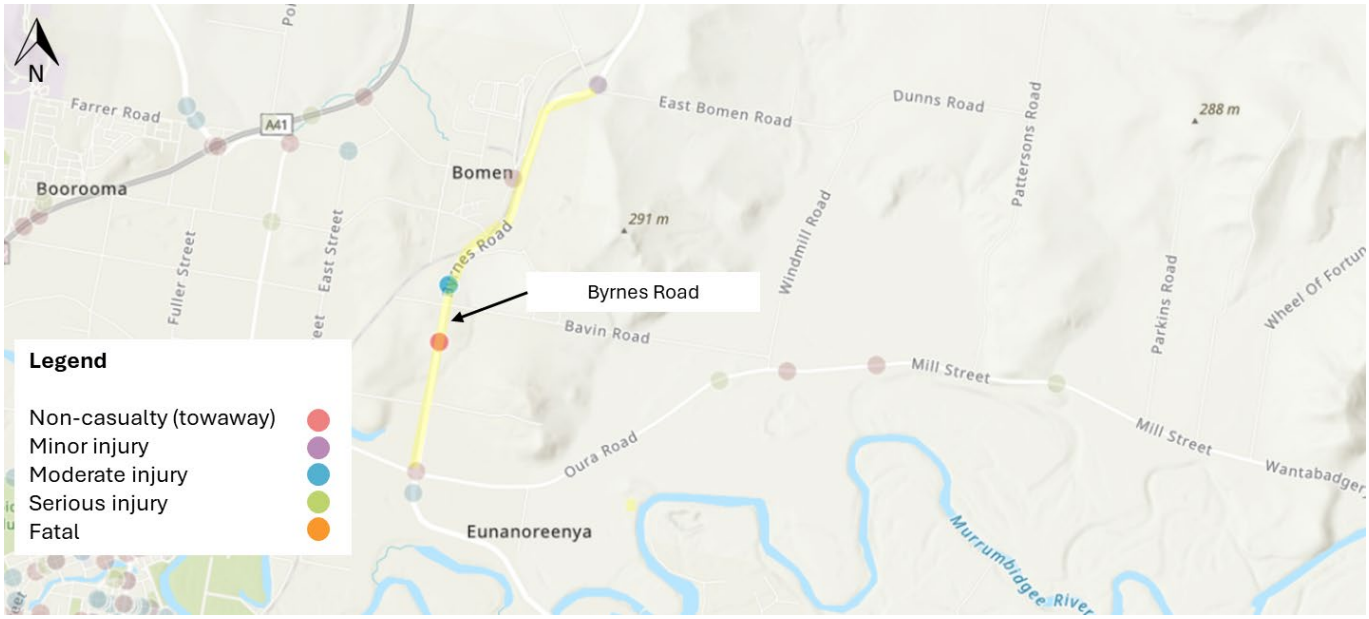


FIGURE 228: CRASH LOCATIONS ALONG BYRNES ROAD BETWEEN OURA ROAD AND POMEROY DRIVE FROM 2019 TO 2023

From the available data, two (2) crashes were recorded along or proximate to Byrnes Road between Oura Road and Pomeroy Drive:

- Three (3) crashes on Byrnes Road between Oura Road and Pomeroy Drive
  - One (1) moderate injury
  - One (1) non-casualty (towaway)

With respect to the identified thresholds, the occurrence of two (2) crashes on Byrnes Road between Oura Road and Pomeroy Drive is not considered to present any trends or patterns warranting further investigation.

Bomen

The figure below shows the location of crashes proximate Bomen Yard Clearances enhancement site, recorded between the period from 2019 to 2023.

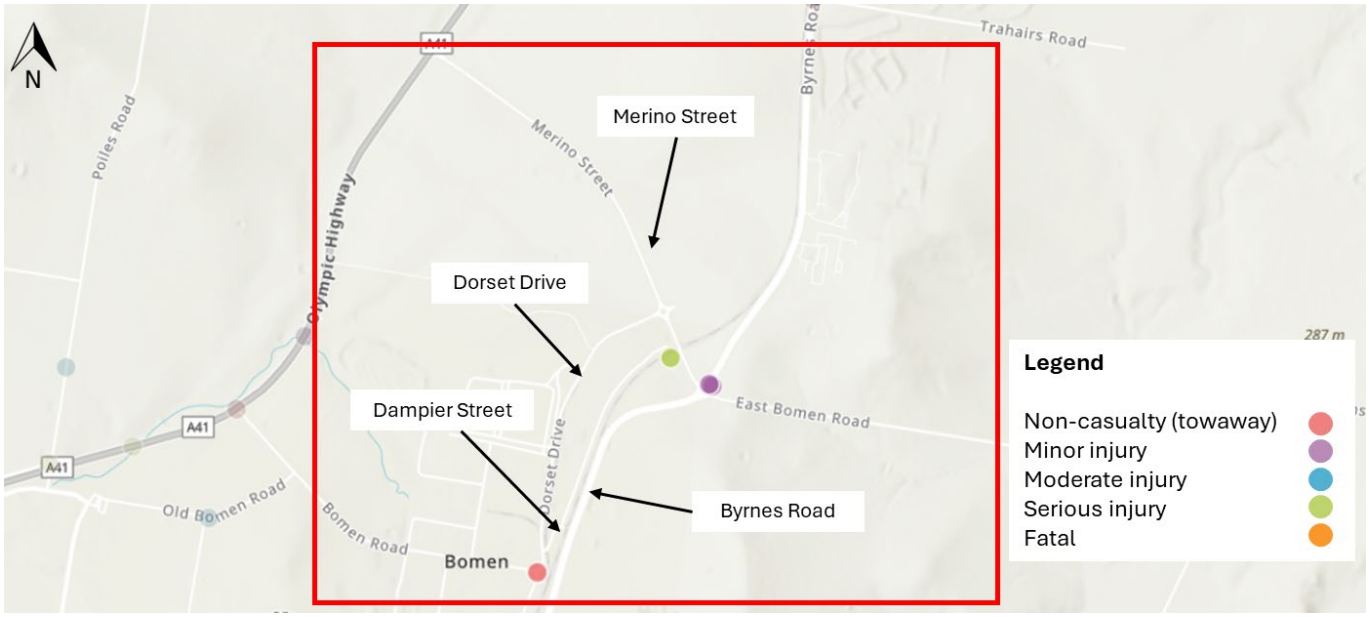


FIGURE 229: CRASH LOCATIONS BOMEN FROM 2019 TO 2023

From the available data, four (4) crashes were recorded along or proximate to Bomen Yard Clearances enhancement site:

- One (1) crash at the Bomen Road and Dampier Street intersection
  - One (1) non-towaway
- Two (2) crashes proximate the Byrnes Road and Pomeroy Drive roundabout
  - Two (2) minor/other injury
- One (1) crash at location unknown
  - One (1) serious injury

With respect to the identified thresholds, the occurrence of four (4) crashes proximate to Bomen Yard Clearances enhancement site is not considered to present any trends or patterns warranting further investigation.

4.3 Swept Path Analysis

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

The assessment indicated that for several movements along the proposed construction vehicle access routes, a vehicle would require the use of multiple lanes to perform the required manoeuvre. It should be noted that the assessment undertaken, all movements remained clear of obstructions (i.e., road furniture and signal infrastructure), and pedestrian standing areas and footpaths.

4.4 Risk Assessment

A risk assessment has been undertaken to identify, evaluate, and to mitigate potential hazards associated with the introduction of construction heavy vehicle traffic linked to the Stage C 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 288, with the risk assessment detailed in Table 289.

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 288: 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 289: RISK ASSESSMENT

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)			Mitigation (proposed mitigation and residual risk)				
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Uranquinty												
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**	-.	-	-	-	Yarragundry Street and Morgan Street (Olympic Highway) 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: • Yarragundry Street • Morgan Street (Olympic Highway)	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.1.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works.
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 Yarragundry Street and Morgan Street (Olympic Highway).
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 Yarragundry Street and Morgan Street (Olympic Highway).
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 Yarragundry Street and Morgan Street (Olympic Highway).
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 Yarragundry Street and Morgan Street (Olympic Highway).
8	Road safety performance is impacted by the addition of construction vehicles through school zones during school hours: • Yarragundry Street • Morgan Street (Olympic Highway)	1	4	**M**	2	4	**M**	Minimise any potential impacts to road safety performance, the movement of construction vehicles will be scheduled outside of school zone hours where possible.	1	4	**M**	-

		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
Pearson 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	-	-	-	-	Pearson Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.2.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.2.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Pearson Street.
6	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 Pearson Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Pearson Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	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 Pearson 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
Cheshire 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**	-	-	-	-	Cheshire Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.2.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	--	-	-	-	Section 3.2.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Chesire Street.
6	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 Cheshire Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Cheshire Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Docker Street / Bourke 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	-	-	-	-	Docker Street / Bourke Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Docker St / Bourke St.
6	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 Docker Street / Bourke Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Docker Street / Bourke Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Chaston 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	-	-	-	-	Chaston Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Chaston St.
6	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 Chaston Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Chaston Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Wooden 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	-	-	-	-	Wooden Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Wooden St.
6	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 Wooden Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Wooden Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
Project risks		Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Trevor 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	-	-	-	-	Trevor Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Trevor St.
6	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 Trevor Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Trevor Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Lake Albert Road												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-	-	-	-	Lake Albert Rd generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Lake Albert Rd.
6	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 Lake Albert Rd.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Lake Albert Rd.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Coleman 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**	-	-	-	-	Coleman Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Coleman Street.
6	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 Coleman Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Coleman Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.
10	Road safety performance is impacted by the addition of construction vehicles through school zones during school hours: • Coleman Street	1	4	**M**	2	4	**M**	Minimise any potential impacts to road safety performance, the movement of construction vehicles will be scheduled outside of school zone hours where possible.	1	4	**M**	-

		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
Cassidy Parade												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	4	4	**H**	One-way on Cassidy Parade between Norman Street and Kildare Street.	1	4	**M**	To be implemented under TGS – refer to 3.3.15. (included parking adjustments – refer to 3.3.14)
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	2	3	**L**	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Cassidy Parade.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	4	3	**M**	One-way on Cassidy Parade between Norman St and Kildare St.	1	3	**L**	Kerbside parking will be altered to manage traffic and construction interface, refer to 3.3.14
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	4	4	**H**	One-way on Cassidy Parade between Norman St and Kildare St.	1	4	**M**	Kerbside parking will be altered to manage traffic and construction interface, refer to 3.3.14
8	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.
10	Road safety performance is impacted by the addition of construction vehicles through school zones during school hours: • Cassidy Street	1	4	**M**	2	4	**M**	Minimise any potential impacts to road safety performance, the movement of construction vehicles will be scheduled outside of school zone hours where possible.	1	4	**M**	-

		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
Tasman Road												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Tasman Rd generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Tasman Rd.
6	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 Tasman Rd.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Tasman Rd.
8	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
Project risks		Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Copland 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	-	-	-	-	Copland Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Copland Street.
6	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 Copland Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Copland Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	1	4	M	1	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Vincent Road												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-	-	-	-	Vincent Road generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Vincent Road.
6	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 Vincent Road.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Vincent Road.
8	Cyclists impacted by wind turbulence of passing vehicles.	1	4	M	1	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Mitchell Road												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	**M**	1	4	**M**	-	-	-	-	Mitchell Road generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Mitchell Road.
6	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 Mitchell Road.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Mitchell Road.
8	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Kooringal Road												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-	-	-	-	Kooringal Road generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Kooringal Road.
6	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 Kooringal Road.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Kooringal Road.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Urana 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	-	-	-	-	Urana Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Urana Street.
6	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 Urana Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Urana Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Murray 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	-	-	-	-	Murray Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Murray Street.
6	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 Murray Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Murray Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Brookong Avenue												
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**	-	-	-	-	Brookong Avenue generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Brookong Avenue.
6	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 Brookong Avenue.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Brookong Avenue.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Fox 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	-	-	-	-	Fox Street generally features 3.5m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	--	-	-	-	Section 3.3.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Fox Street.
6	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 Fox Street
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Fox Street.
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake.	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Donnelly Avenue												
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**	-	-	-	-	Donnelly Avenue is generally a 6.5m carriageway width with un-sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions	1	3	L	1	3	L	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections	1	3	L	1	3	L	-	-	-.	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Donnelly Avenue.
6	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 Donnelly Avenue
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	L	3	3	**M**	-	-	-	-	Kerbside parking is not altered along Donnelly Avenue
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Little Best 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**	-	-	-	-	Little Best Street is generally a 6.5m carriageway width with un-sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions: • Little Best Street	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections: • Donnelly Avenue / Little Best	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection: • Donnelly Avenue / Little Best	1	3	**L**	1	2	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Little Best Street.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Little Best Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	3	**L**	3	3	**M**	-	-	-	-	Kerbside parking is not altered along Little Best Street
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Edmondson 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**	-	-	-	-	Edmondson Street generally features 3.1m wide lanes with sealed shoulders.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Edmondson Street.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Edmondson Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Edmondson Street
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.
10	Road safety performance is impacted by the addition of construction vehicles through school zones during school hours: • Edmondson Street	1	4	**M**	2	4	**M**	Minimise any potential impacts to road safety performance, the movement of construction vehicles will be scheduled outside of school zone hours where possible.	1	4	**M**	-

		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
Erin 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**	-	-	-	-	Erin Street generally features a 12m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the A works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Erin Street.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Erin Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along Erin Street
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.
10	Road safety performance is impacted by the addition of construction vehicles through school zones during school hours: • Erin Street	1	4	**M**	2	4	**M**	Minimise any potential impacts to road safety performance, the movement of construction vehicles will be scheduled outside of school zone hours where possible.	1	4	**M**	-

		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
MacLeay 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**	-	-	-	-	MacLeay Street generally features a 21m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	**L**	1	3	**L**	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 MacLeay Street.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	**M**	2	3	**M**	-	-	-	-	Appropriate stopping sight distance appears to be achieved along MacLeay Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	**M**	1	4	**M**	-	-	-	-	Kerbside parking is not altered along MacLeay Street
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	**M**	2	4	**M**	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.
10	Road safety performance is impacted by the addition of construction vehicles through school zones during school hours: • MacLeay Street	1	4	**M**	2	4	**M**	Minimise any potential impacts to road safety performance, the movement of construction vehicles will be scheduled outside of school zone hours where possible.	1	4	**M**	-

		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 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	-	-	-	-	Railway Street generally features a 12m wide carriageway.
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Street.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	M	2	3	M	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Railway Street.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Railway Street
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.
10	Road safety performance is impacted by the addition of construction vehicles through school zones during school hours: • Railway Street	1	4	M	2	4	M	Minimise any potential impacts to road safety performance, the movement of construction vehicles will be scheduled outside of school zone hours where possible.	1	4	M	-

		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
Station Place												
1	Carriageway width is not suitable to accommodate the movements of vehicles, resulting in vehicles travelling within the opposing carriageway	1	4	M	1	4	M	-	-	-	-	Station Place generally features 3.4m wide lanes
2	Road performance is impacted by the addition of construction vehicles, resulting in adverse conditions.	1	3	L	1	3	L	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
3	Intersection performance is impacted by the addition of construction vehicles, resulting in adverse conditions at intersections.	1	3	L	1	3	L	-	-	-	-	Section 3.3.9 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works
4	Vehicles are unable to safely perform turning manoeuvres at intersections, resulting in conflicts with other road users / damage to infrastructure at the intersection.	1	3	L	1	3	L	-	-	-	-	A swept path analysis has been undertaken to demonstrate the ability for construction vehicles to safely perform the necessary manoeuvres.
5	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 Station Place.
6	Vehicles entering and exiting kerbside parking spaces resulting in rear-end and side-swipe collisions	2	3	M	2	3	M	-	-	-	-	Appropriate stopping sight distance appears to be achieved along Station Place.
7	Kerbside parking narrows the road, restricts traffic flow and inhibits the ability to manoeuvre safely into and out of side streets.	1	4	M	1	4	M	-	-	-	-	Kerbside parking is not altered along Station Place
8	Cyclists impacted by wind turbulence of passing vehicles.	2	4	M	2	4	M	-	-	-	-	Low speed environment.
9	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	M	1	4	M	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted.

		Current level of risk (current traffic)			Future level of risk (current traffic plus construction vehicles)				Mitigation (proposed mitigation and residual risk)			
	Project risks	Likelihood	Consequence	Risk level	Likelihood	Consequence	Risk level	Mitigation	Likelihood	Consequence	Risk level	Comment
Bomen												
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**	-.	-	-	-	Pomeroy Drive, Brynes Road, Dorset Drive and Dampier 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: • Pomeroy Drive • Brynes Road • Dorset Drive • Dampier Street	1	3	**L**	1	3	**L**	-	-	-	-	Section 3.4.8 shows that the road performance will not be significantly impacted by the additional of construction vehicles during the works.
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 Pomeroy Drive, Brynes Road, Dorset Drive and Dampier 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 Pomeroy Drive, Brynes Road, Dorset Drive and Dampier 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 Pomeroy Drive, Brynes Road, Dorset Drive and Dampier 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**	-	-	-	-	Sight distance is adequate where overtaking is generally expected and permitted along Pomeroy Drive, Brynes Road, Dorset Drive and Dampier St.

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 high impact works.

The VMS will be deployed and programmed in accordance with TfNSW TS 00198:1.0 Portable Variable Message Signs.

5.5 Works to be Constructed Under Traffic Control

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

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

5.6 Crime Prevention Through Environmental Design

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

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

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

Where pedestrian access has the potential of be being affected by the Project construction work, a screening assessment has been undertaken to determine whether further analysis is required. The screening assessment for the Wagga Wagga precinct is included in Table 283.

TABLE 290: CPTED SCREENING ASSESSMENT

Question		Yes/No	Comments
1	Are any pedestrian footpaths required to be diverted due to the Project construction work? (If 'no', the screening assessment is complete. If 'yes' proceed to Question 2).	Yes	The temporary diversion will be required for the Cassidy Parade Footbridge demolition and reconstruction. The diversion will be facilitated by a DDA compliant temporary structure to provide continued access between Cassidy Parade and Brookong Avenue. The temporary diversion will be required for the Wagga Station (Mothers Bridge) demolition and reconstruction. The diversion will be facilitated by a DDA compliant temporary structure (connected to the existing structure) to provide continued access between Railway Street and Station Place.
2	If pedestrian diversions are required as a result of the construction work, does the diversion direct pedestrians onto existing pedestrian or shared access footpaths? (If 'yes', the screening assessment is complete. If 'no' proceed to Question 3)	Yes	The temporary diversion connecting Cassidy Parade and Brookong Avenue is located immediately west of the existing structure connecting to the same footpath on Brookong Avenue, whilst the Cassidy Parade connection will be managed using an integrated TGS also changing traffic conditions on Cassidy Parade to one-way between Norman Street and Kildare Street. The temporary diversion connecting Railway Street and Station Place use a temporary connection to an existing footpath on Station Place, whilst the connection to Railway Street remains unchanged.
3	Does the diverted pedestrian footpath provide for clear lines of sight to public places and provide natural surveillance?	-	
4	Does the diverted pedestrian footpath facilitate access to public space (e.g. does not create enclosed spaces or spaces that only have one entry and exit point)	-	
5	Does the diverted pedestrian footpath provide good definition of space and ownership.	-	
6	Is lighting sufficient and meet ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public	-	

6 COMMUNICATION AND COORDINATION

6.1 Traffic 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

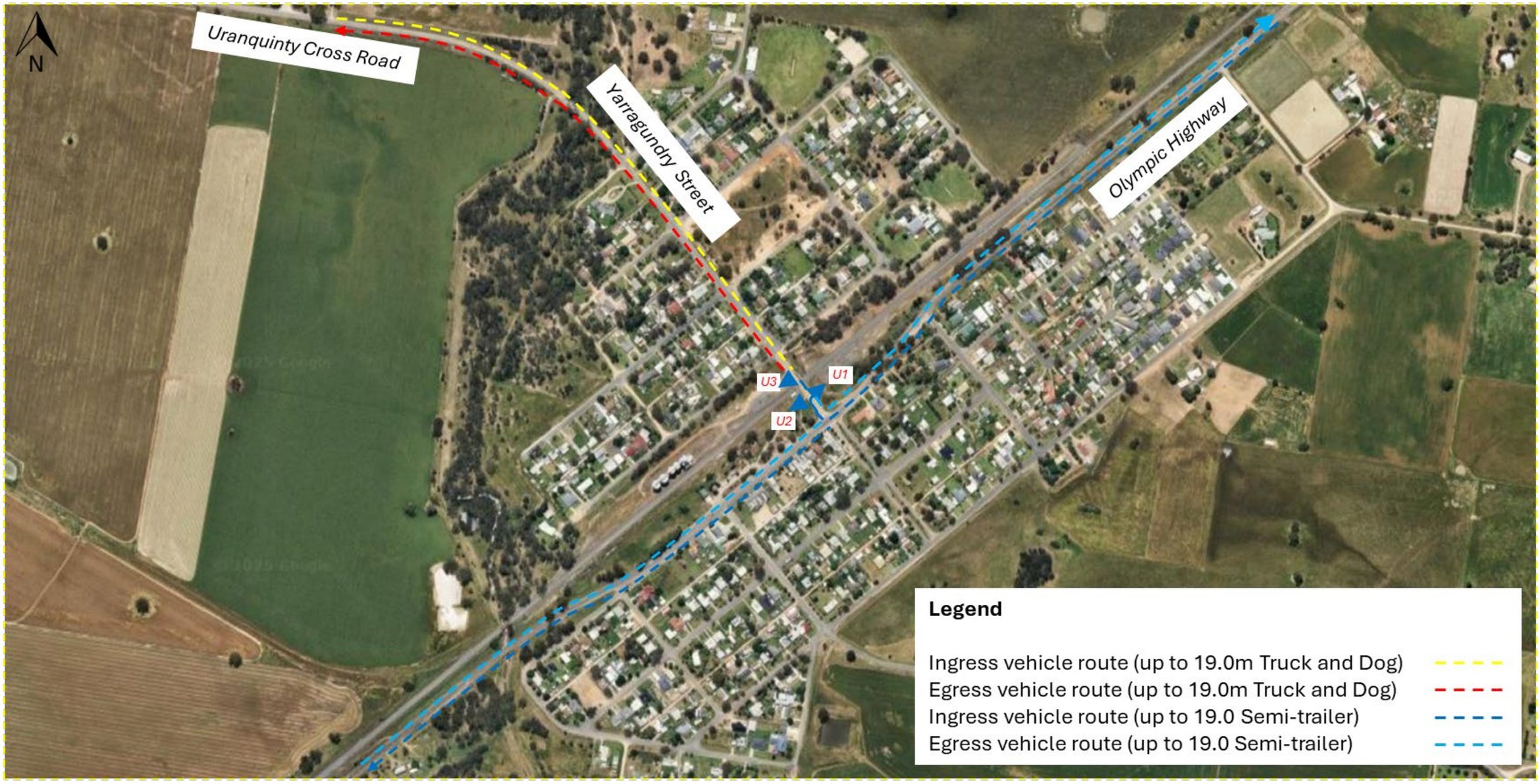
TABLE 291: LIST OF EXPECTED TRAFFIC GUIDANCE SCHEMES

TGS #	Title	Comment
MR-A2I-WW-TGS-001	Gate U1 – site access	Site access manoeuvres
MR-A2I-WW-TGS-002	Gate U2 – site access	Site access manoeuvres
MR-A2I-WW-TGS-003	Gate U3 – site access	Site access manoeuvres
MR-A2I-WW-TGS-004	Yarragundry Street – full closure	60-hour track possession for Railway Level Crossing works
MR-A2I-WW-TGS-005	Gate P1 – site access	Site access manoeuvres
MR-A2I-WW-TGS-006	Gate P2 – site access	Site access manoeuvres
MR-A2I-WW-TGS-007	Gate P4 – site access	Site access manoeuvres
MR-A2I-WW-TGS-008	Gate W1 – site access	Site access manoeuvres
MR-A2I-WW-TGS-009	Gate W3 – site access	Site access manoeuvres
MR-A2I-WW-TGS-010	Gate W4 – site access	Site access manoeuvres
MR-A2I-WW-TGS-011	Gate W7 – site access	Site access manoeuvres (one-way Cassidy Parade)
MR-A2I-WW-TGS-011	Gate W8 – site access	Edmondson Street closure
MR-A2I-WW-TGS-012	Gate W9 – site access	Edmondson Street closure
MR-A2I-WW-TGS-013	Gate B1 – site access	Site access manoeuvres
MR-A2I-WW-TGS-014	Gate B2 – site access	Site access manoeuvres
MR-A2I-WW-TGS-015	Gate B3 – site access	Site access manoeuvres (speed reduction)
MR-A2I-WW-TGS-016	Gate B4 – site access	Site access manoeuvres (speed reduction)
MR-A2I-WW-TGS-017	Gate B5 – site access	Site access manoeuvres (speed reduction)

APPENDIX B

Construction Routes

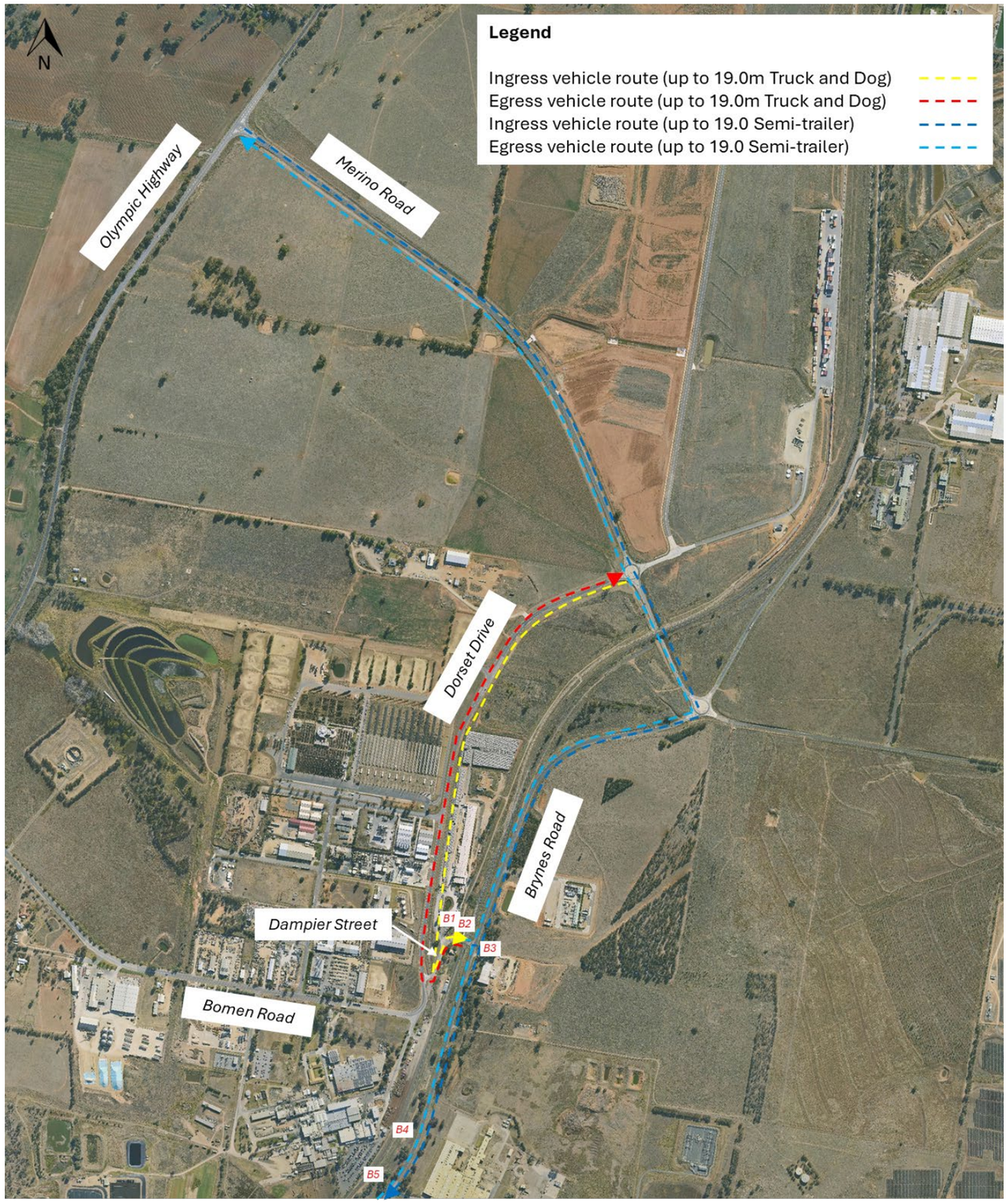
Uranquinty Construction Routes



Pearson Street Construction Routes

Wagga Wagga Station and Surrounds Construction Routes

Bomen Construction Routes



APPENDIX C

Swept Path Analysis

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

© GOOGLE MAPS

LOCALITY PLAN

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

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Pearson Street Route Sheet Arrangement.dgn	LINEAR REFERENCING START: N/A FINISH: N/A		PLOT DATE / TIME 06/11/2025 9:48:16 AM PLOT BY ThomHunter	CLIENT MARTINUS	A2I CTTAMP WAGGA WAGGA PRECINCT SWEPT PATH ANALYSIS A3
PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. COLES TITLE LEAD DESIGNER DATE	PROJECT MANAGER SIGNED NAME J.GORRIE TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME P.BILLINGHAM TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD	RIGORE PROJECT No. RES 2501.78.207 CLIENT PROJECT No. PMO REGISTRATION No. RES2501.78.207 STAGE 1 SHEET No. SW1-001 ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

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

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

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

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

PLOT BY: ThomHunter

CLIENT: MARTINUS

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

SCALES ON A3 SIZE DRAWING:

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

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

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS | SHEET No. SW1-002 | ISSUE 1

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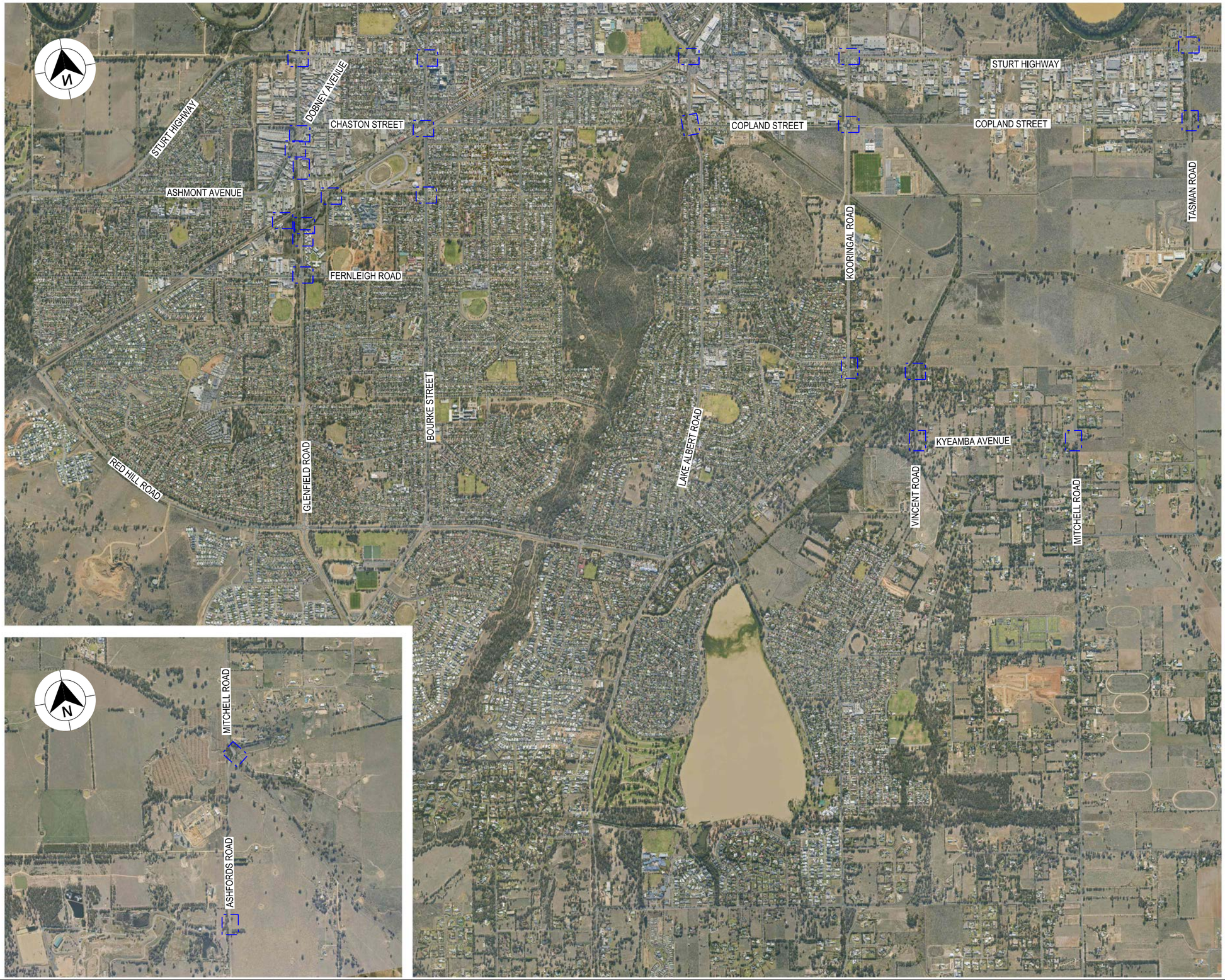

LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

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RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-003 — ISSUE 1

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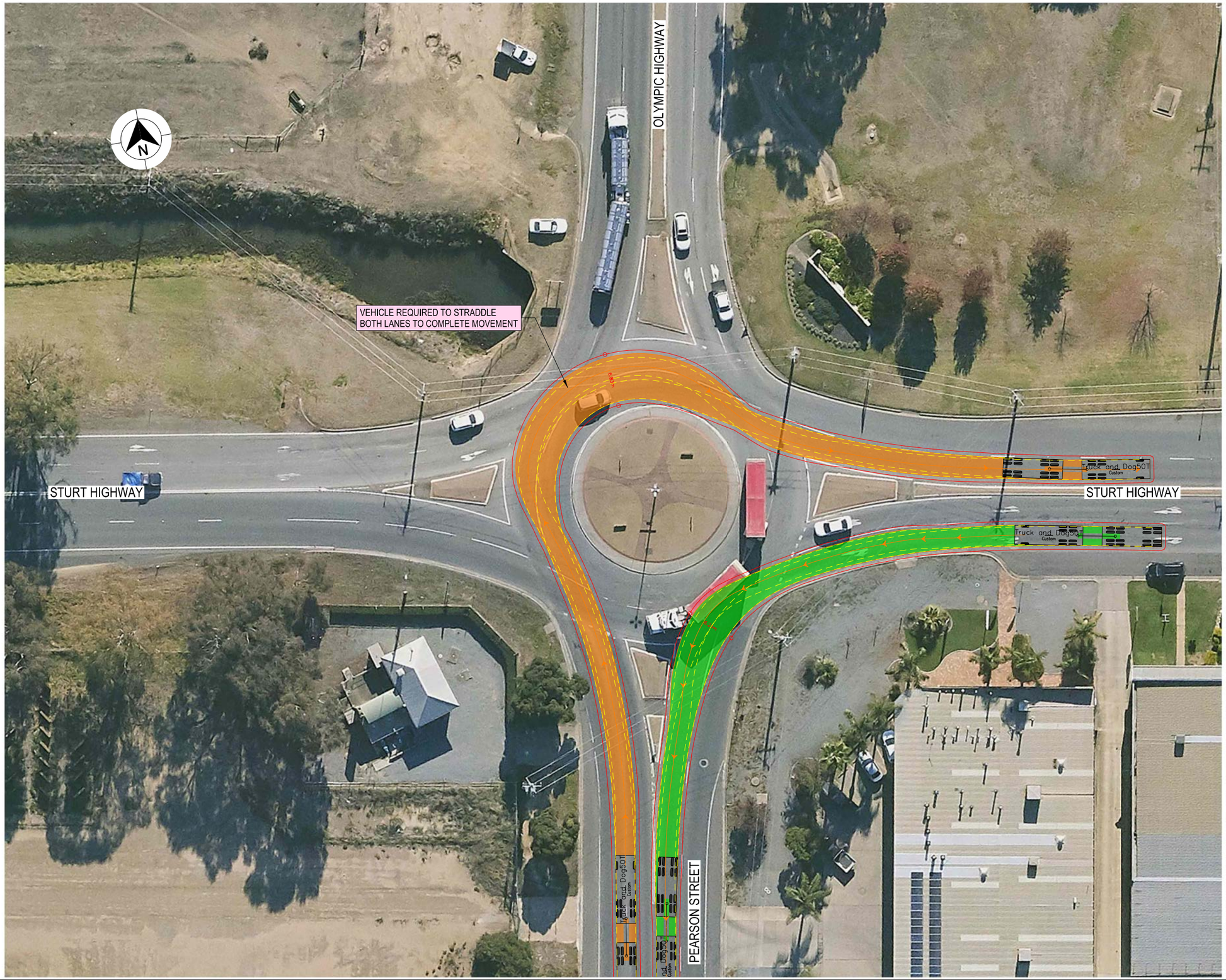


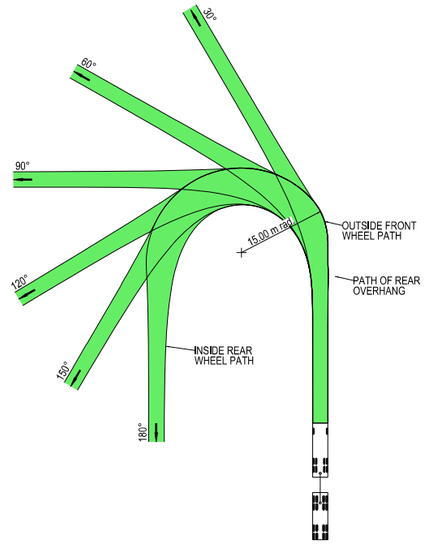
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

CLIENT

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

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
PEARSON STREET & STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY SOUTH LEG - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

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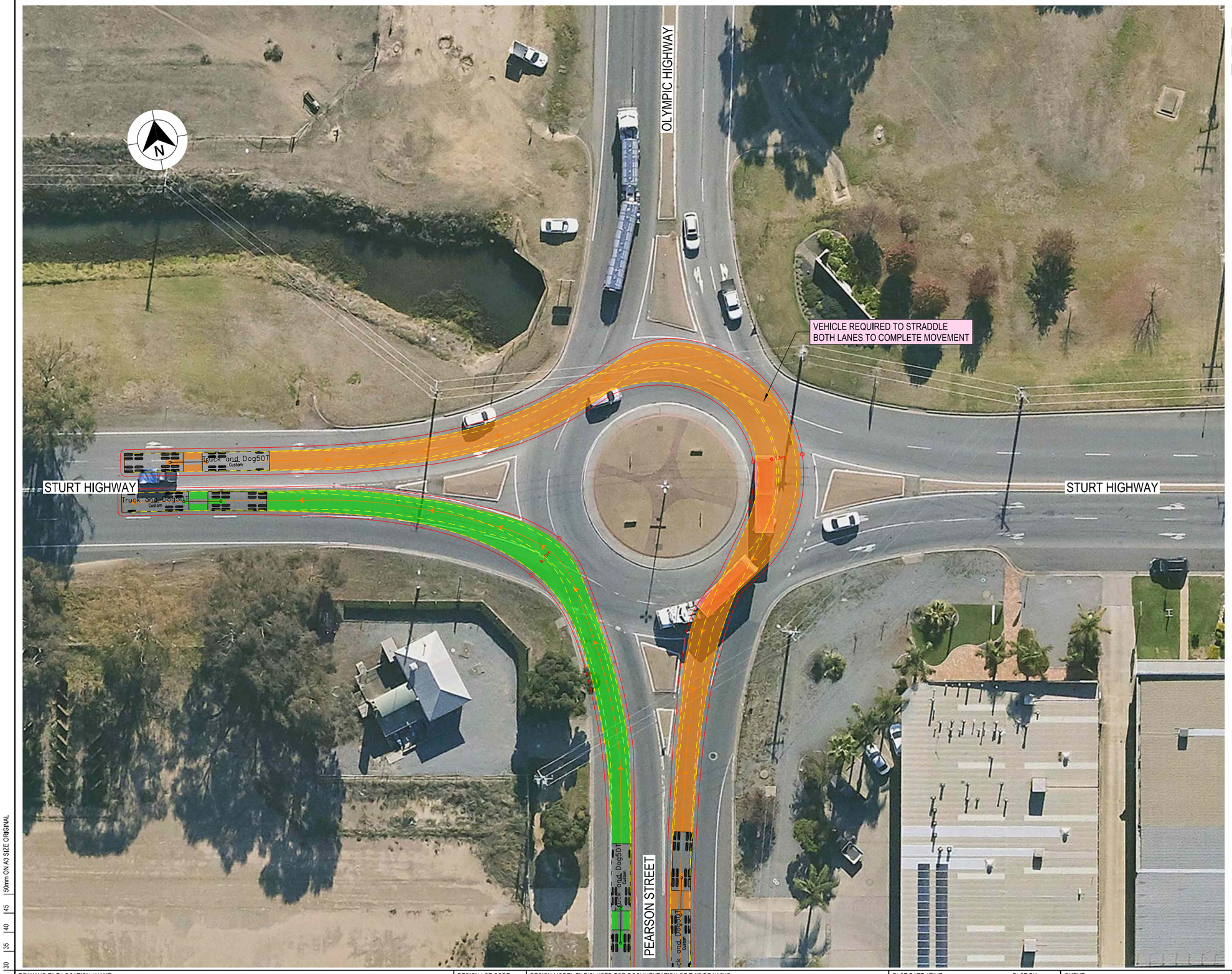

LEGEND

GDA 2020

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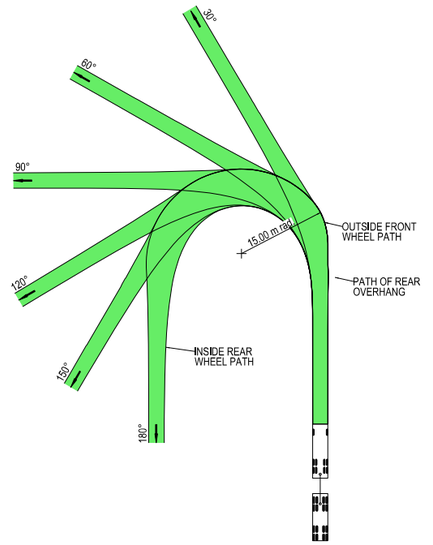
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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TRUCK AND 4 AXLE DOG (19.0 m)	
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PLOT BY ThomHunter

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

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

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

MARTINUS

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

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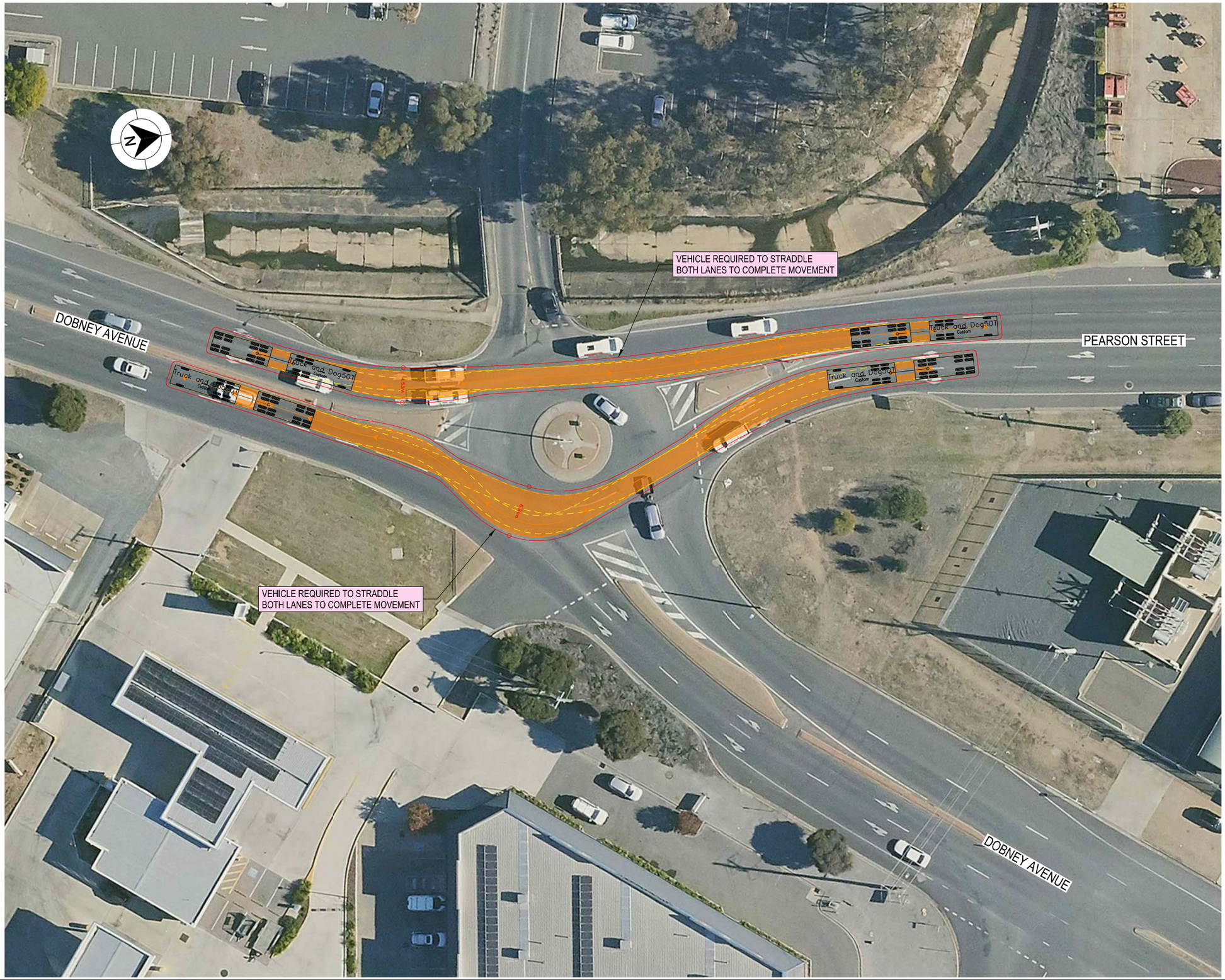


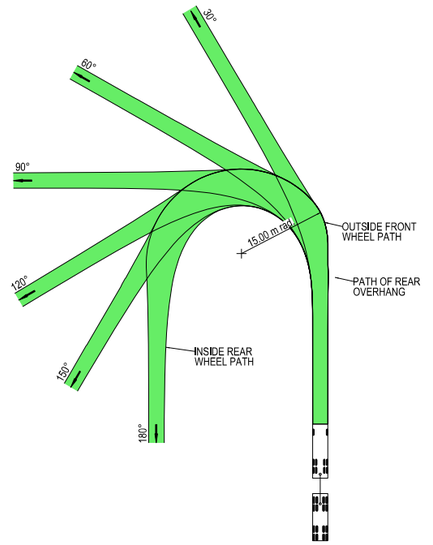
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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

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PLOT BY ThomHunter

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

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

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

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RIGORE ENGINEERING SERVICES

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

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WAGGA CITY COUNCIL
DOBNEY AVENUE & PEARSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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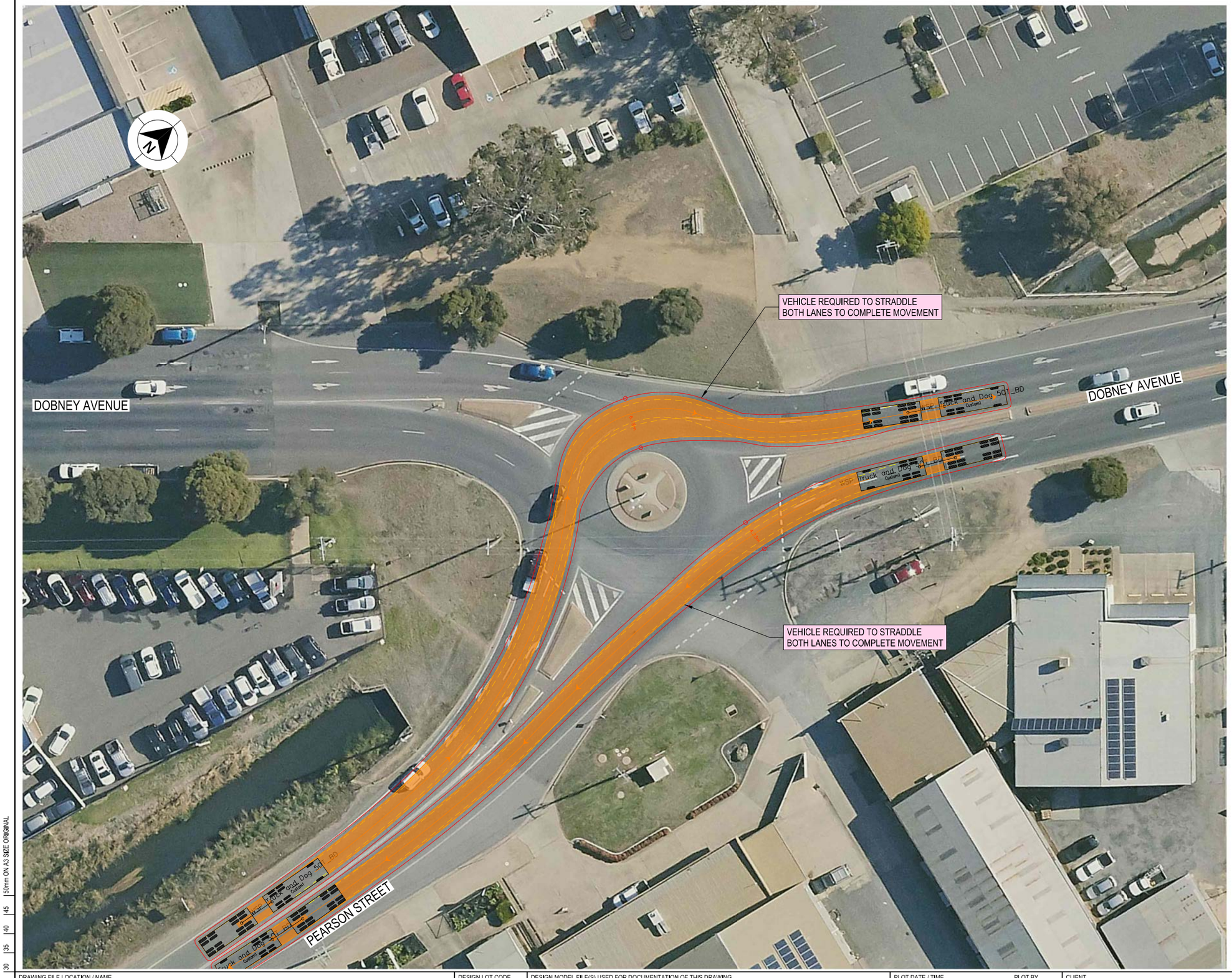

LEGEND

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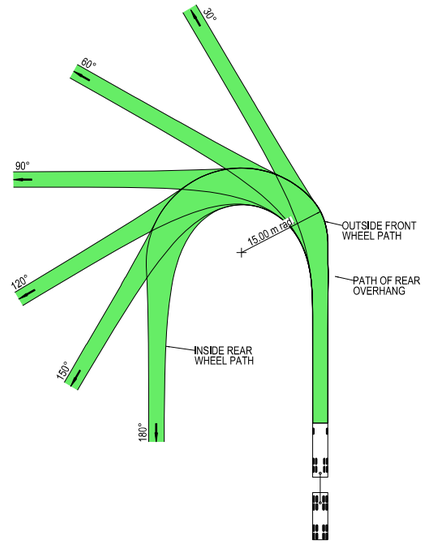
- STORED PASSENGER VEHICLE

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
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PLOT BY ThomHunter

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WAGGA CITY COUNCIL
PEARSON STREET & DOBNEY AVENUE

A3

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WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - PEARSON STREET AND DOBNEY AVENUE - THROUGH

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

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

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

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LEGEND

GDA 2020

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

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

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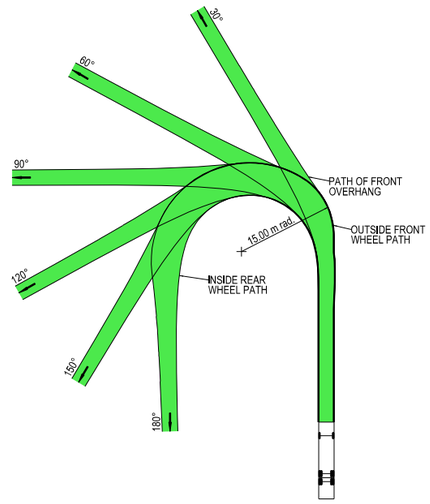
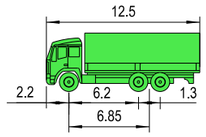
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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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PLOT BY ThomHunter

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

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

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

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

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

A3

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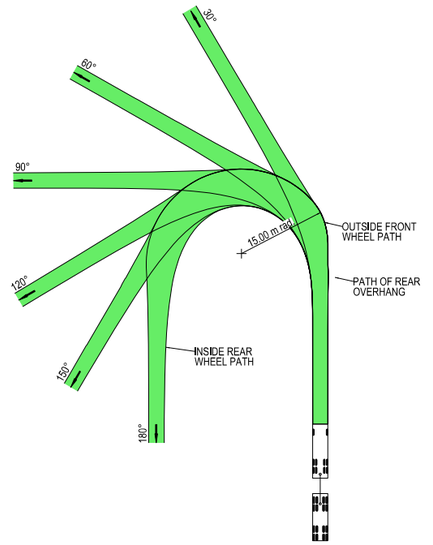
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
GLENFIELD ROAD & URANA STREET

A3

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

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

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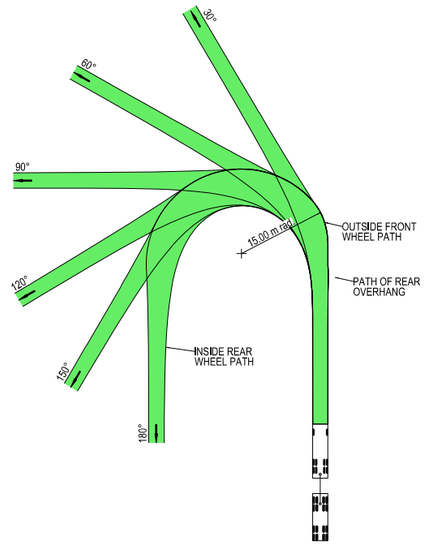
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT BY ThomHunter

CLIENT

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0 5 10 15 20
SCALE 1:500m

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

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PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
GLENFIELD ROAD & URANA STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - GLENFIELD ROAD AND URANA STREET - LO

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LEGEND

GDA 2020

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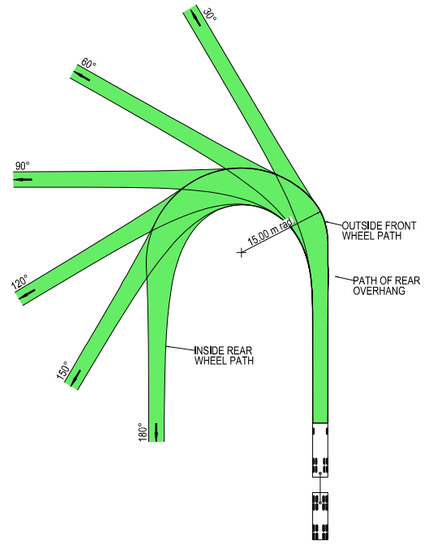
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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PLOT BY ThomHunter

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SCALE 1:500m

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

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MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GLENFIELD ROAD AND PEARSON - THROUGH

A3

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PART 1
ISSUE STATUS
SHEET No. SW1-011
ISSUE 1

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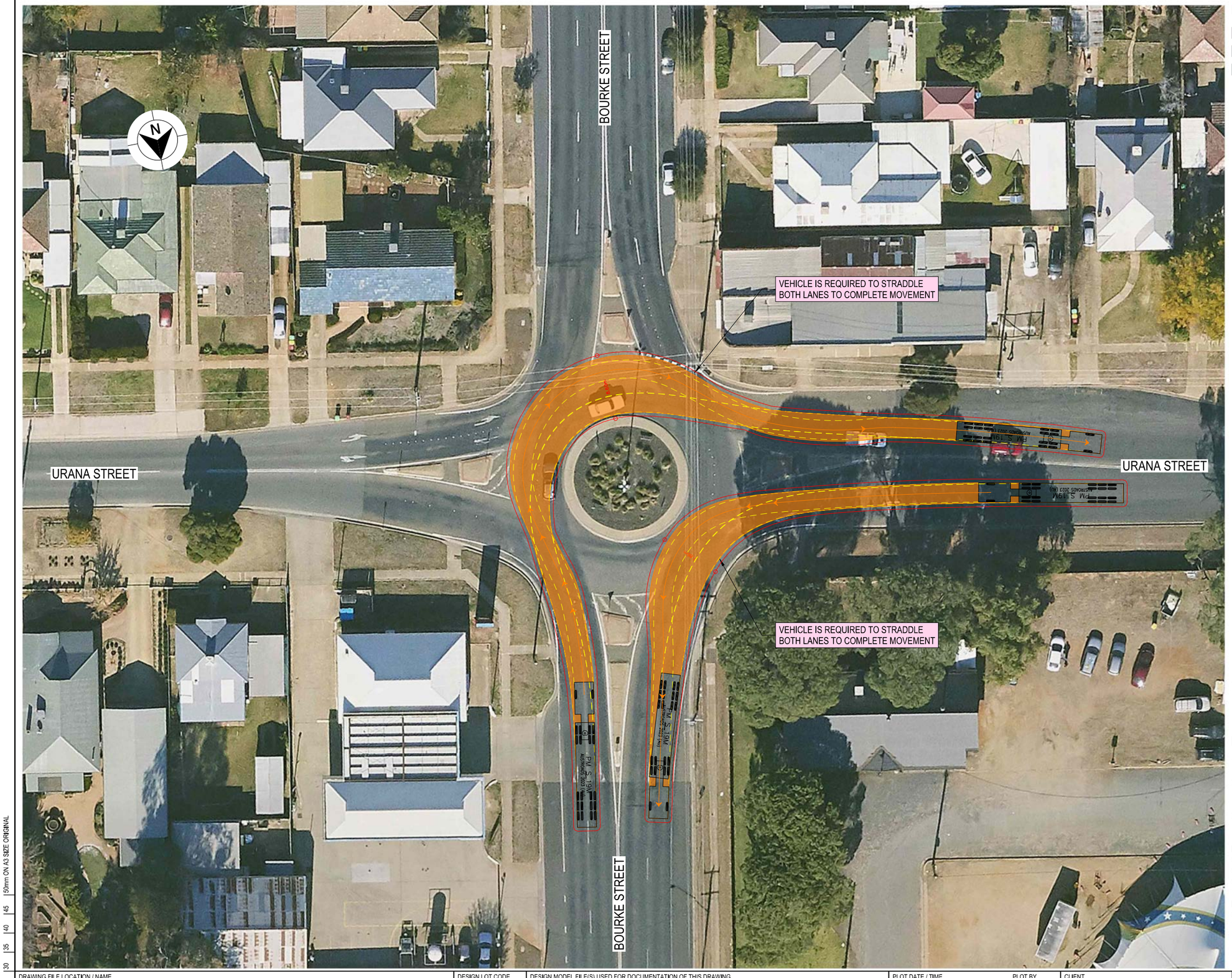

LEGEND

GDA 2020

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

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

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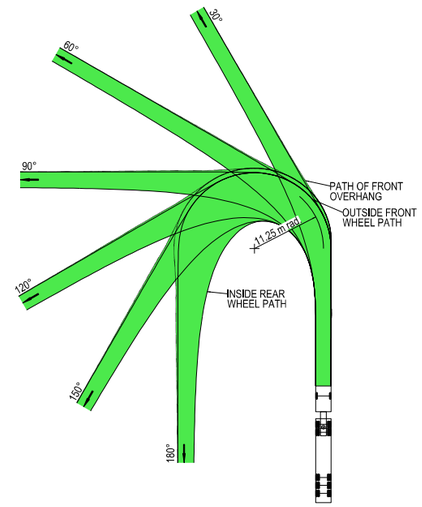
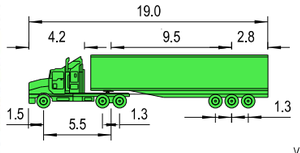
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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CLIENT

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SCALE 1:500m

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

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

MARTINUS

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

A3

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ISSUE STATUS
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ISSUE 1

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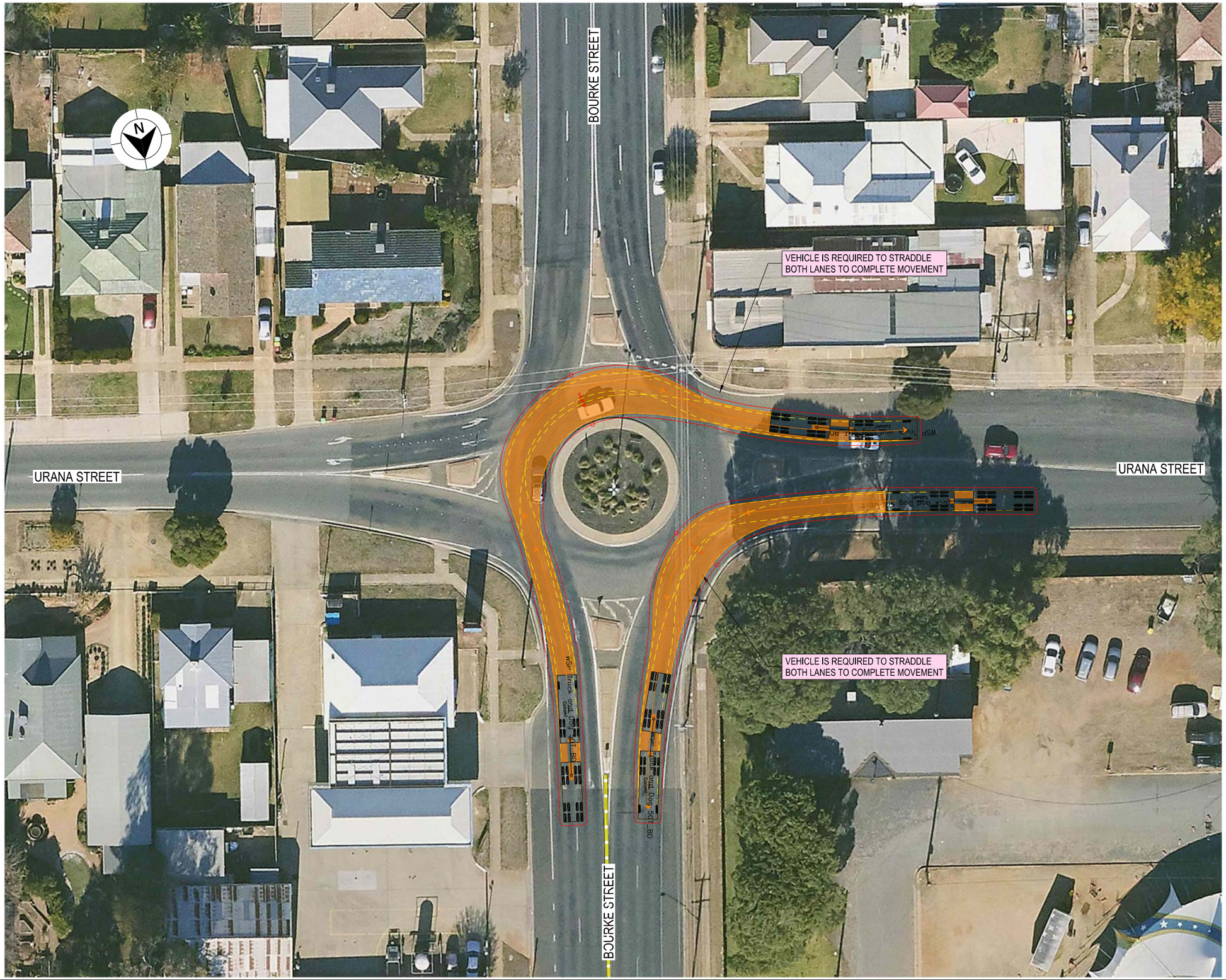


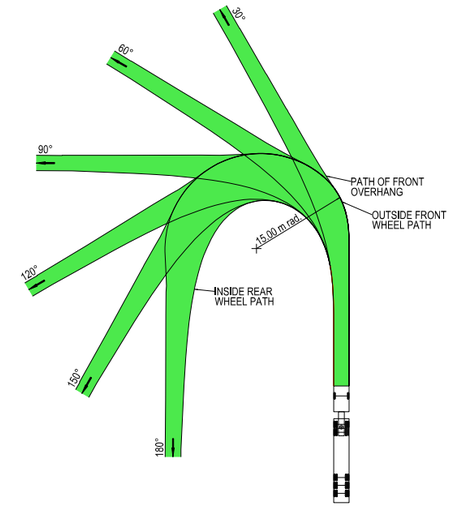
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
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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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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

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MARTINUS

WAGGA CITY COUNCIL
URANA STREET & BOURKE STREET

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WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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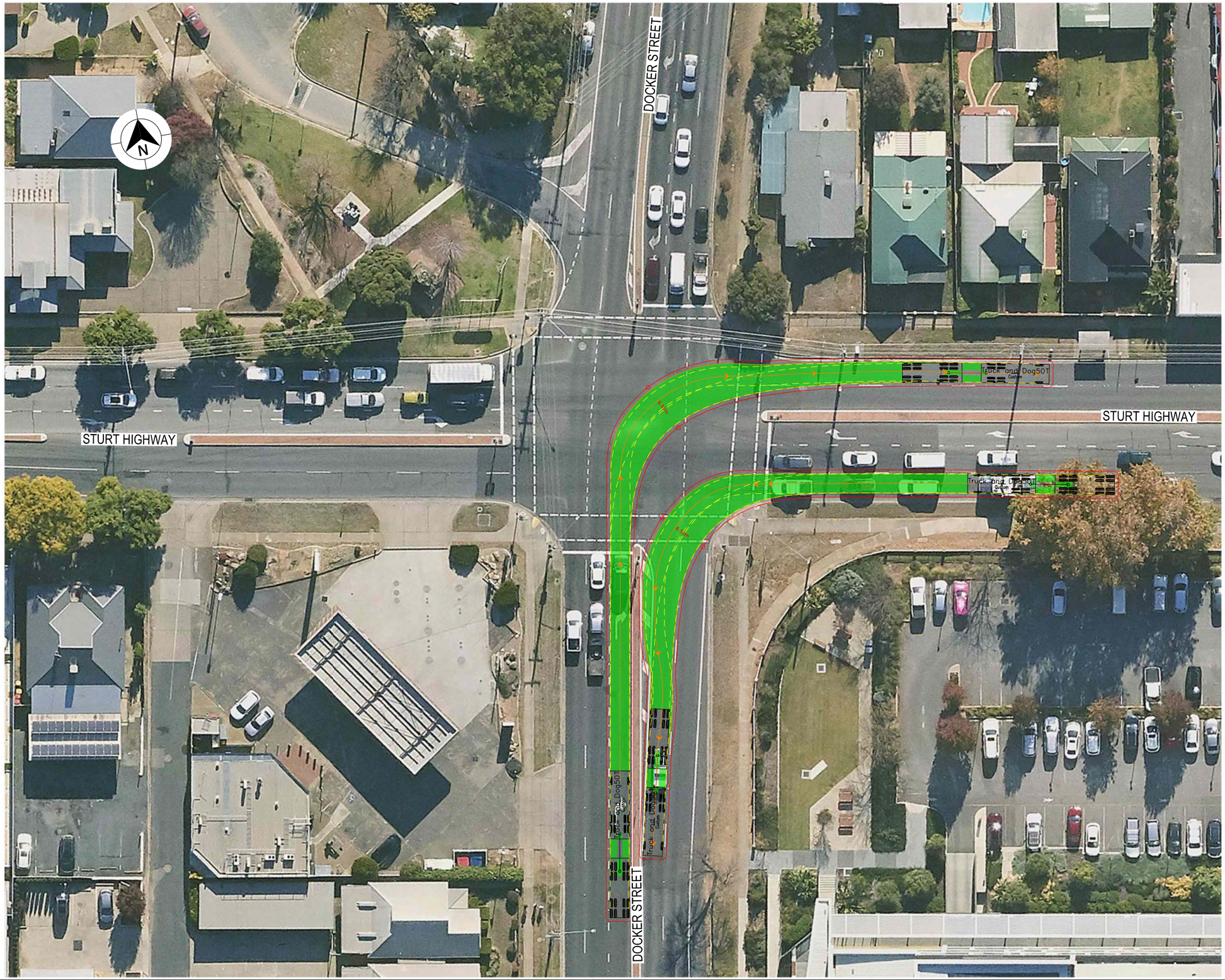

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GDA 2020

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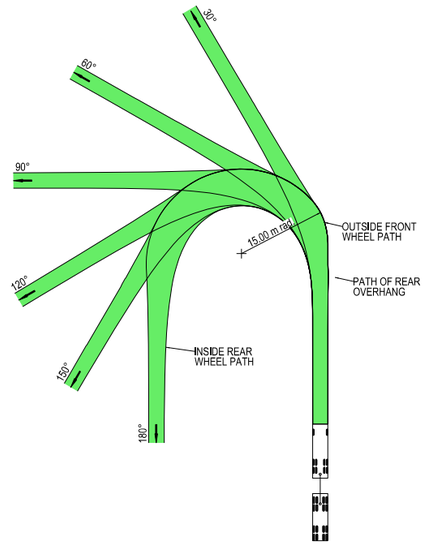
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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MARTINUS

WAGGA CITY COUNCIL
DOCKER STREET & STURT HIGHWAY

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - LI RO

A3

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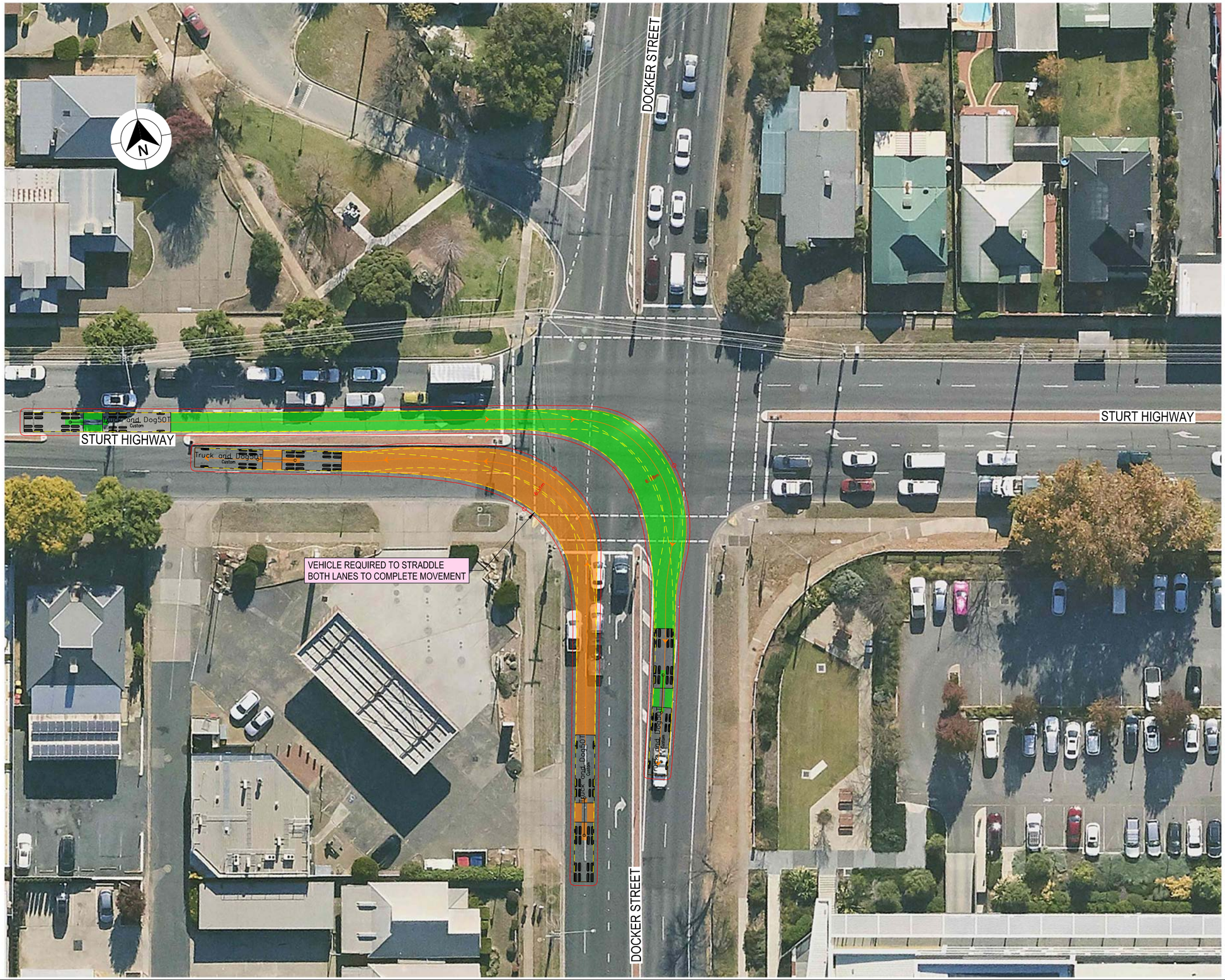

LEGEND

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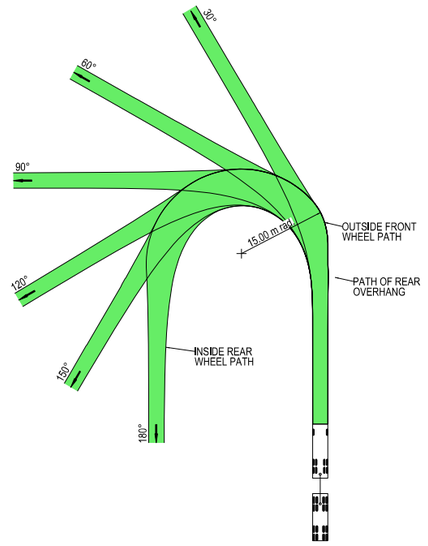

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WAGGA CITY COUNCIL
DOCKER STREET & STURT HIGHWAY

A3

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

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PROJECT MNGR	P. BILLINGHAM	06/11/2025

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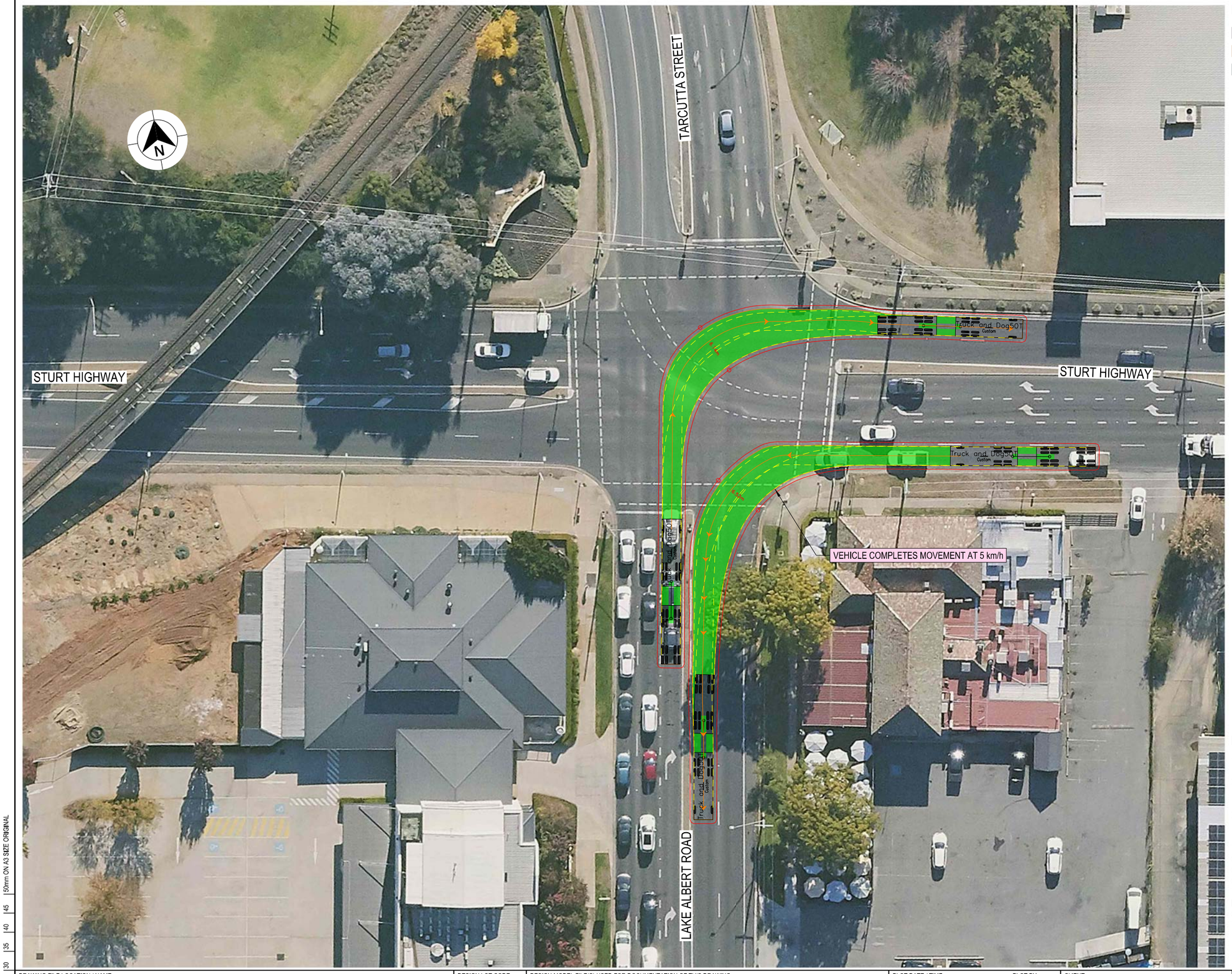

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RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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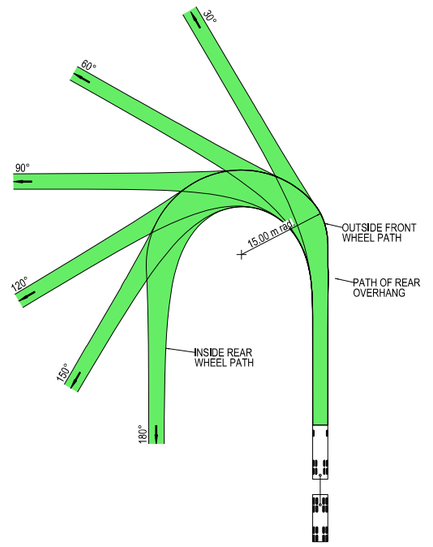
SCALE 1:1000m



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PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD & STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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ISSUE STATUS
SHEET No. SW1-016
ISSUE 1

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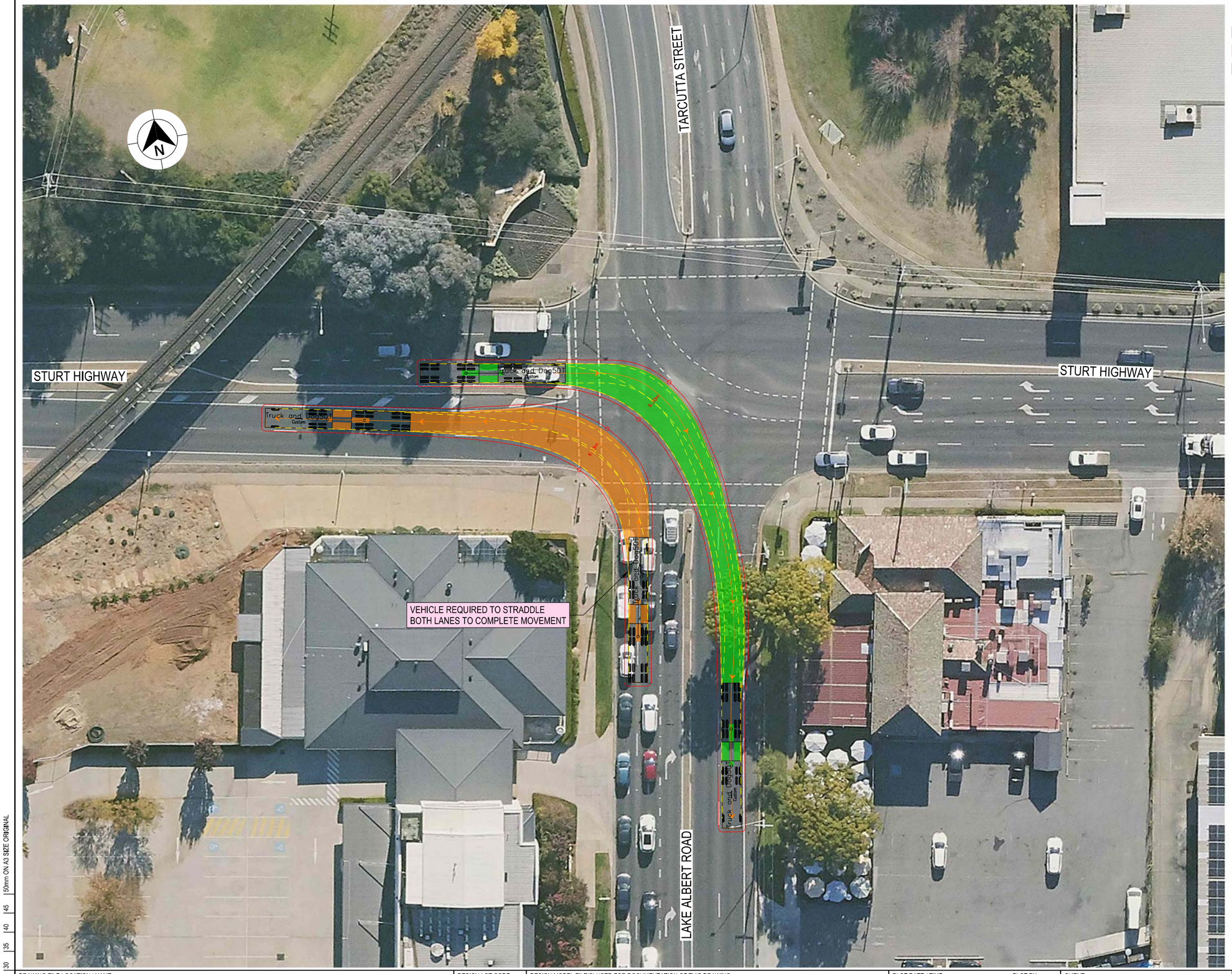


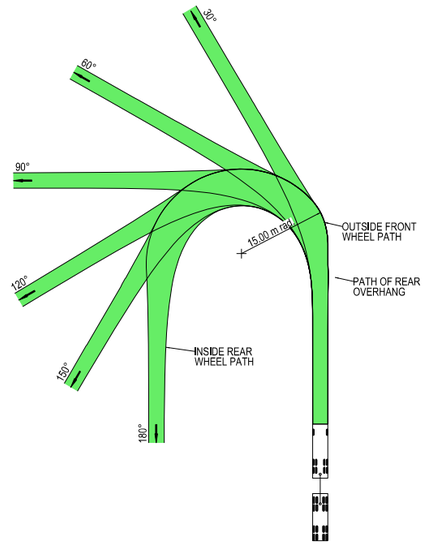
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

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

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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD & STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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SHEET No. SW1-017
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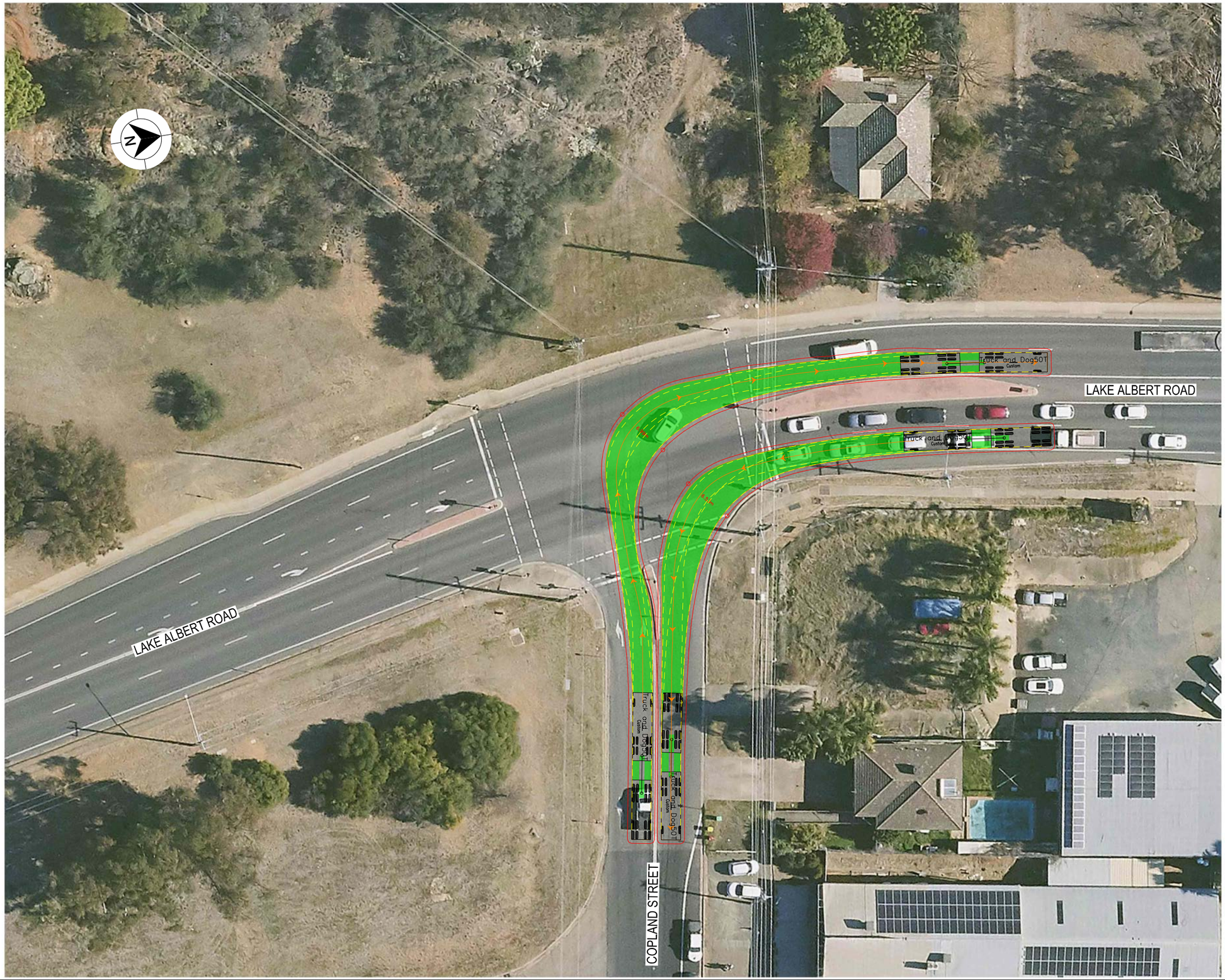

LEGEND

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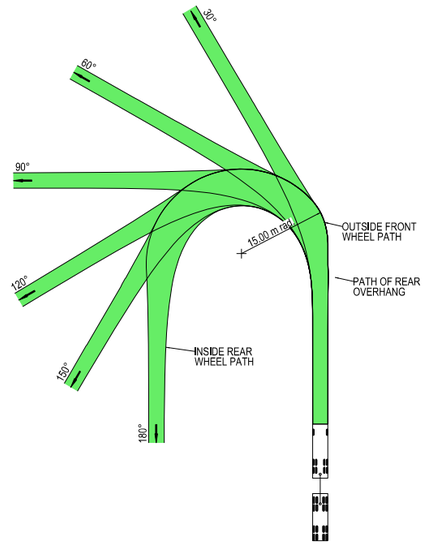

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PLOT DATE / TIME: 06/11/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI RO

A3

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

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ISSUE STATUS — SHEET No.: SW1-018 — ISSUE: 1

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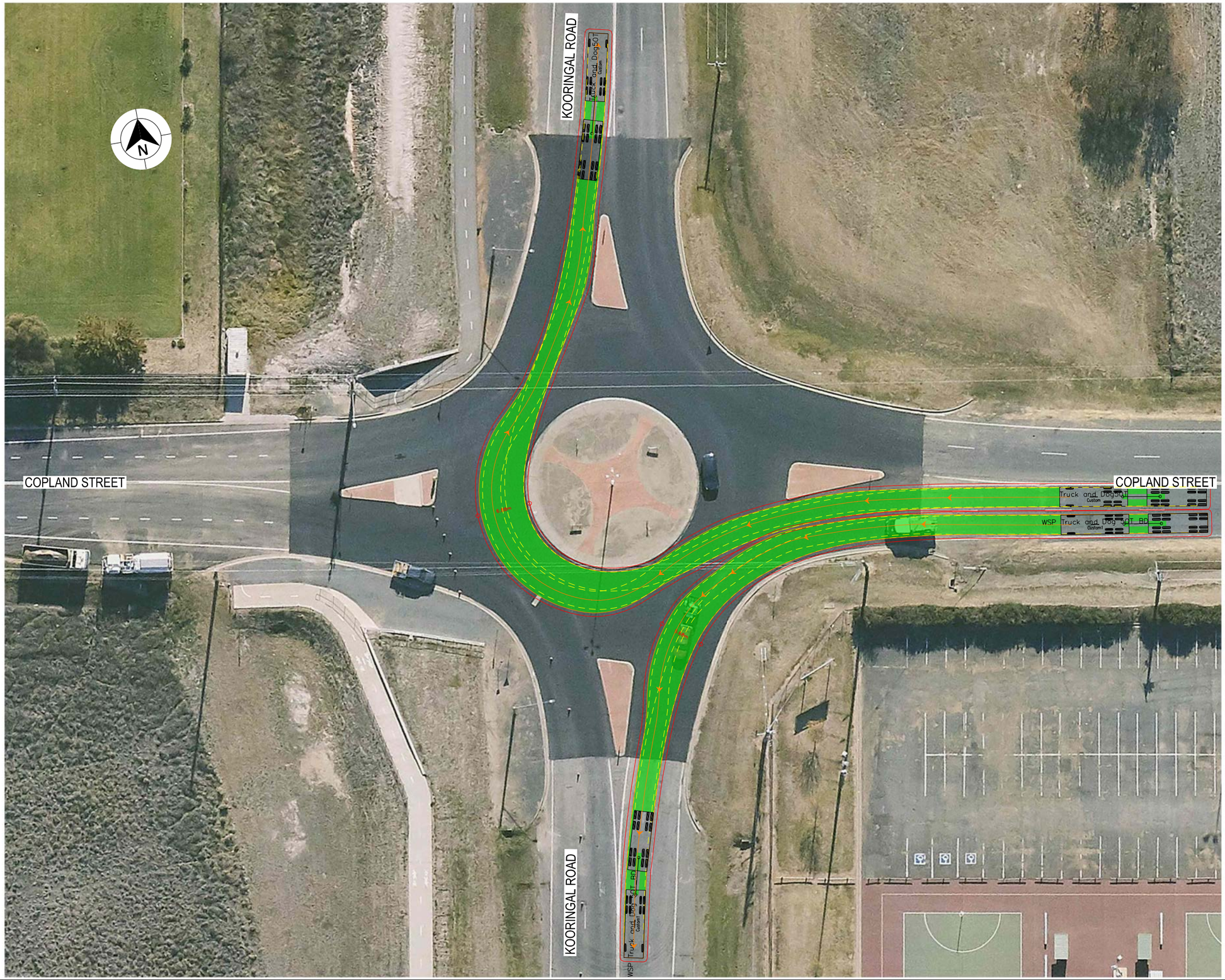

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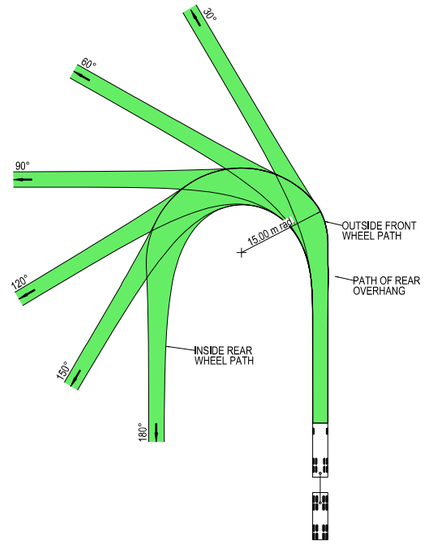

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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-019
ISSUE 1

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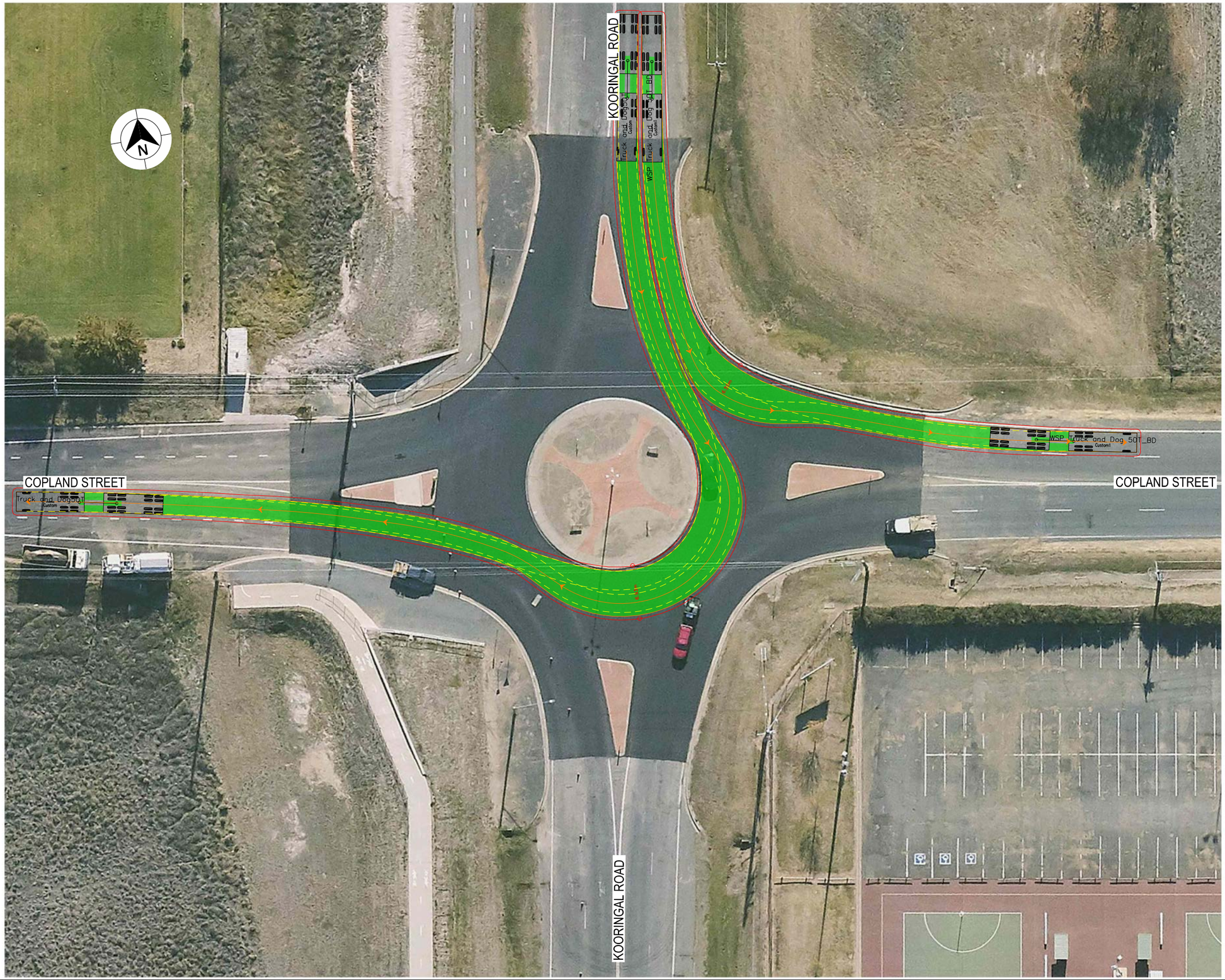

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
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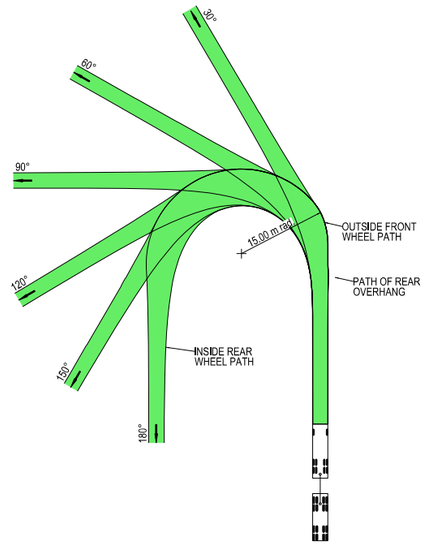
GDA 2020

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

0 10
SCALE 1:1000m



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

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

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

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RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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

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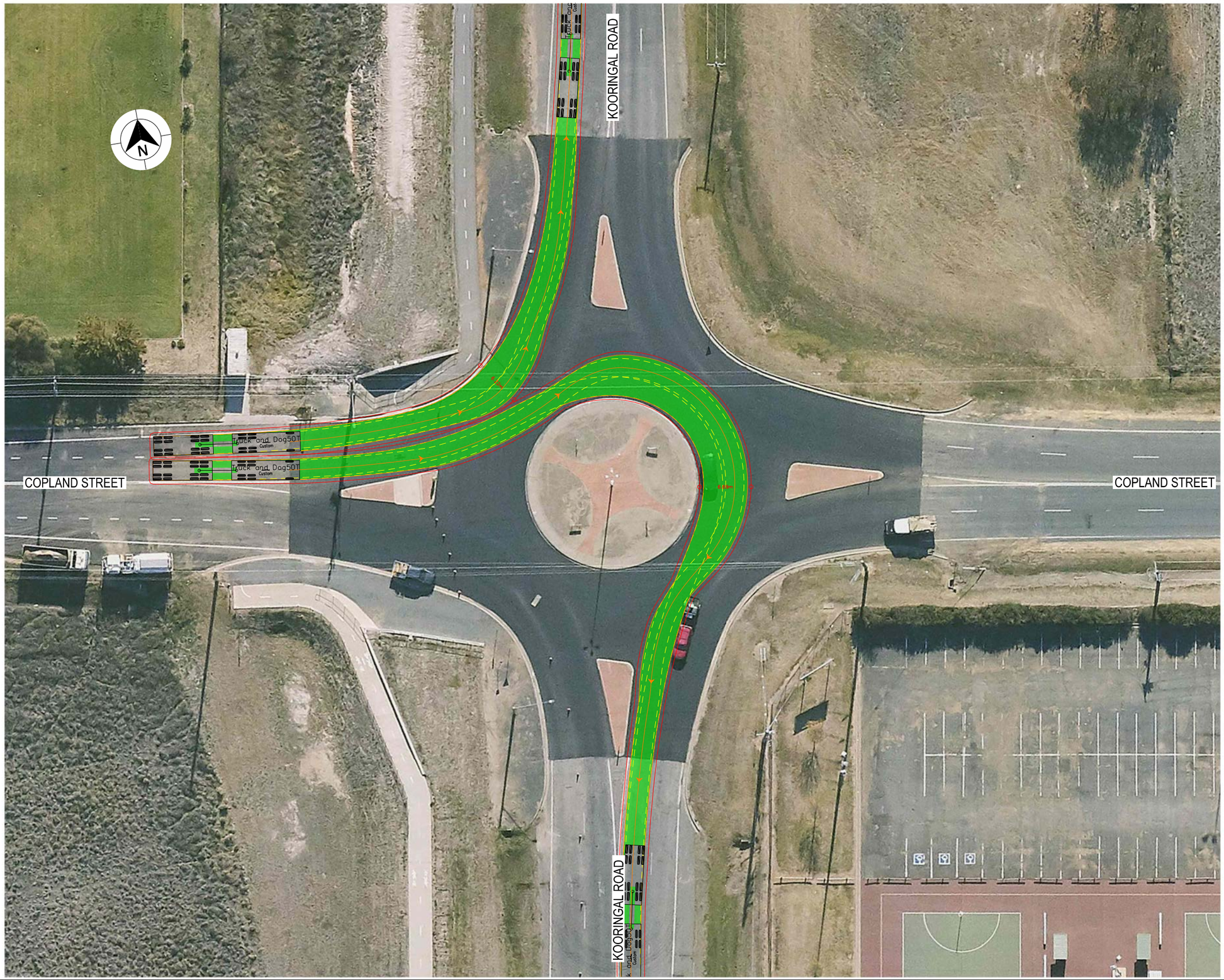

LEGEND

GDA 2020

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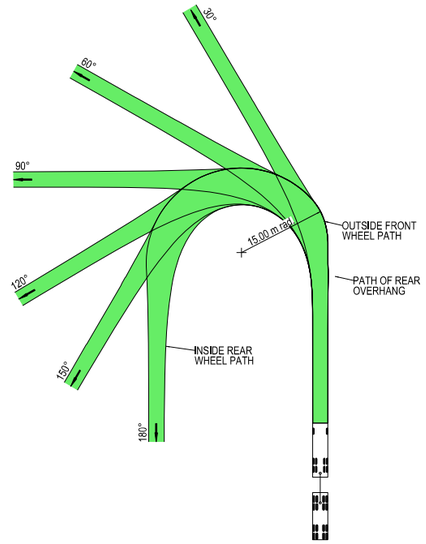
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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

CLIENT: MARTINUS

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

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

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

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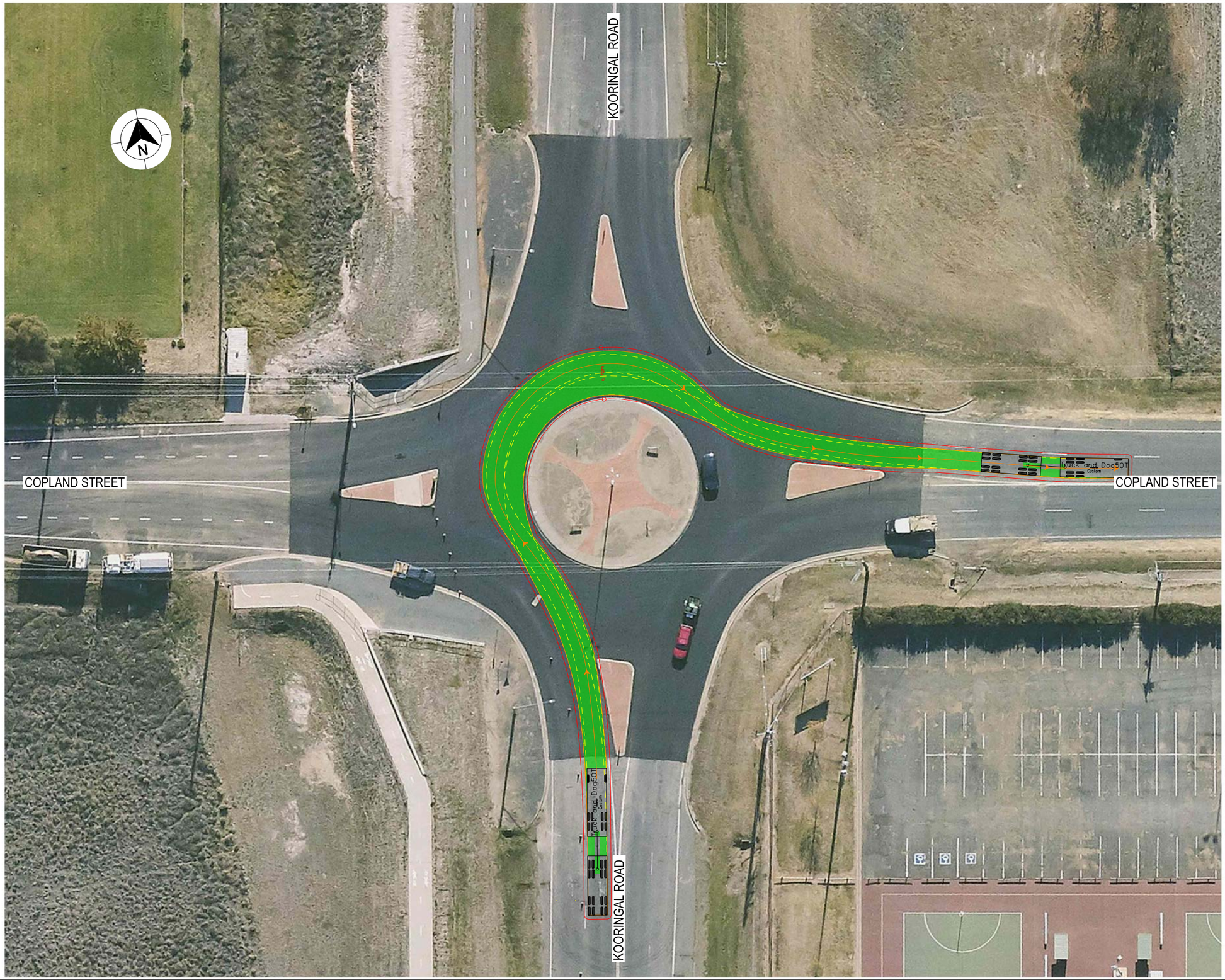

LEGEND

GDA 2020

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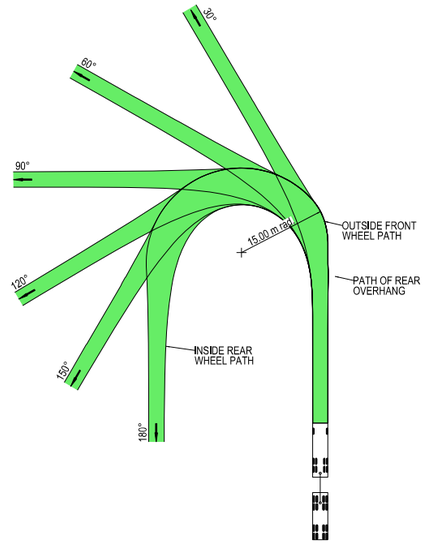

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MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-022
ISSUE 1

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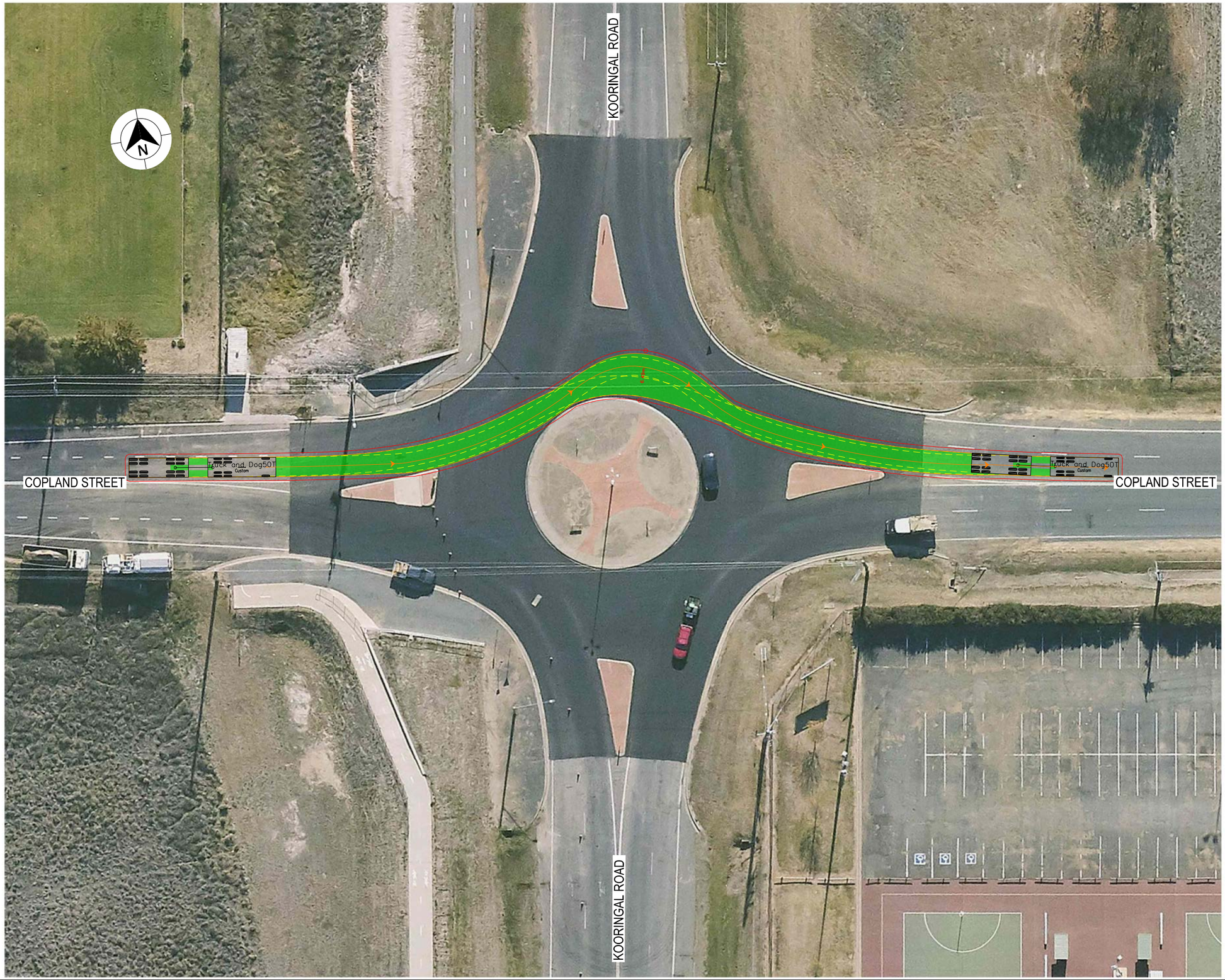

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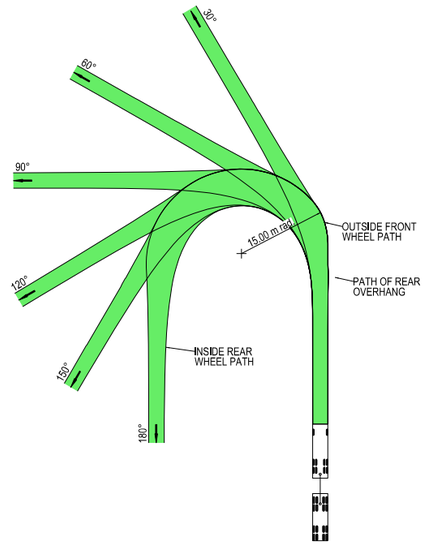

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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - EW THROUGH

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW1-023 ISSUE 1

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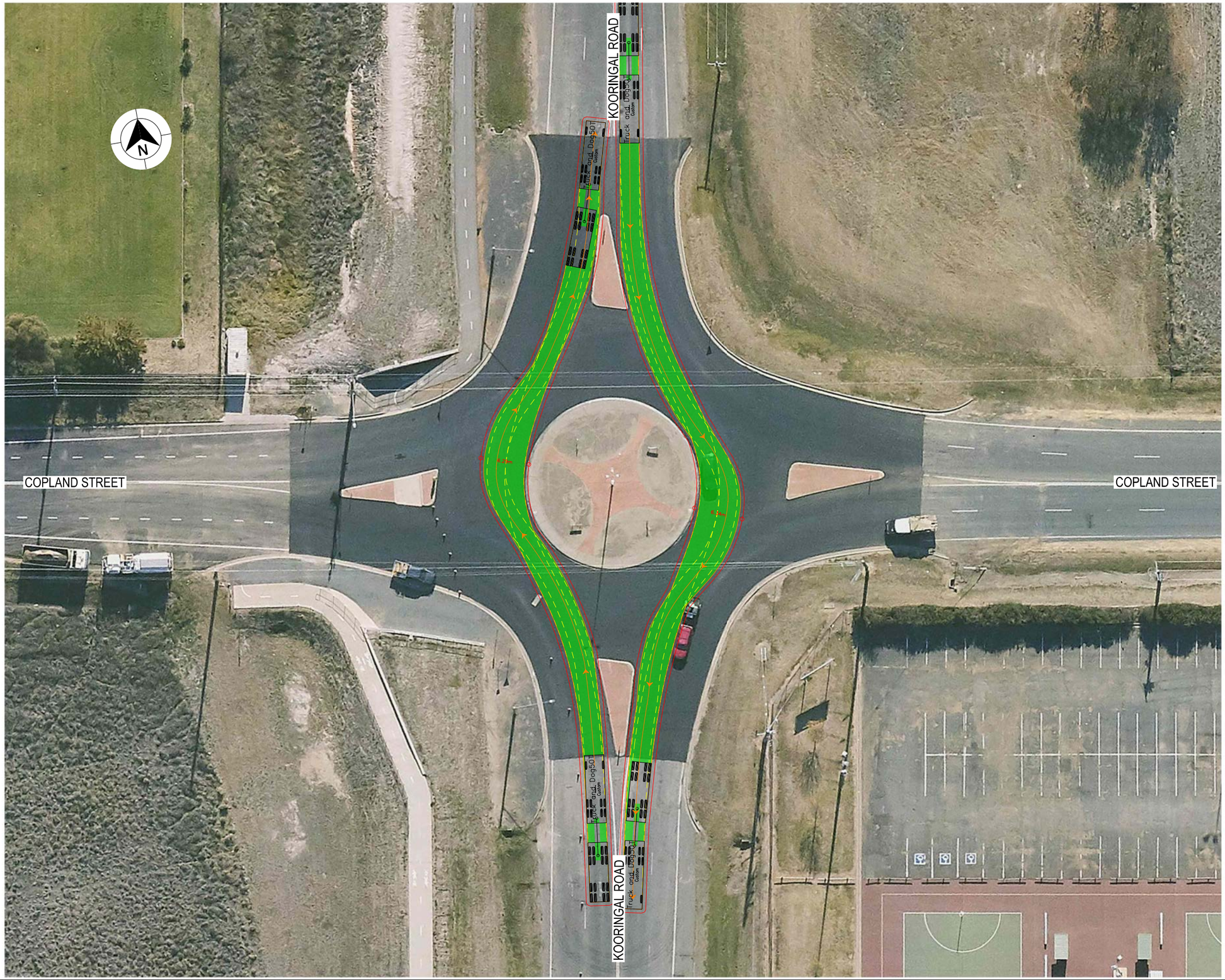


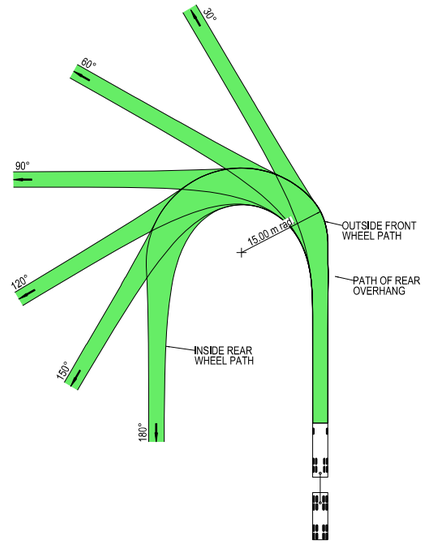
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DRAWING FILE LOCATION / NAME
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SCALE 1:500m

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

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MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-024
ISSUE 1

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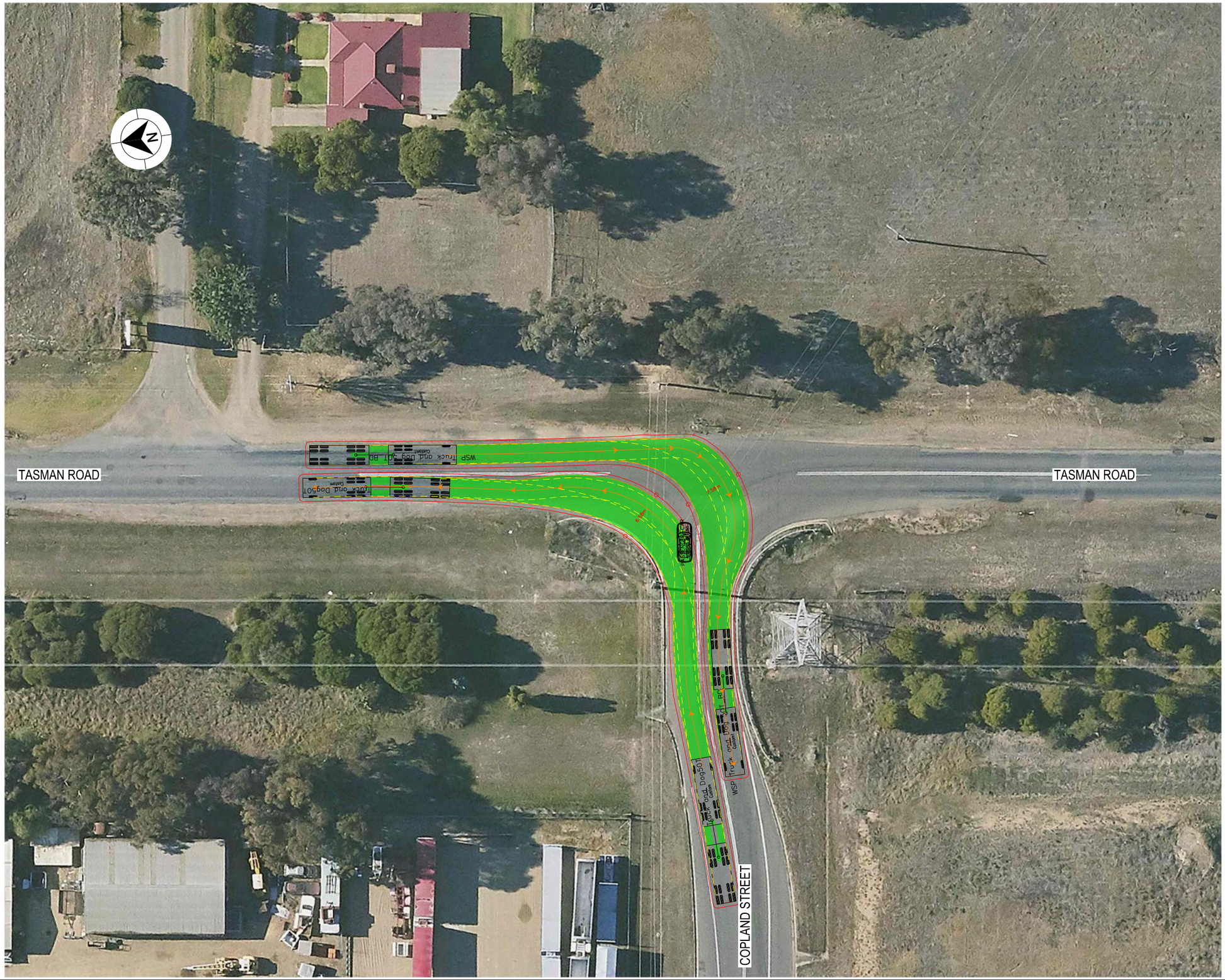

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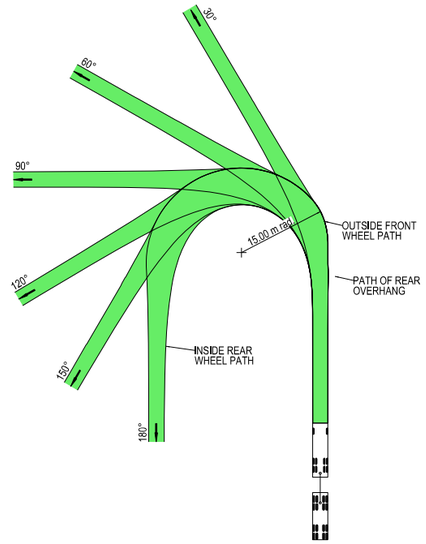

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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

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RIGORE ENGINEERING SERVICES

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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET & TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-025 — ISSUE 1

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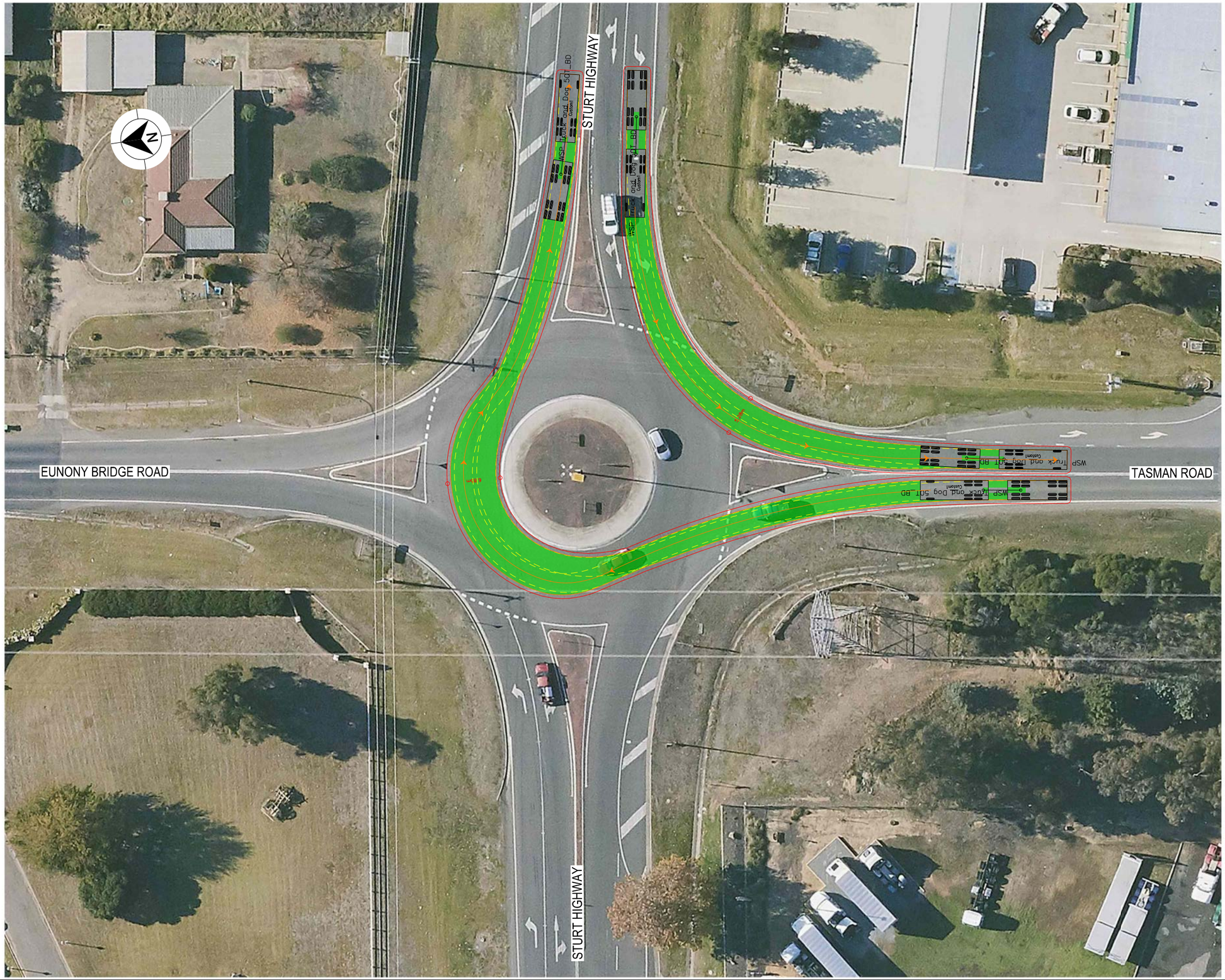

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GDA 2020

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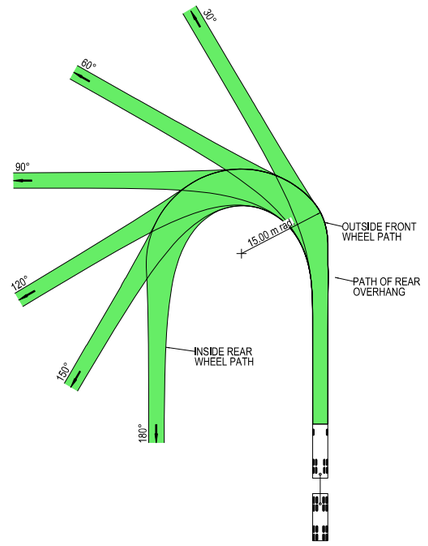

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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

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

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO

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PART 1

ISSUE STATUS
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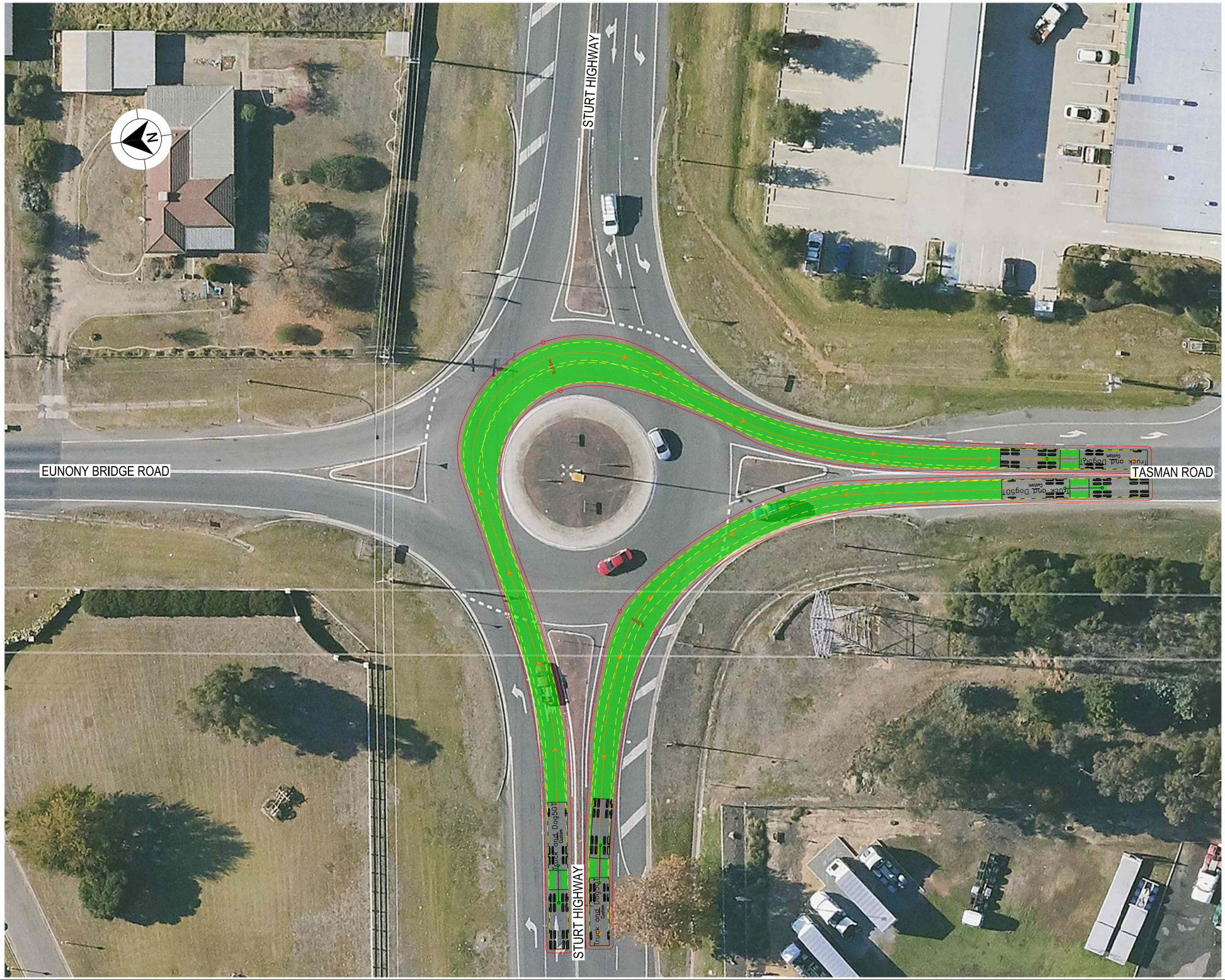

LEGEND

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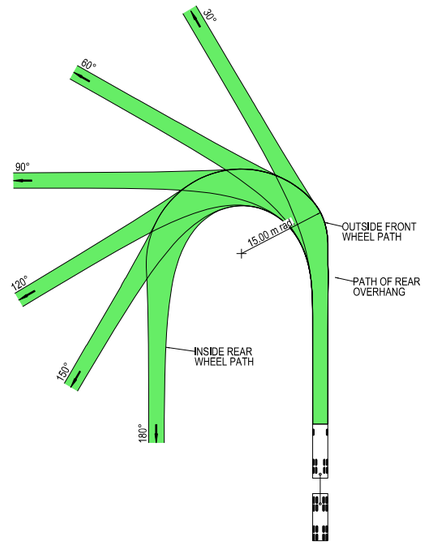

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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

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WAGGA CITY COUNCIL
STURT HIGHWAY & TASMAN ROAD

A3

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

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

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
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DRAWINGS / DESIGN PREPARED BY
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DRG CHECK	J.GORRIE	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
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MARTINUS

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SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - RI LO

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PART 1

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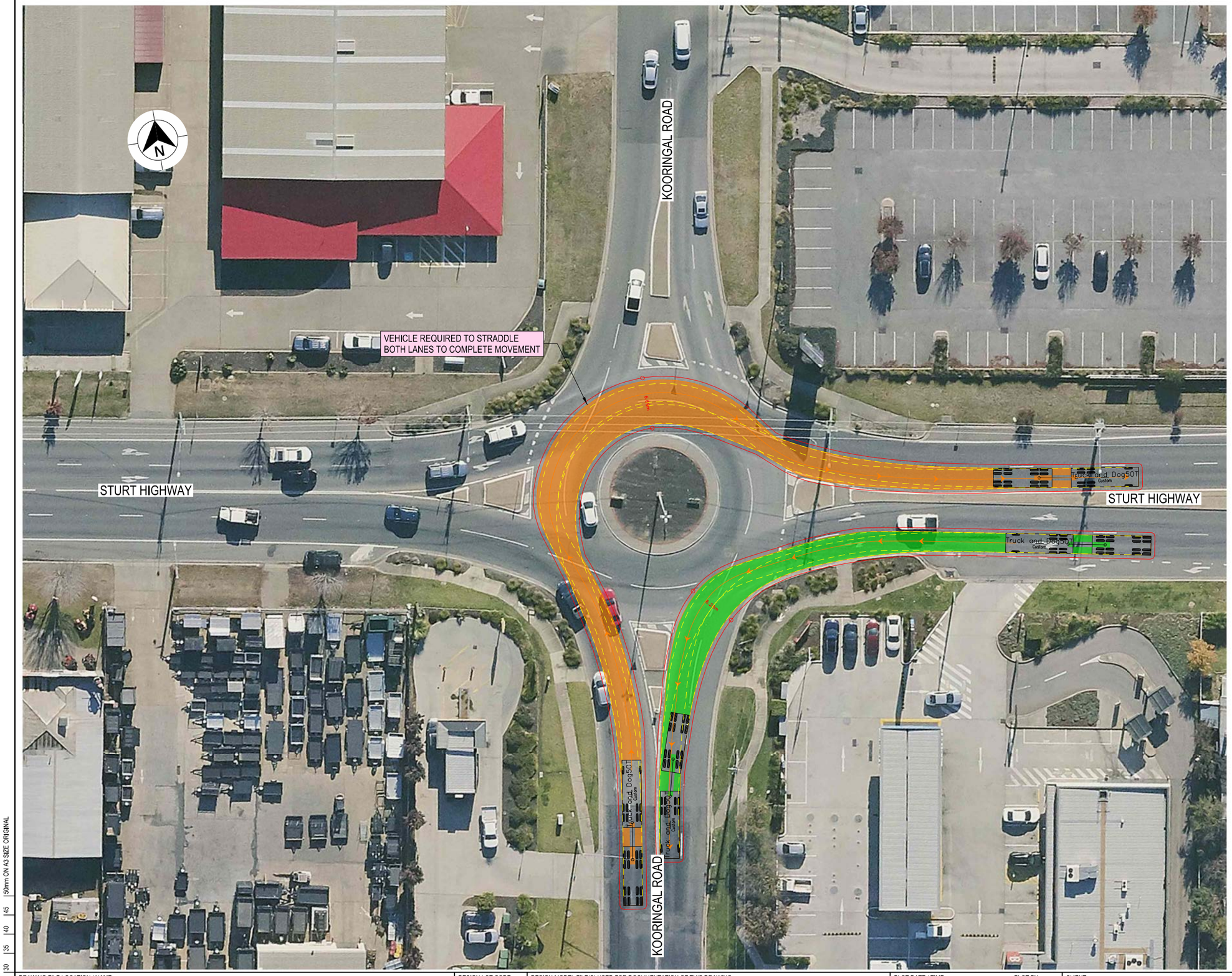

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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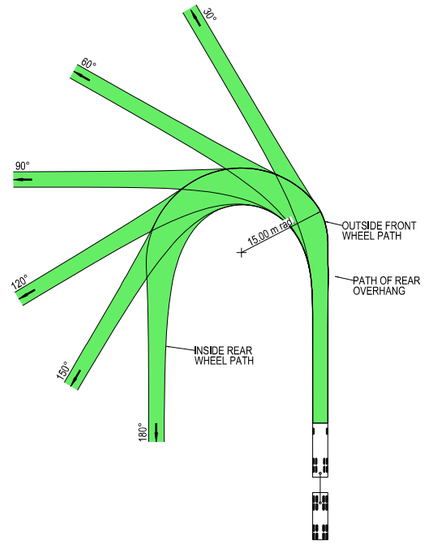

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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & KOORINGAL ROAD

A2I CTTAMP
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SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - LI RO

A3

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ISSUE STATUS — SHEET No. SW1-028 — ISSUE 1

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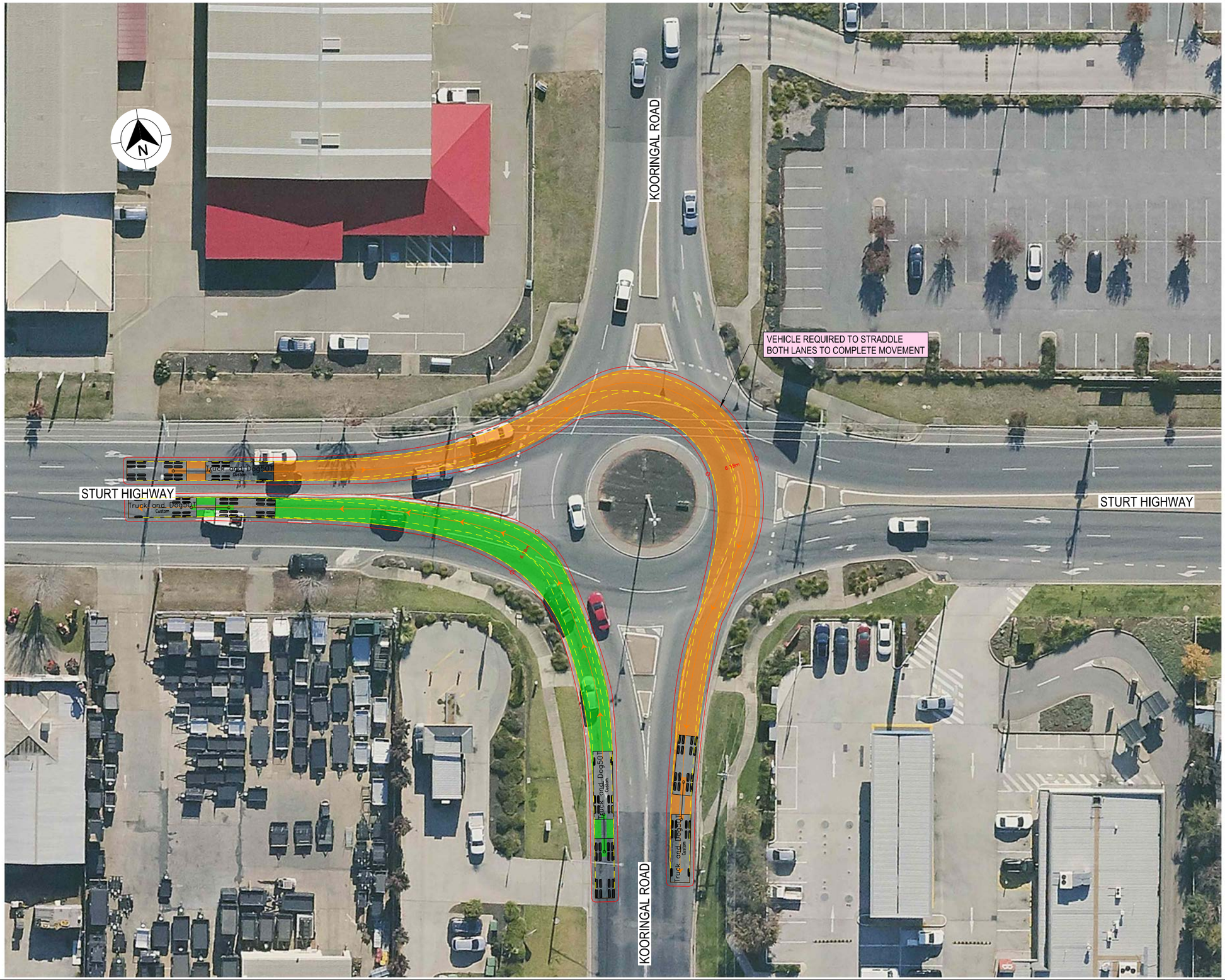

LEGEND

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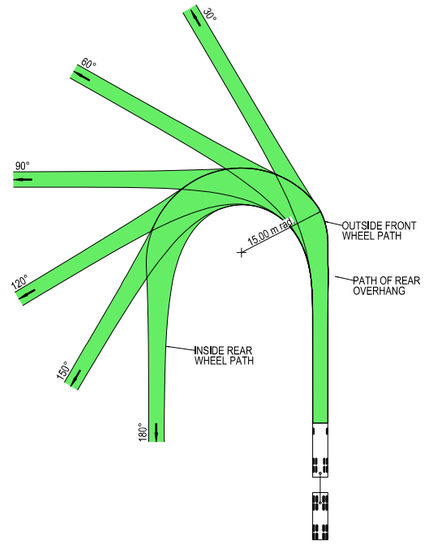

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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & KOORINGAL ROAD

A3

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SWEPT PATH ANALYSIS

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

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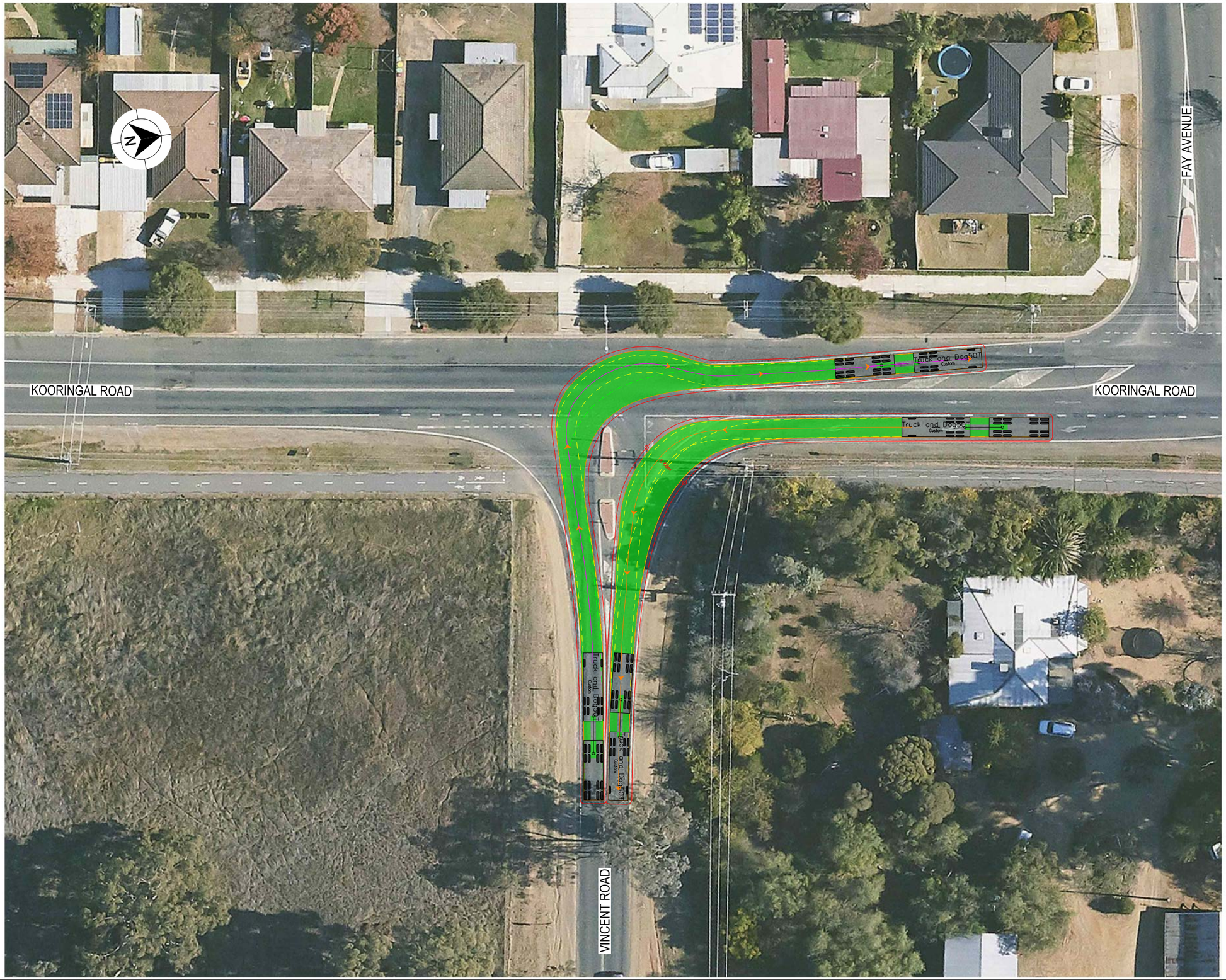

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GDA 2020

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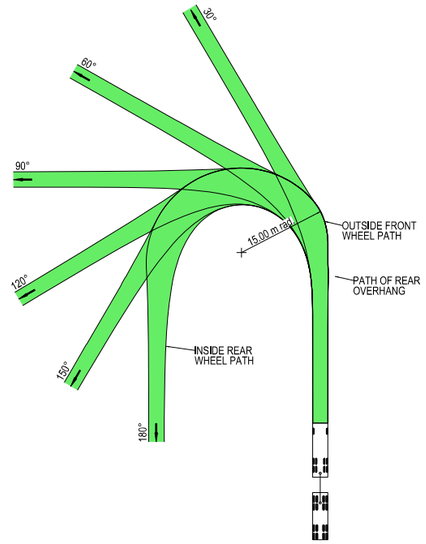

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DESIGN LOT CODE

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

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

CLIENT

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

A3

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-030
ISSUE 1

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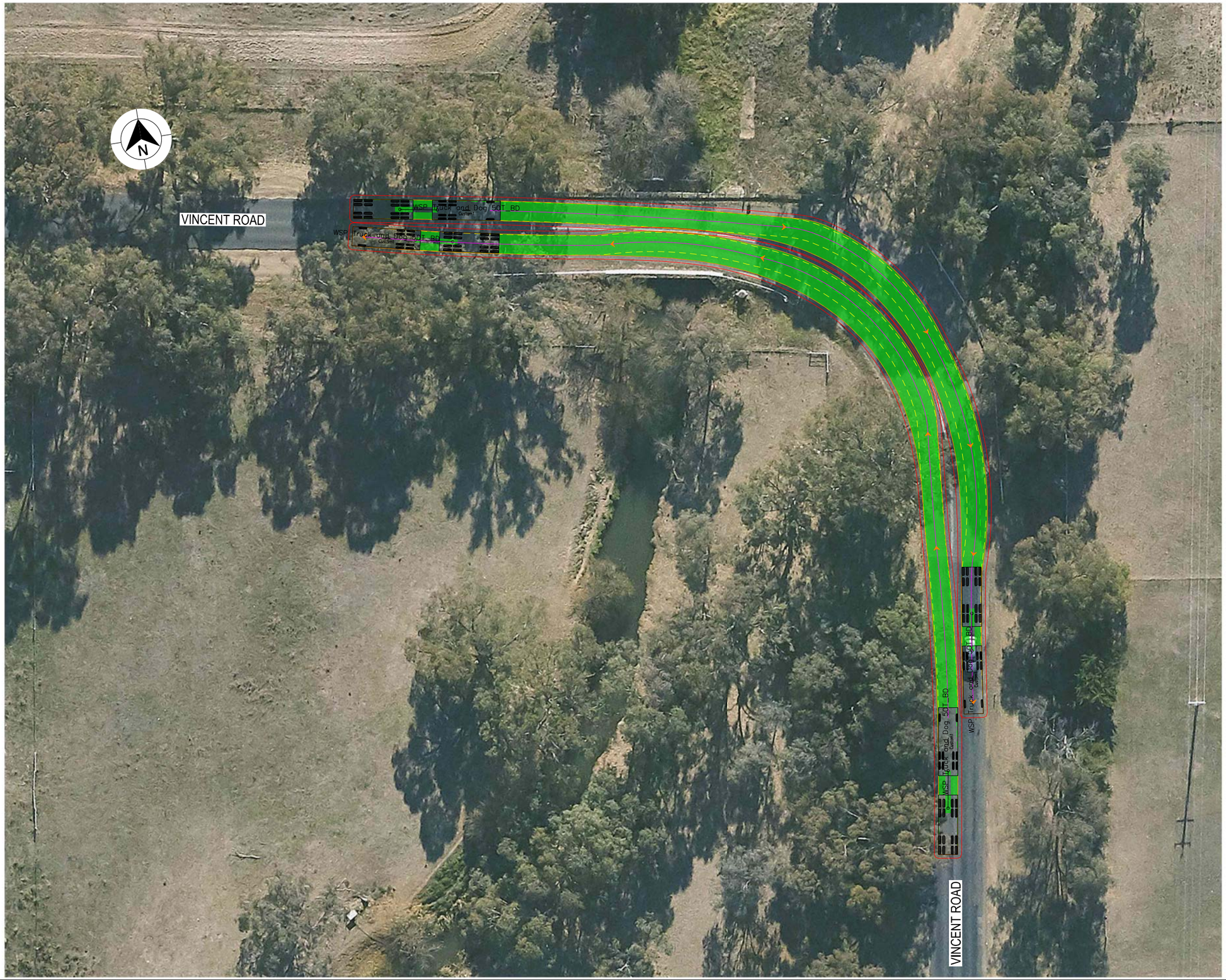


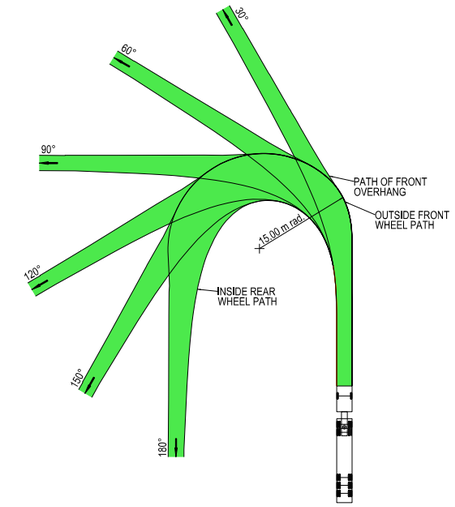
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-031 — ISSUE 1

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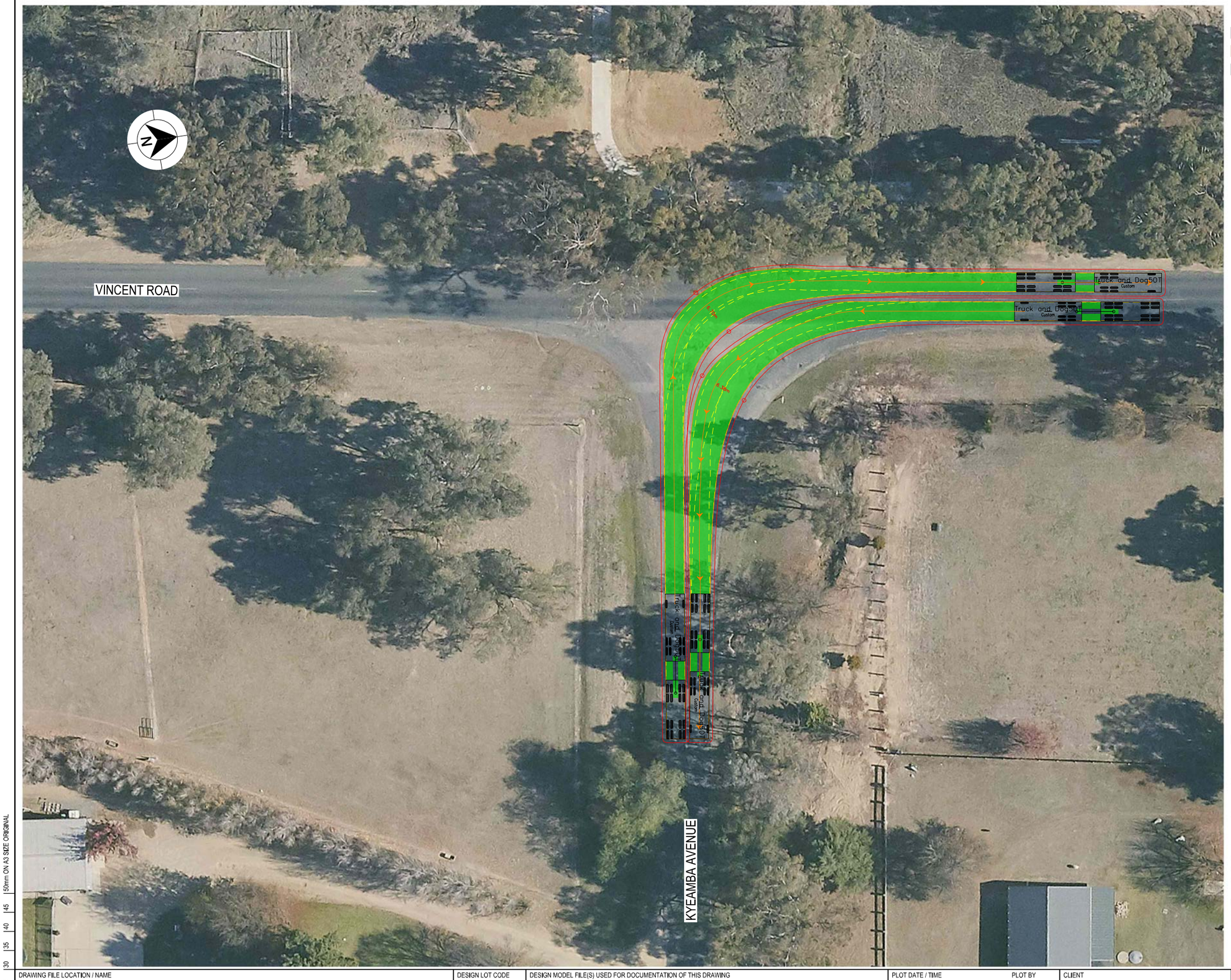
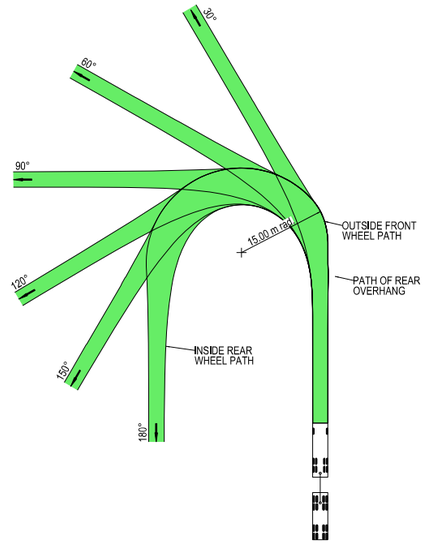


LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

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

A3

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

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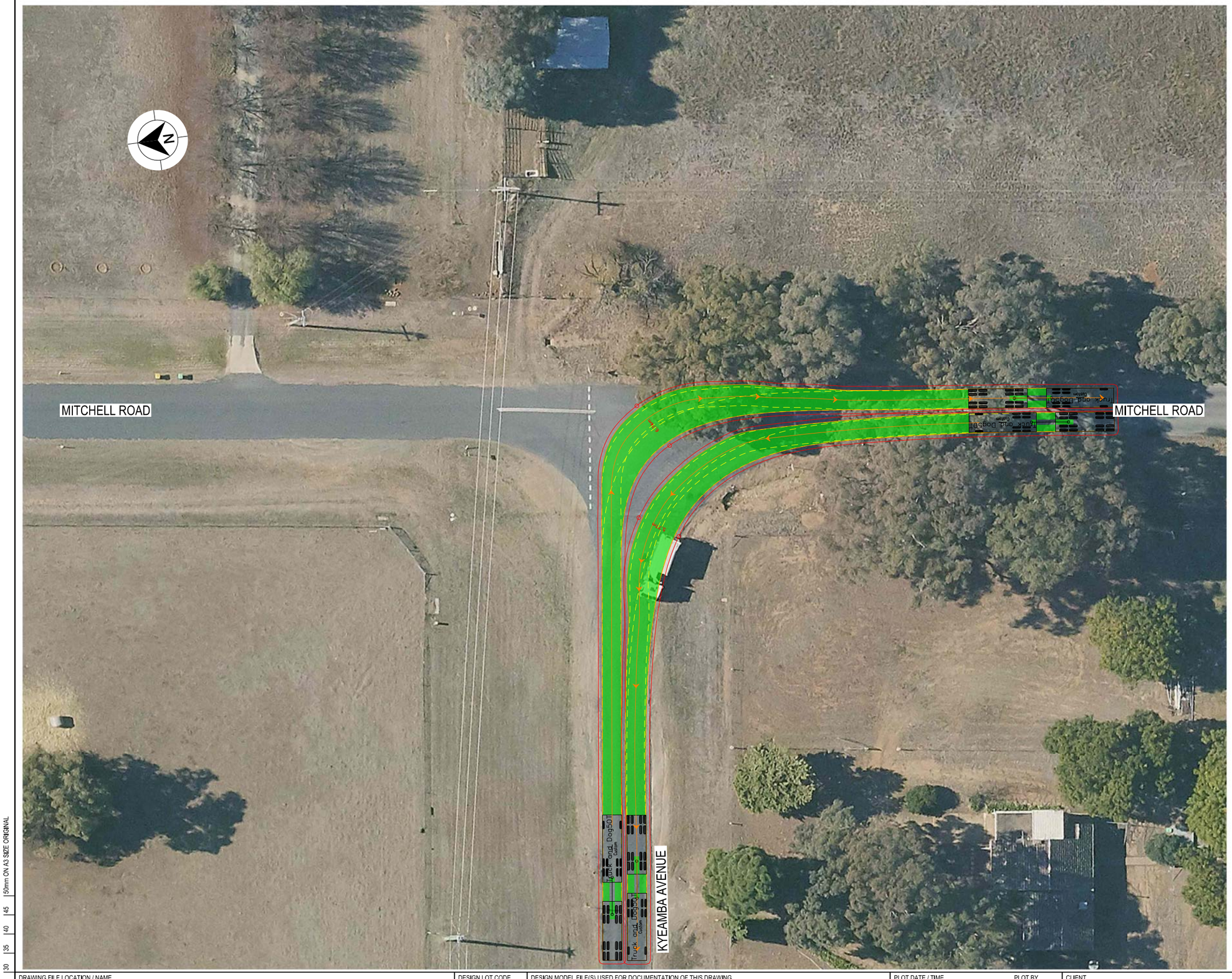


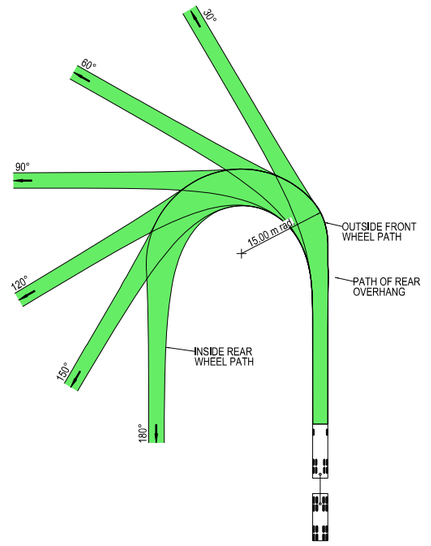
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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

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

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

DESIGN LOT CODE

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

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

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

WAGGA CITY COUNCIL
KYEAMBA AVENUE & MITCHELL ROAD

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO

A3

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

ISSUE STATUS — SHEET No.: SW1-033 — ISSUE: 1

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MITCHELL ROAD

GREGADOO ROAD

ASHFORDS ROAD

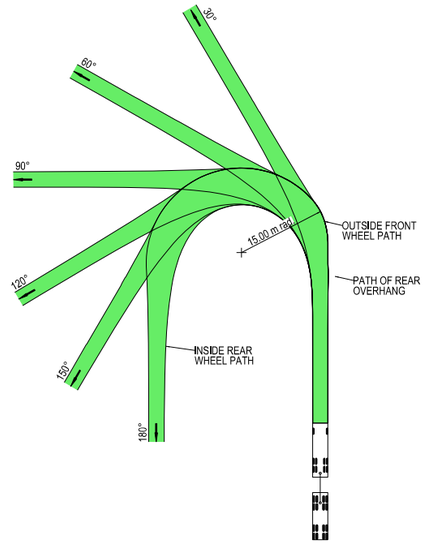
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
MITCHELL ROAD & ASHFORDS ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD- RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW1-034 ISSUE 1

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ASHFORDS ROAD

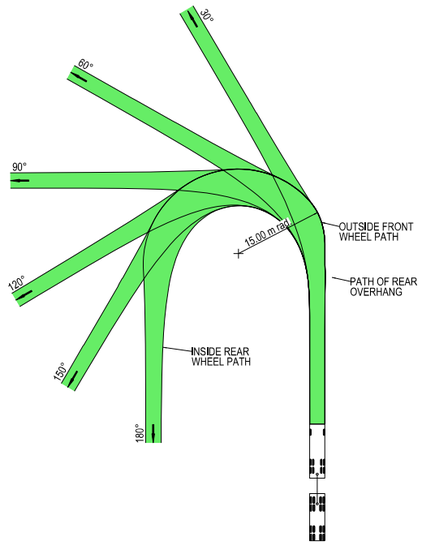
GREGADOO WASTE MANAGEMENT CENTRE

LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

WAGGA CITY COUNCIL
ASHFORDS ROAD & GREGADOO WASTE MANAGEMENT CENTER

A3

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

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-035
ISSUE 1

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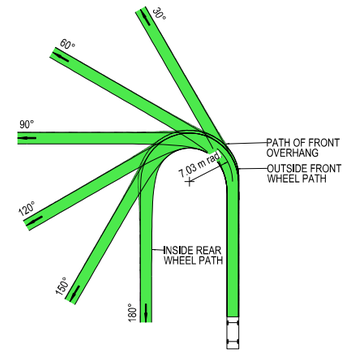
LEGEND

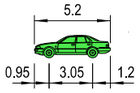
GDA 2020

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

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 8 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	7.03 m
TURNING SPEED	15 - 20 km/h

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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 - Pearson Street Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

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

CLIENT

WAGGA CITY COUNCIL
CHASTON STREET - ACCESS GATE D1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - CHASTON STREET GATE P4 - LI

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-036 — ISSUE 1

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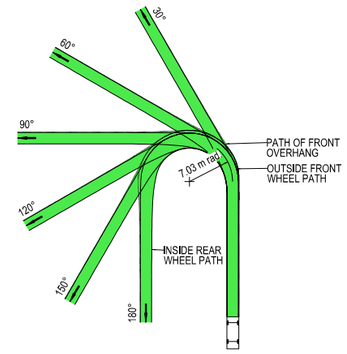
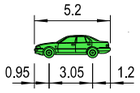
LEGEND

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

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 8 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	7.03 m
TURNING SPEED	15 - 20 km/h

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50mm ON A3 SIZE ORIGINAL

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

DESIGN LOT CODE

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

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

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

WAGGA CITY COUNCIL
CHASTON STREET - ACCESS GATE D1

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - CHASTON STREET GATE P4 - LO

A3

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

ISSUE STATUS — SHEET No.: SW1-037 — ISSUE: 1

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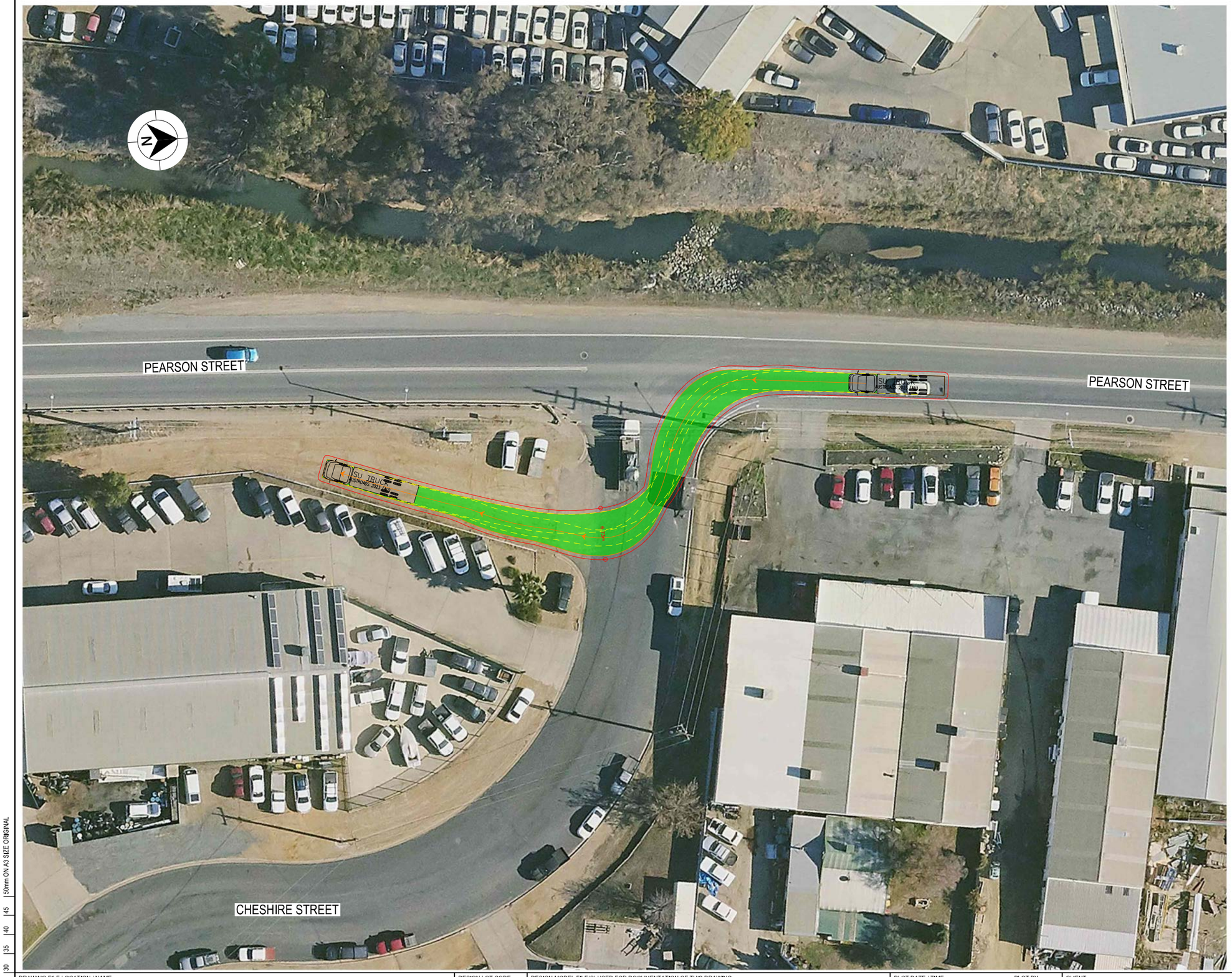


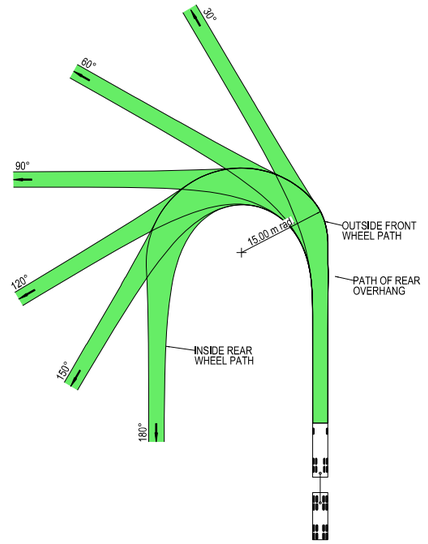
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

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

CLIENT

WAGGA CITY COUNCIL
CHESHIRE STREET - ACCESS GATE P1

A3

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - CHESHIRE STREET GATE P1 - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-038
ISSUE 1

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PEARSON STREET

PEARSON STREET

CHESHIRE STREET

OBSERVATION ANGLE 104°

OBSERVATION ANGLE 72°

OBSERVATION ANGLE 95°

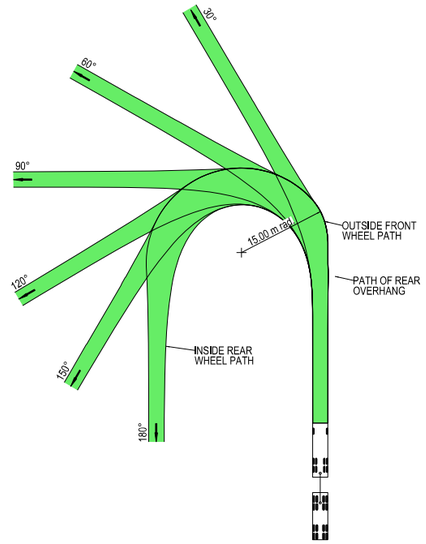
SU TRUCK
AUSTROADS 2023 (AB)

LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
CHESHIRE STREET - ACCESS GATE P1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - CHESHIRE STREET GATE P1 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW1-039 — ISSUE 1

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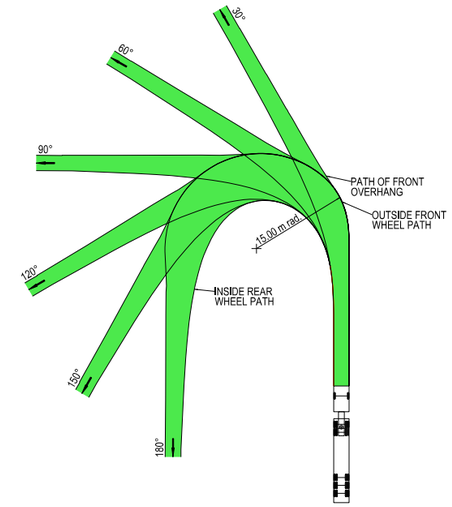
LEGEND

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

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

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - URANA STREET GATE P2 - LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-040
ISSUE 1

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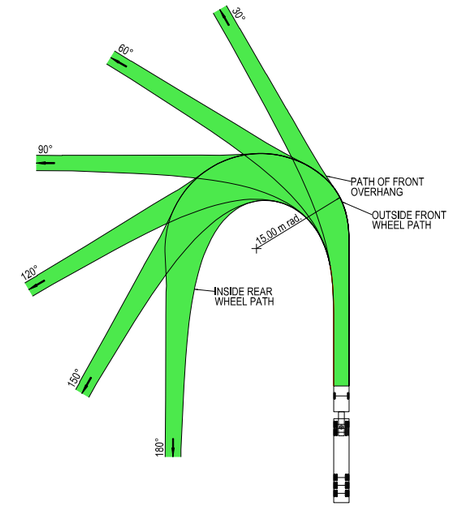
LEGEND

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

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

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

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

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

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

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

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

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

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LEGEND

GDA 2020

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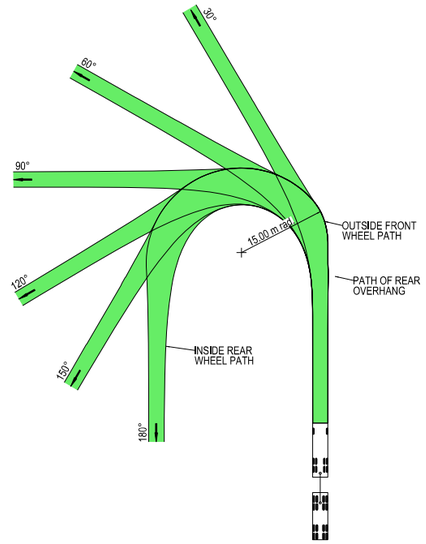
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - URANA STREET GATE P2 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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

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LEGEND

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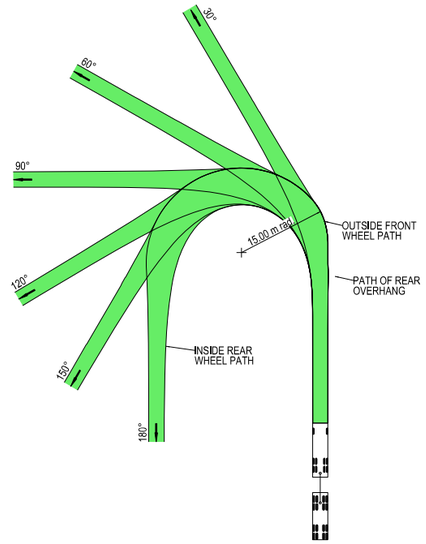
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - URANA STREET GATE P2 - RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-043
ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
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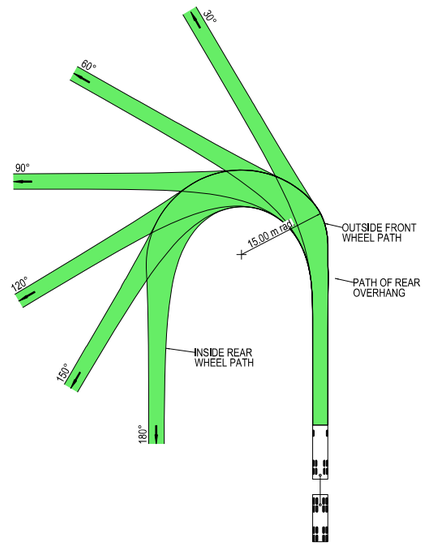
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW1-044
ISSUE 1

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LEGEND

GDA 2020

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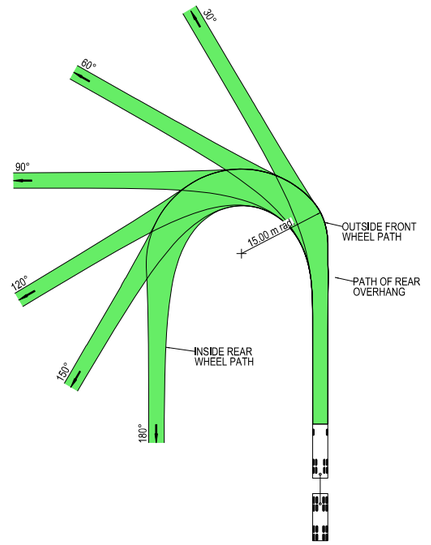
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

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

CLIENT

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

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

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

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

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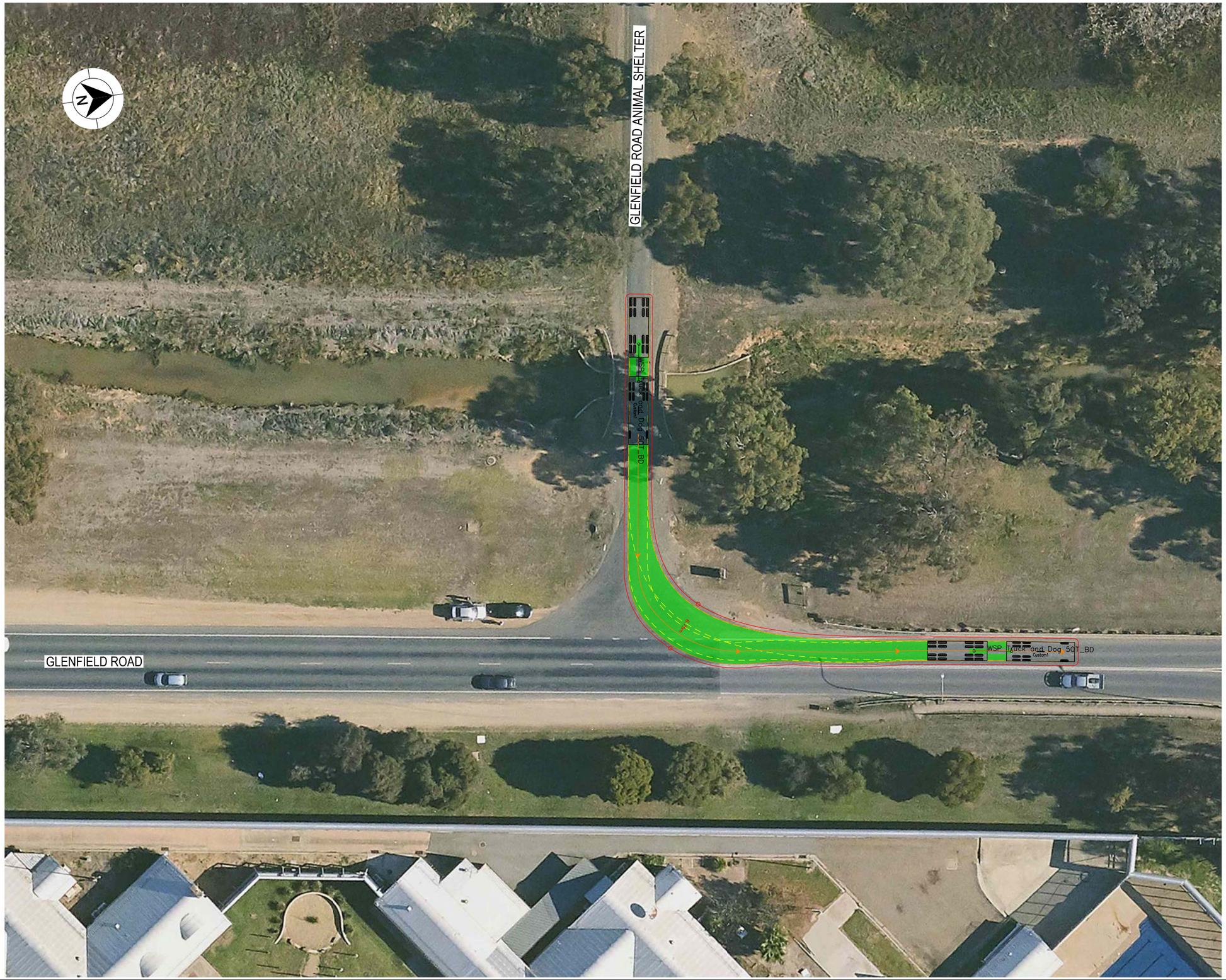


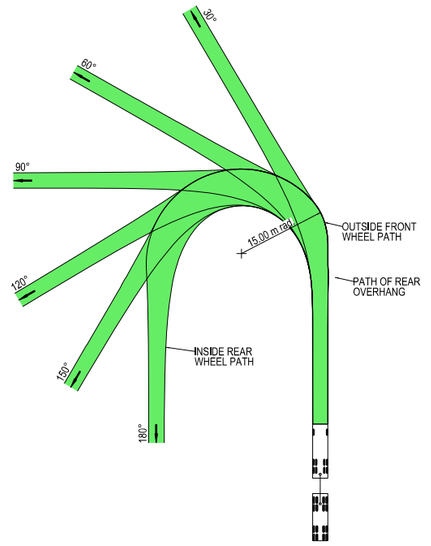
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

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

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

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SHEET No. SW1-046
ISSUE 1

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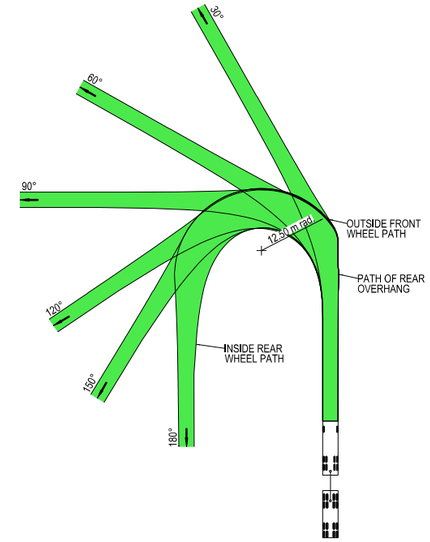
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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

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

PLOT DATE / TIME 06/11/2025

PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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SHEET No. SW1-047
ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
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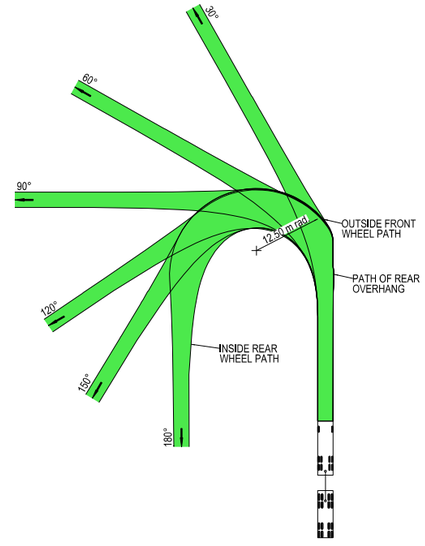
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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ISSUE STATUS — SHEET No. SW1-048 — ISSUE 1

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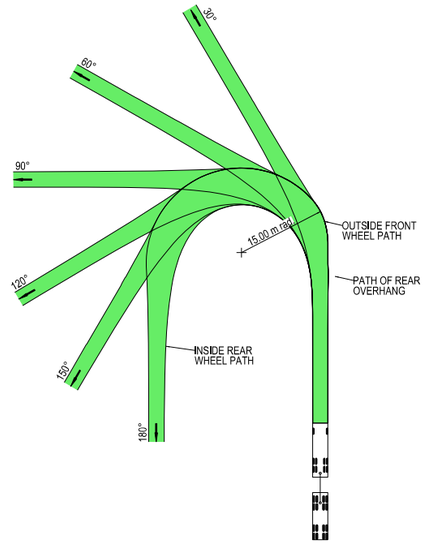
LEGEND

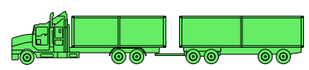
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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ISSUE STATUS — SHEET No. SW1-049 — ISSUE 1

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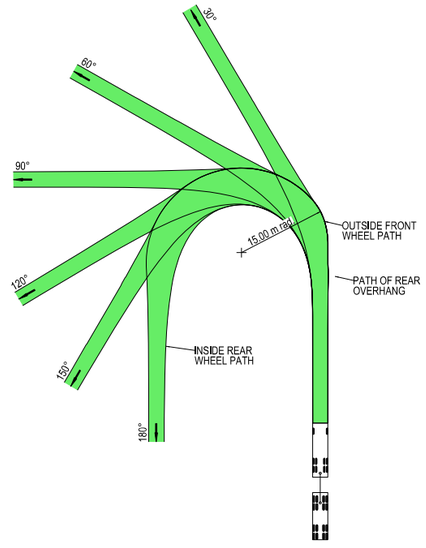
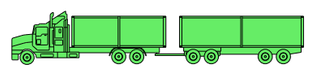
LEGEND

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
URANA STREET - ACCESS GATE P2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

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CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
CASSIDY PARADE ROUTE

LOCALITY PLAN

© GOOGLE MAPS

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

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

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
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

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

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GDA 2020

CTTAMP MITIGATIONS - INDEX

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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

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

PLOT BY: ThomHunter

CLIENT: MARTINUS

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

SCALES ON A3 SIZE DRAWING

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

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

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW2-002

ISSUE 1

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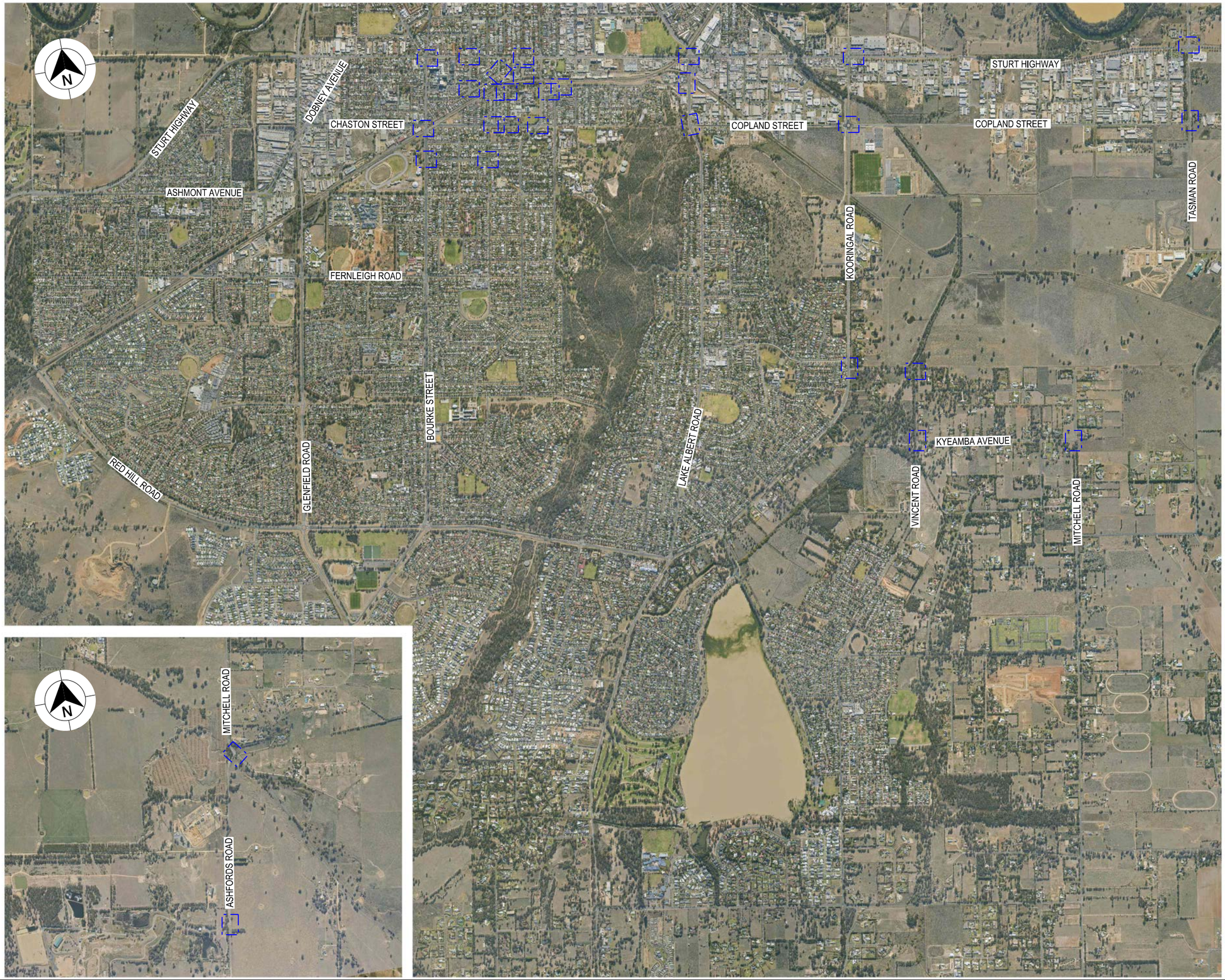

LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Cassidy Parade 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
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					CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 06/11/2025 9:48:16 AM	PLOT BY: ThomHunter	
TITLE	NAME	DATE
DRAWN	T.HUNTER	07/07/2025
DRG CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN	X. X. XXXXXXXXX	XX.XX.XX
DESIGN CHECK	X. X. XXXXXXXXX	XX.XX.XX
DESIGN MNGR	X. X. XXXXXXXXX	XX.XX.XX
PROJECT MNGR	X. X. XXXXXXXXX	XX.XX.XX

CLIENT: MARTINUS

WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-003 — ISSUE 1

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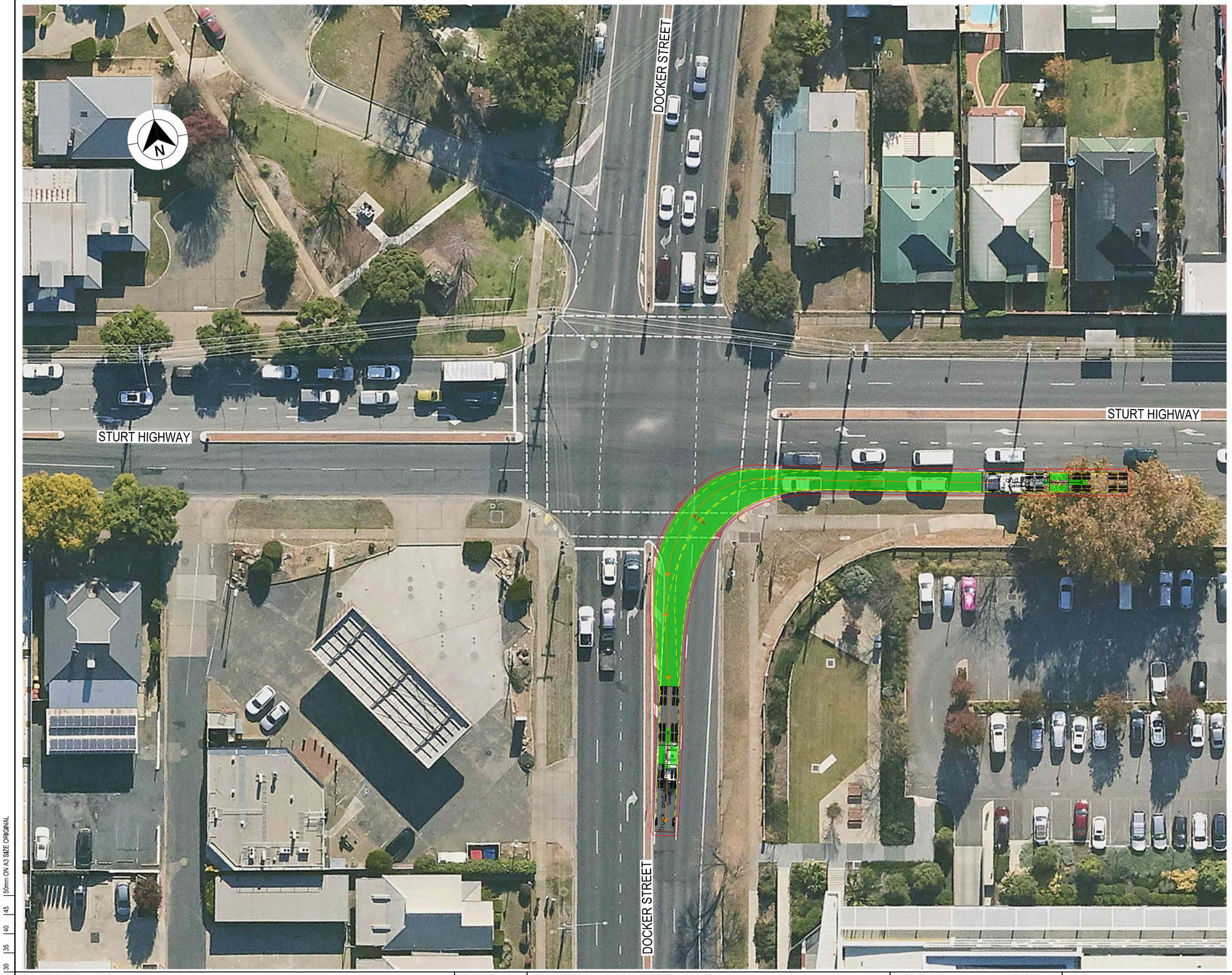
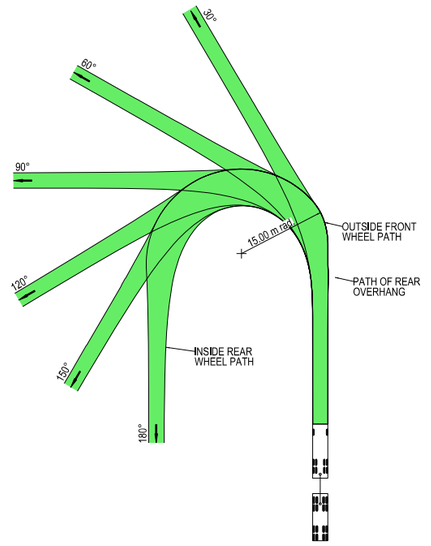


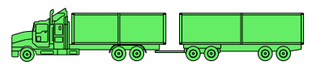
LEGEND

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

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

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
DOCKER STREET AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-004
ISSUE 1

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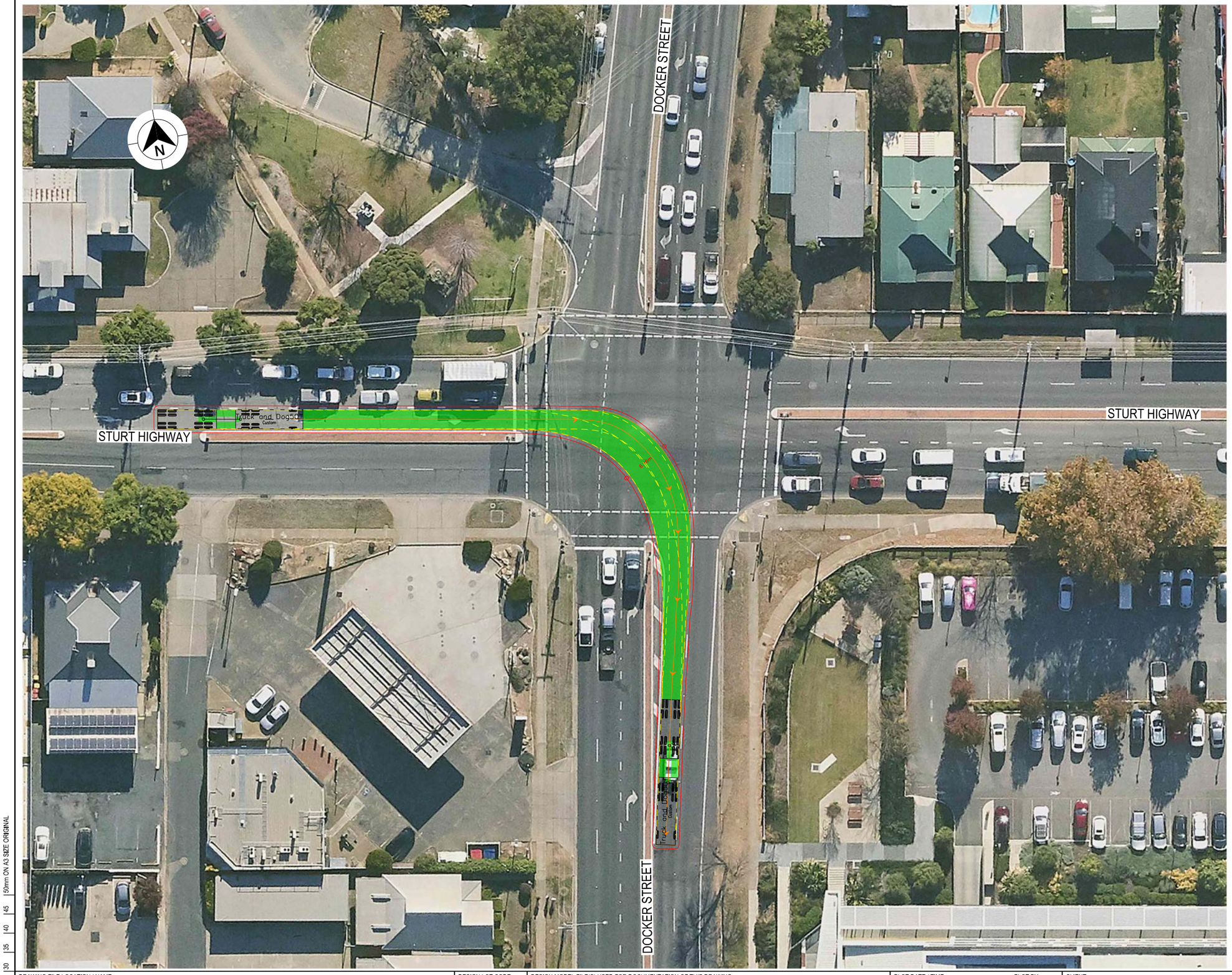
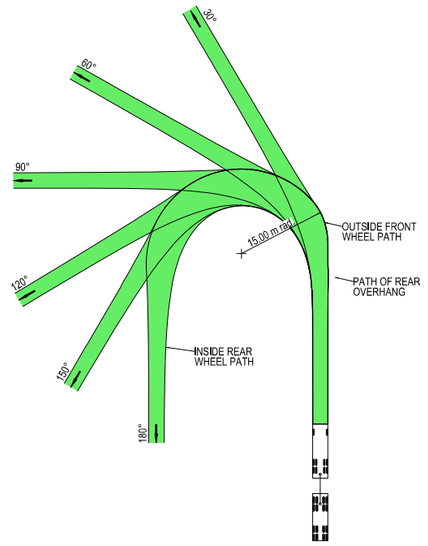


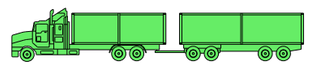
LEGEND

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

PLOT DATE / TIME 25/09/2025 PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
DOCKER STREET AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-005 ISSUE 1

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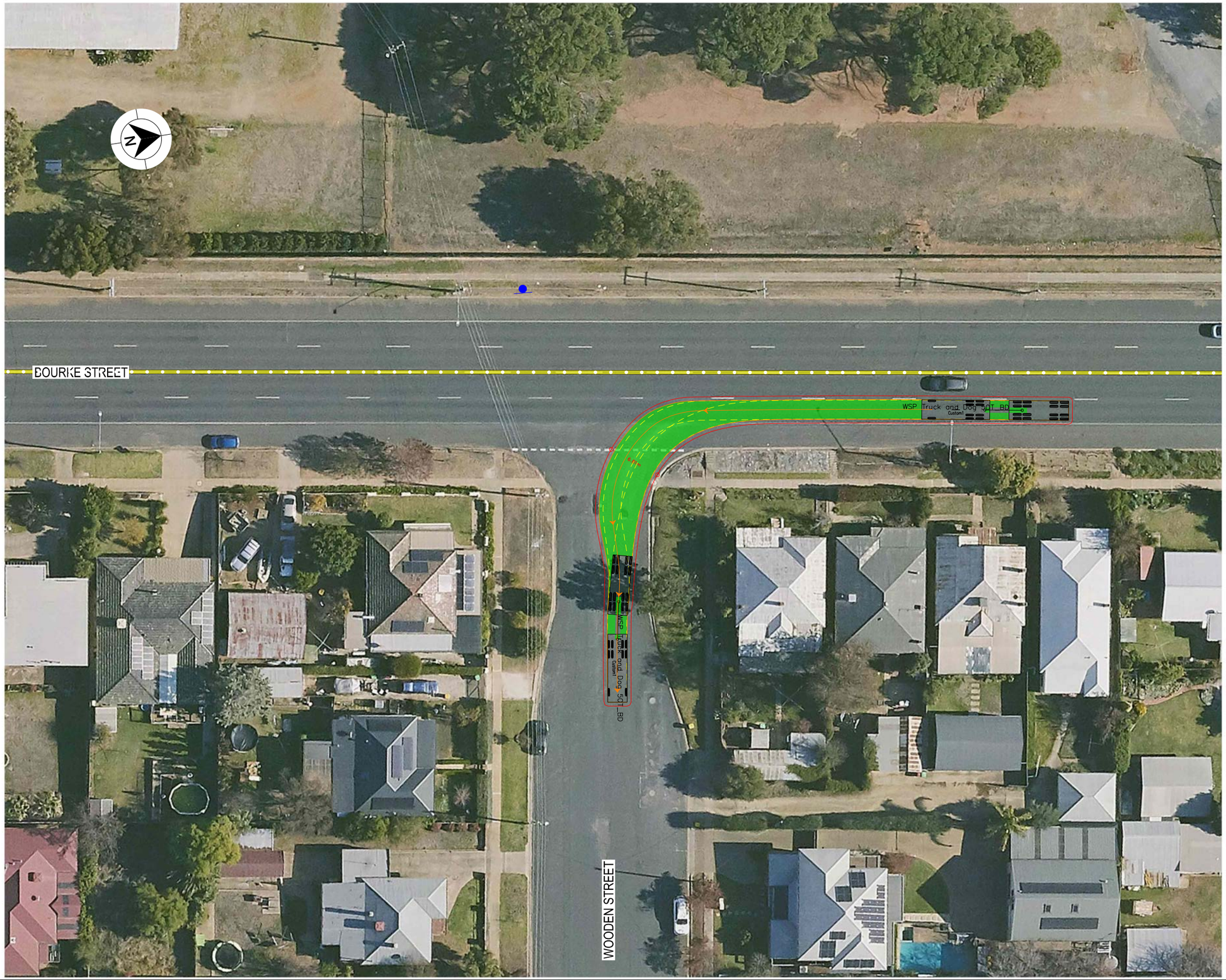
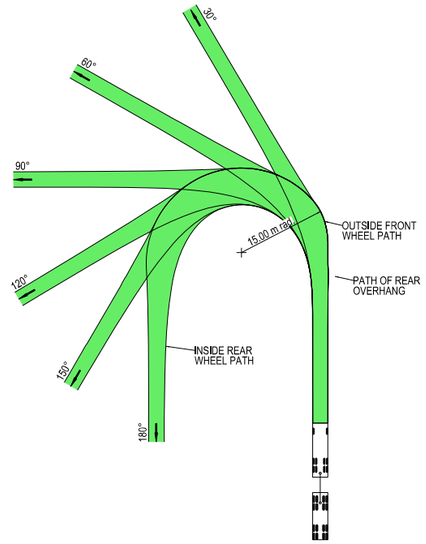


LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 24/09/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

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

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

WAGGA CITY COUNCIL
BOURKE STREET AND WOODEN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - BOURKE STREET AND WOODEN STREET - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1
ISSUE STATUS — SHEET No. SW2-006 — ISSUE 1

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WOODEN STREET

TREVOR STREET

WSP Truck and Dog 50T_BD
Custom1

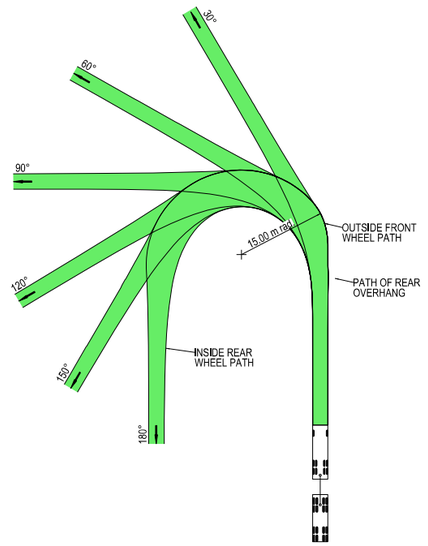
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DESIGN LOT CODE

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

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

CLIENT

WAGGA CITY COUNCIL
WOODEN STREET AND TREVOR STREET

A3

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - WOODEN STREET AND TREVOR STREET - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-007
ISSUE 1

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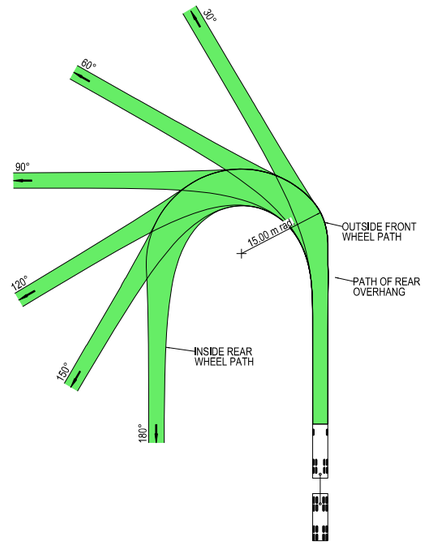
LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

DESIGN LOT CODE:

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

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

SCALES ON A3 SIZE DRAWING: 0 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: 24/09/2025 PLOT BY: ThomHunter

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

CLIENT: MARTINUS

WAGGA CITY COUNCIL
TREVOR STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - TREVOR STREET AND COLEMAN STREET - RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW2-008 | ISSUE 1

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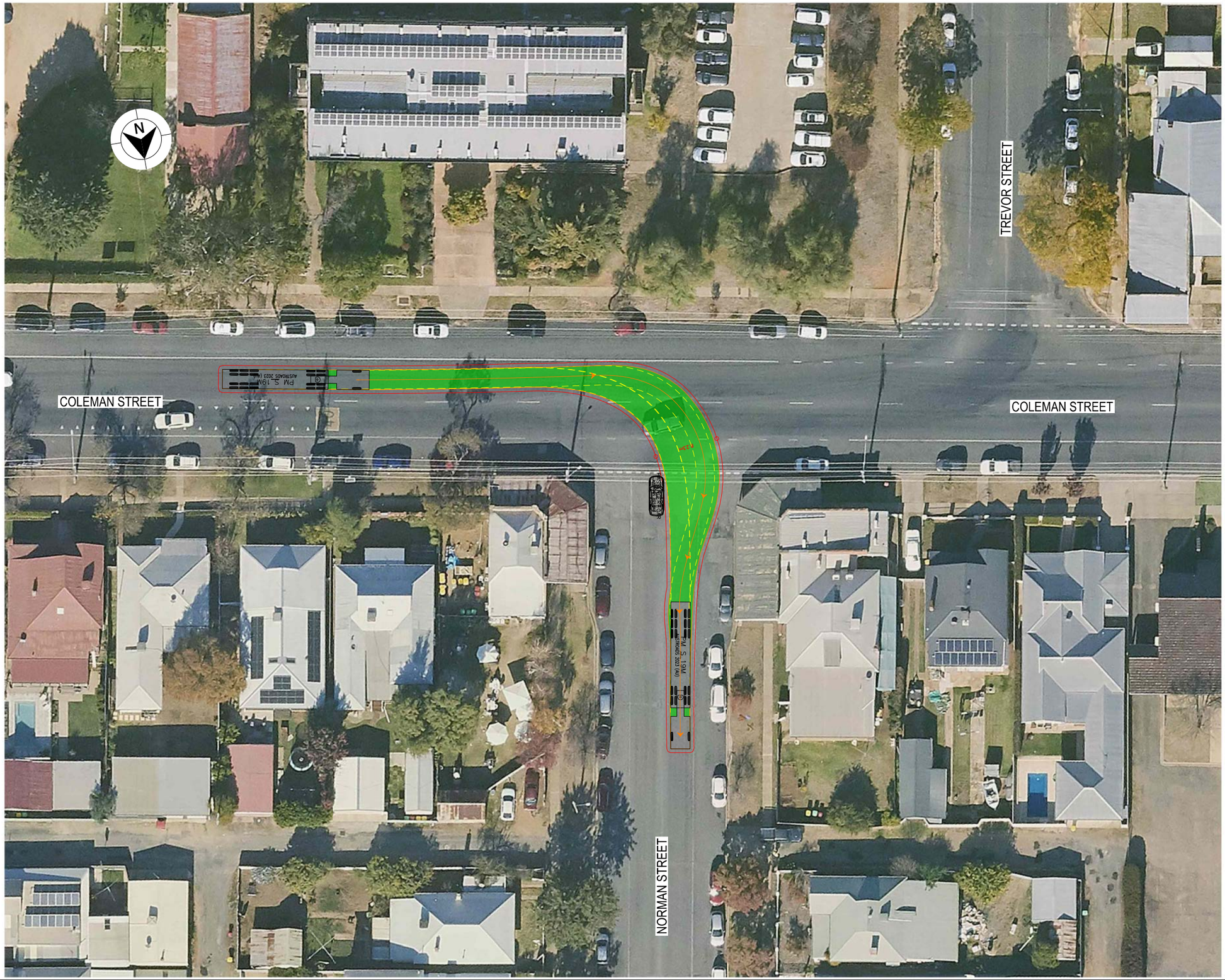


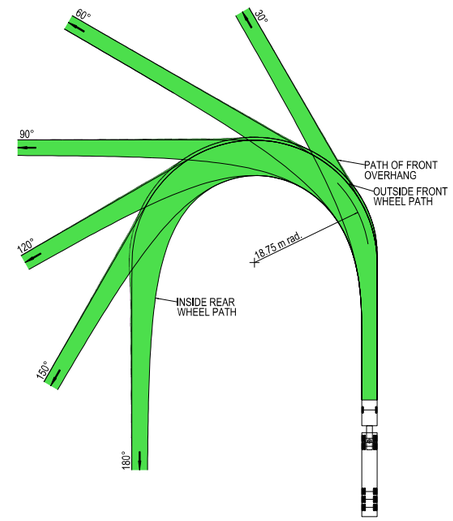
LEGEND

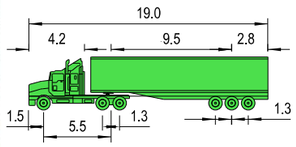
GDA 2020

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

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

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

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

DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - NORMAN STREET AND COLEMAN STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-009 ISSUE 1

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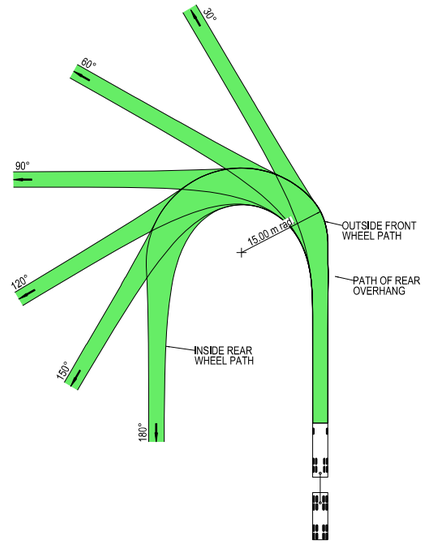
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 24/09/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

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

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-010
ISSUE 1

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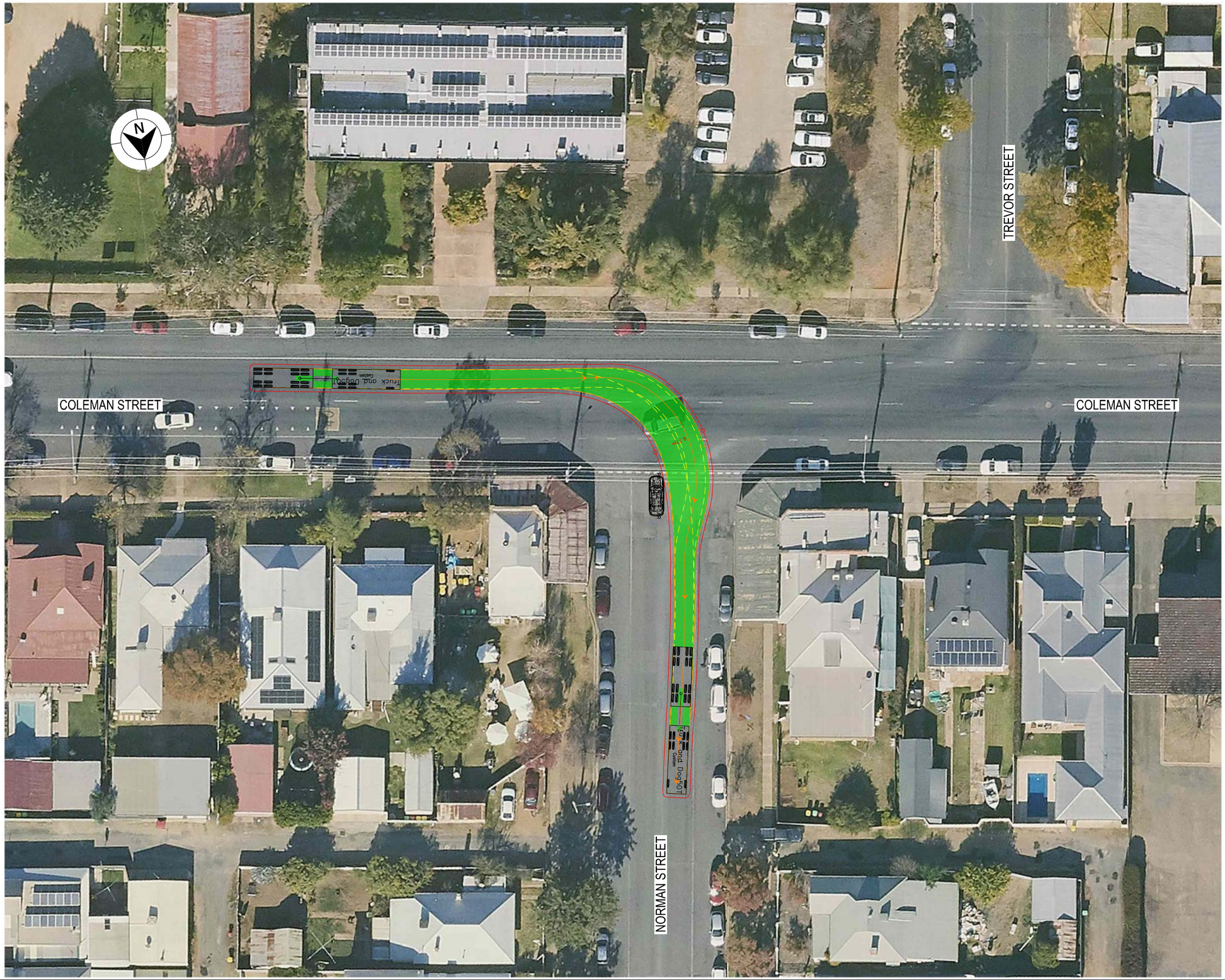


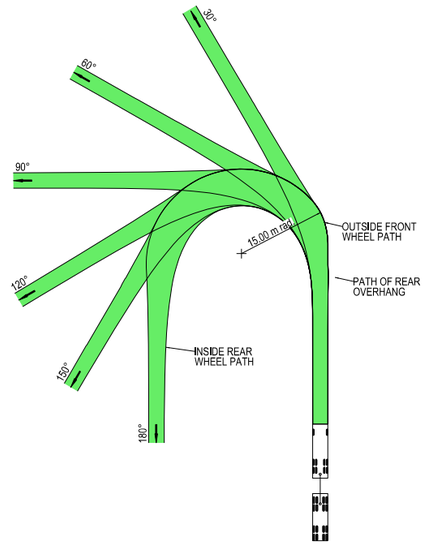
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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50mm ON A3 SIZE ORIGINAL

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

DESIGN LOT CODE

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

PLOT DATE / TIME: 24/09/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW2-011 | ISSUE 1

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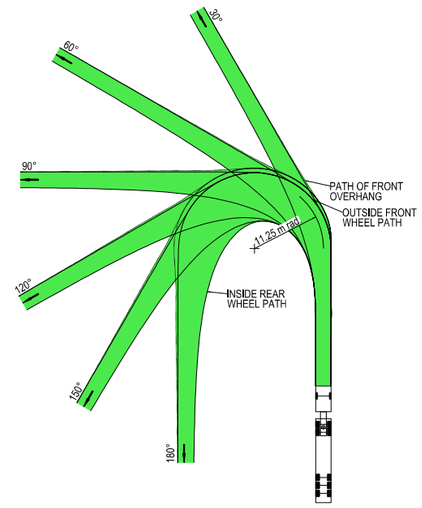
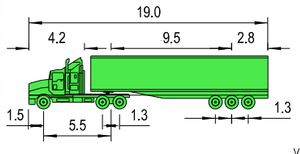
LEGEND

GDA 2020

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

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





VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
NORMAN ROAD AND CASSIDY PARADE
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - NORMAN ROAD AND CASSIDY PARADE - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-012
ISSUE 1

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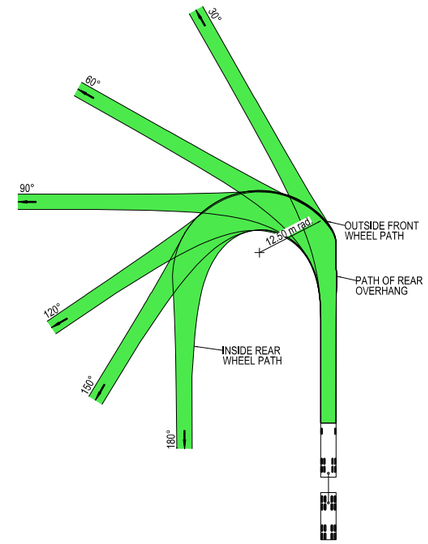
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
NORMAN ROAD AND CASSIDY PARADE
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - NORMAN ROAD AND CASSIDY PARADE - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-013
ISSUE 1

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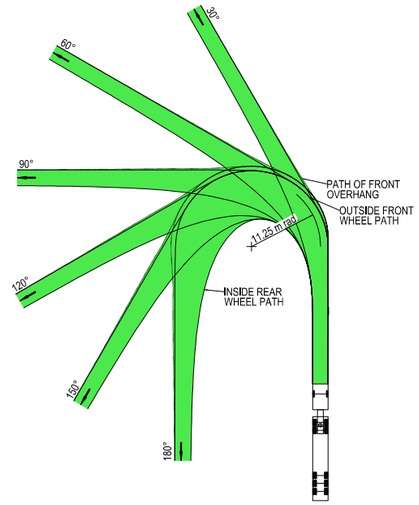
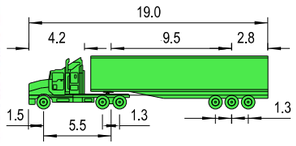
LEGEND

GDA 2020

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

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

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

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

DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
CASSIDY PARADE AND KILDARE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - CASSIDY PARADE AND KILDARE STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-014 — ISSUE 1

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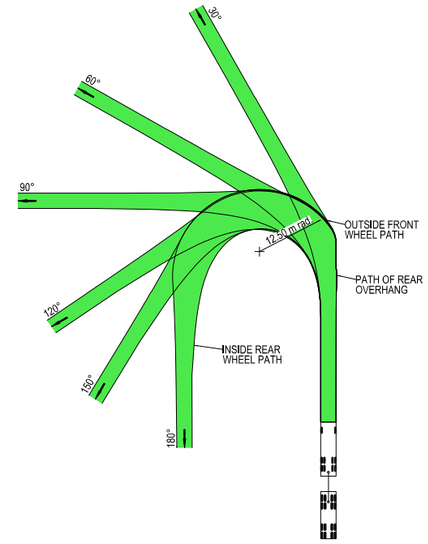
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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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 - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
CASSIDY PARADE AND KILDARE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - CASSIDY PARADE AND KILDARE STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-015 — ISSUE 1

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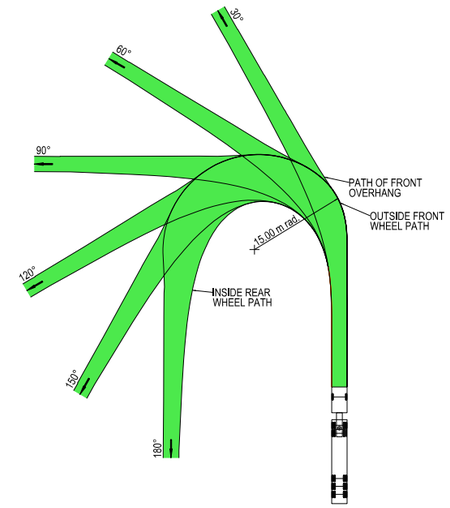
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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PRIME MOVER & SEMI-TRAILER (19.0 m)

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

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

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

DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
KILDARE STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - KILDARE STREET AND COLEMAN STREET- LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-016
ISSUE 1

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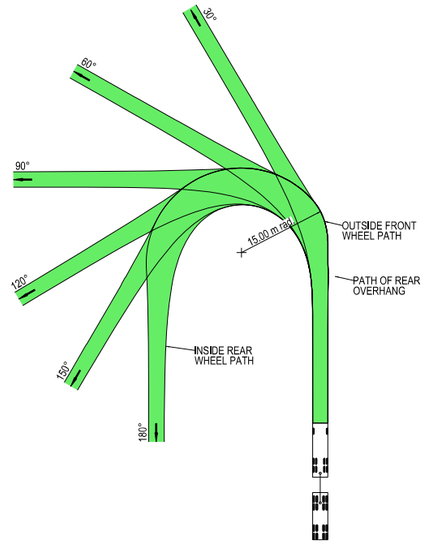
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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 24/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
KILDARE STREET AND COLEMAN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KILDARE STREET AND COLEMAN STREET - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-017
ISSUE 1

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COLEMAN STREET

MITCHELMORE STREET

VEHICLE COMPLETES MOVEMENT AT 5 km/h 12.5m RADIUS

EDMONDSON STREET

COLEMAN STREET

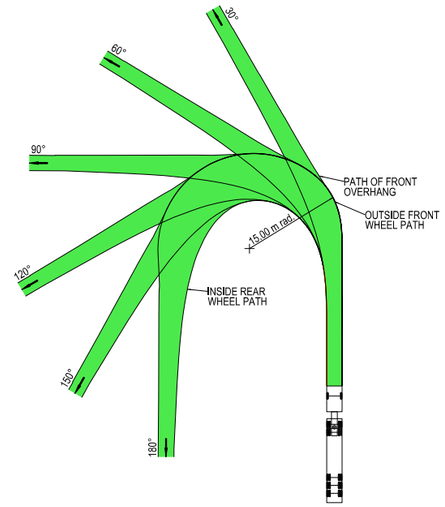
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
COLEMAN STREET AND EDMONSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - COLEMAN STREET AND EDMONSON STREET - LO RI

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-018
ISSUE 1

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COLEMAN STREET

MITCHELMORE STREET

EDMONDSON STREET

VEHICLE COMPLETES MOVEMENT AT 5 km/h 12.5m RADIUS

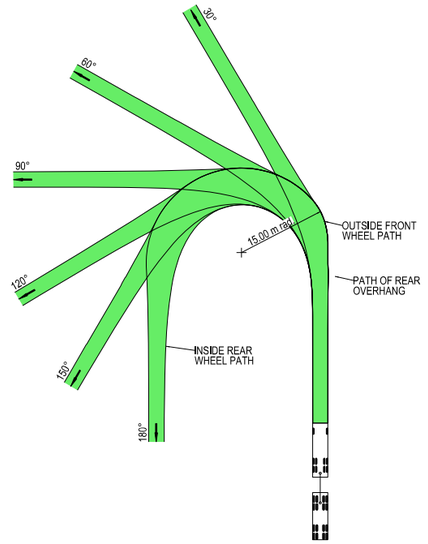
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
COLEMAN STREET AND EDMONSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - COLEMAN STREET AND EDMONSON STREET - LO RI

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-019 ISSUE 1

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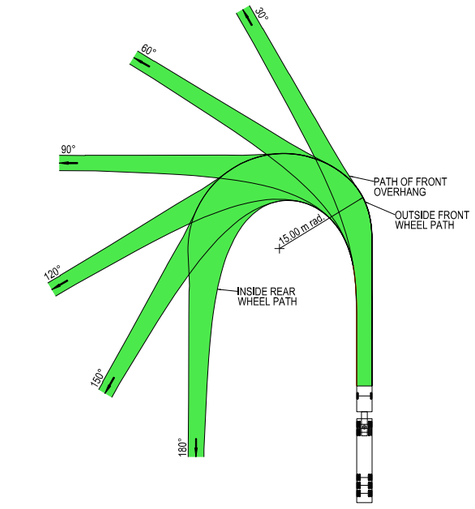
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

PRIME MOVER & SEMI-TRAILER (19.0 m)

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

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EDMONDSON STREET AND ERIN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-020 — ISSUE 1

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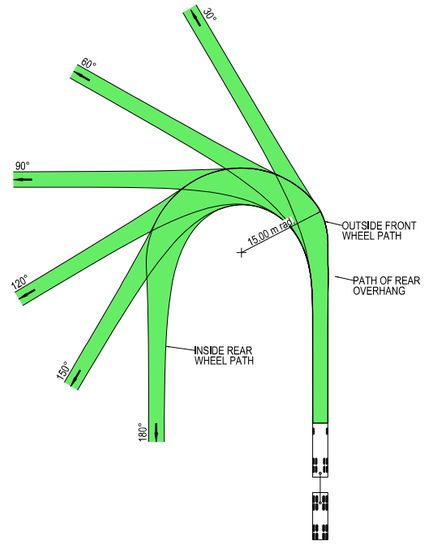
LEGEND

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

GDA 2020

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EDMONDSON STREET AND ERIN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-021 ISSUE 1

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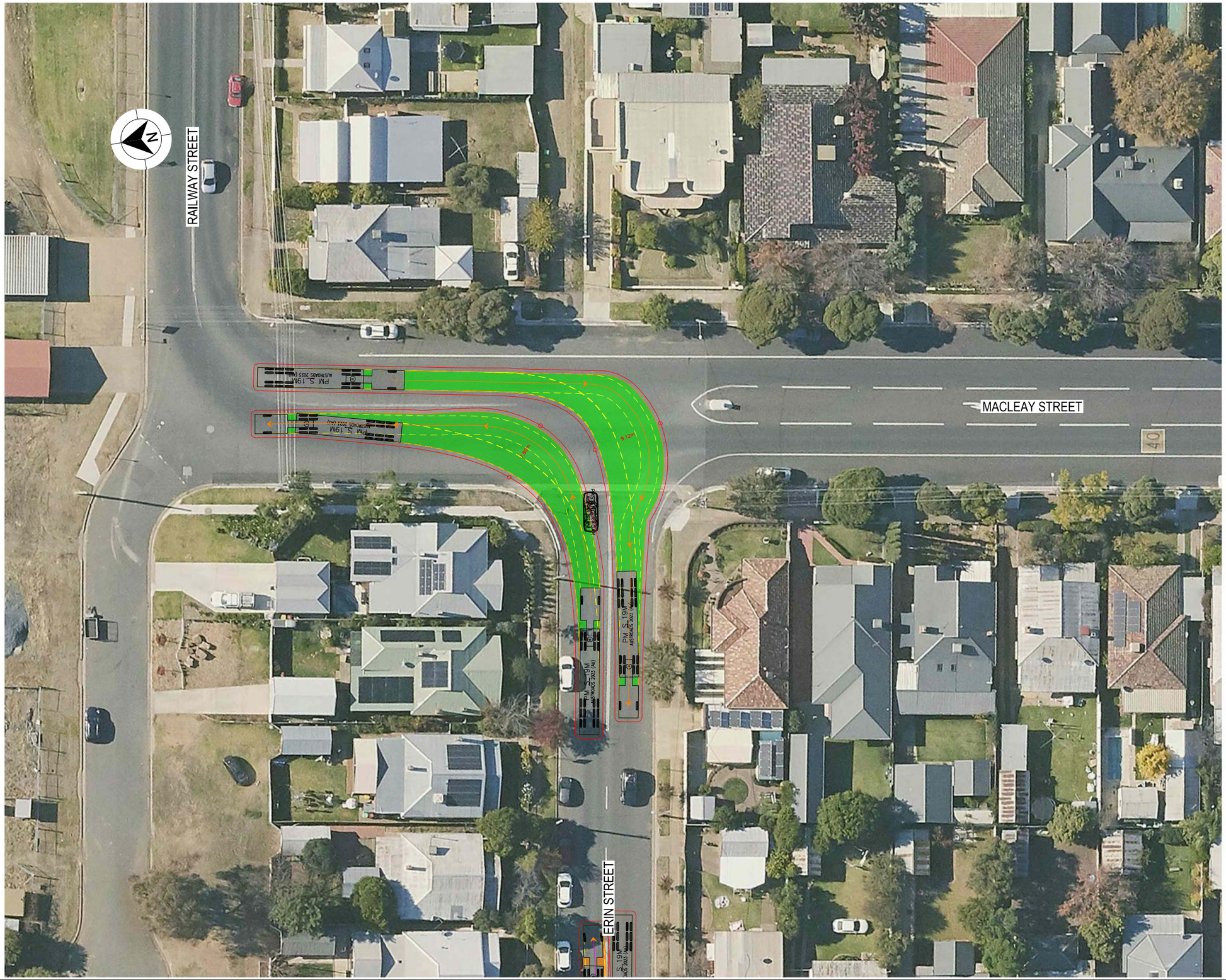

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
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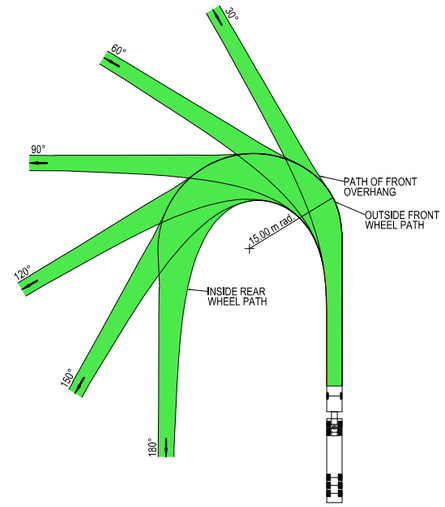
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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 MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - ERIN STREET AND MACLEAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-022 — ISSUE 1

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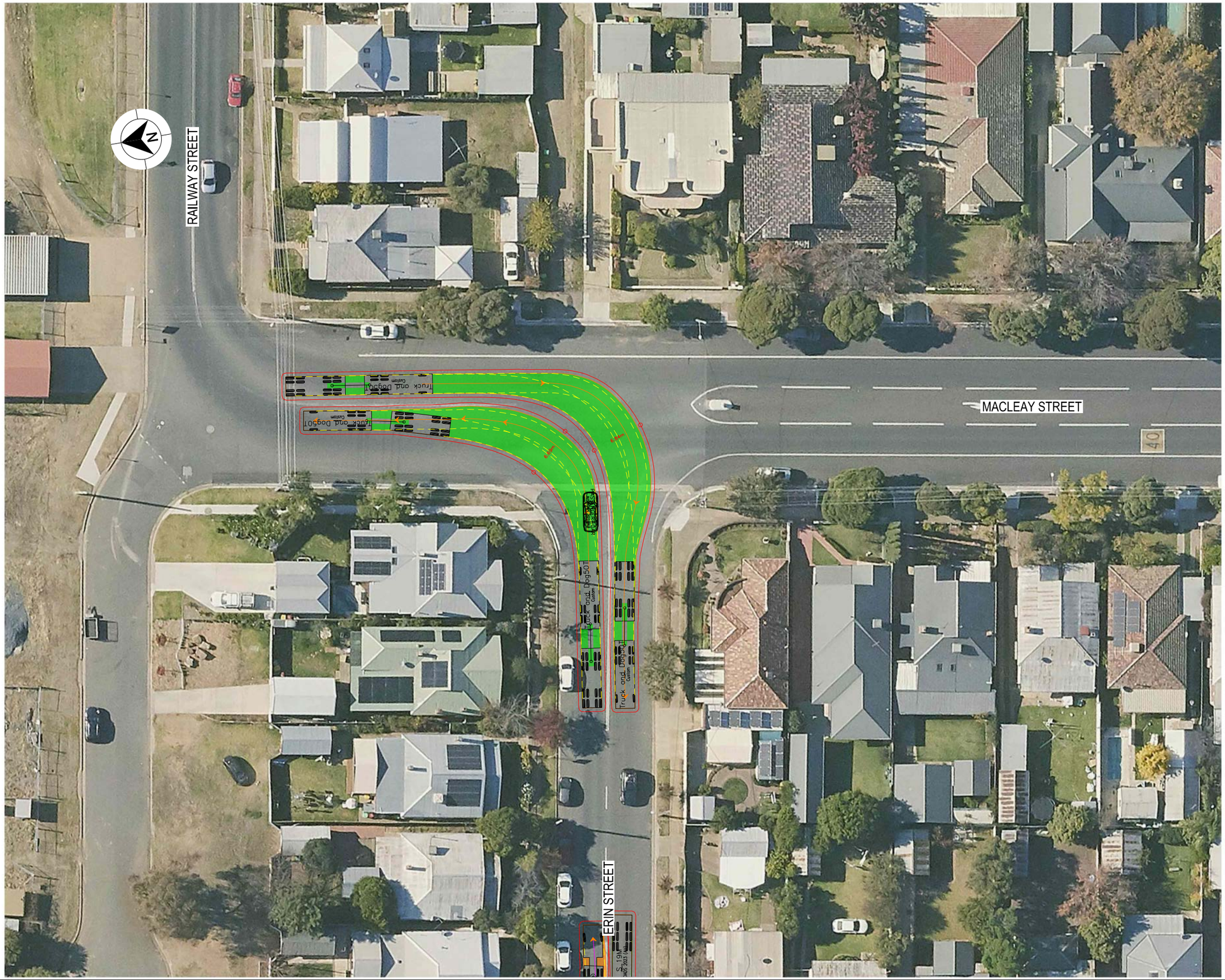
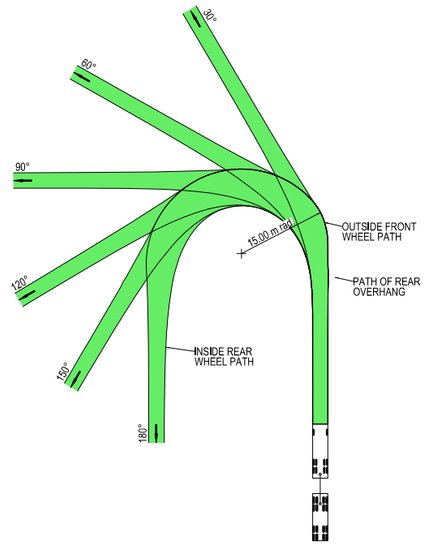


LEGEND

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

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

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PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - ERIN STREET AND MACLEAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-023 — ISSUE 1

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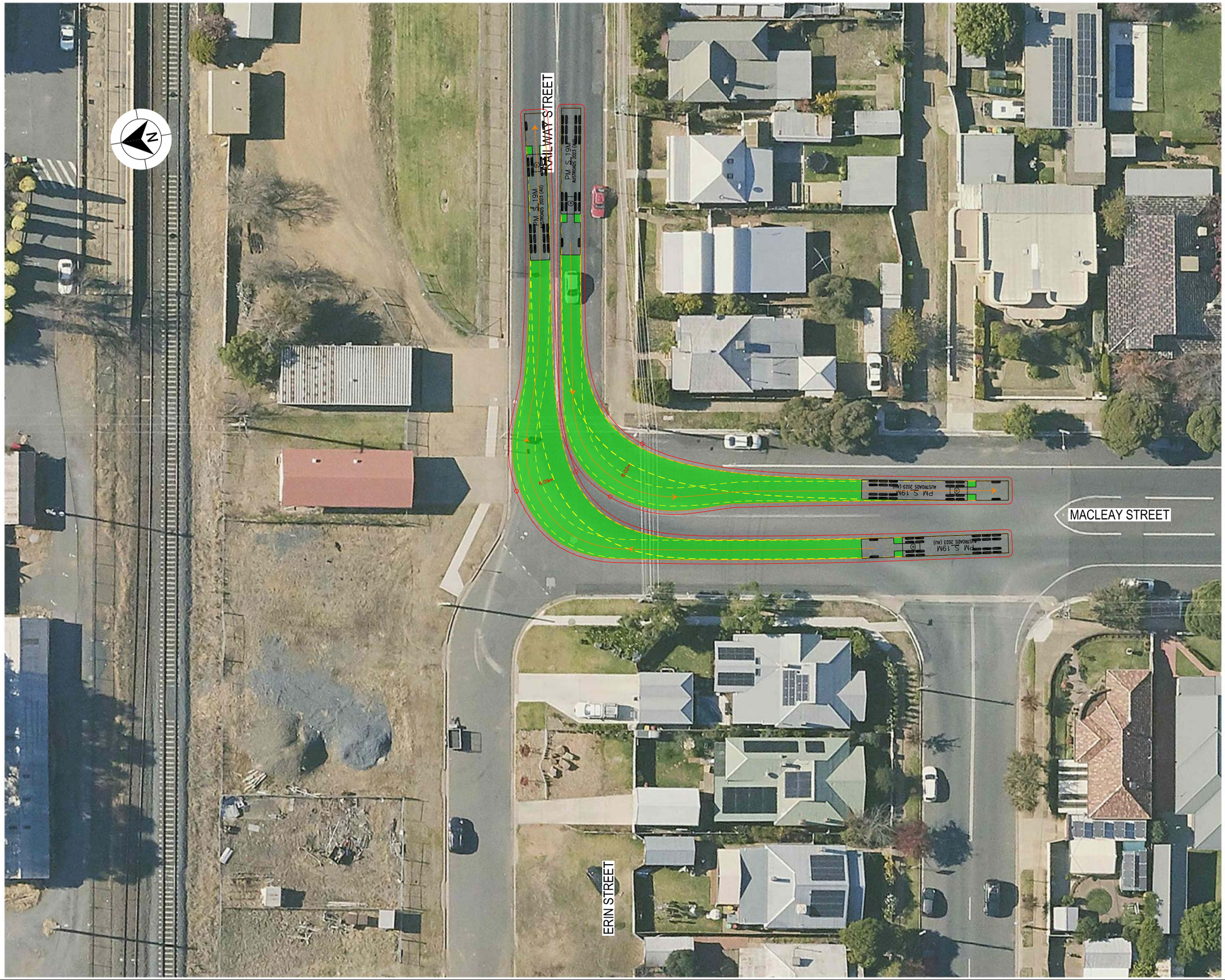


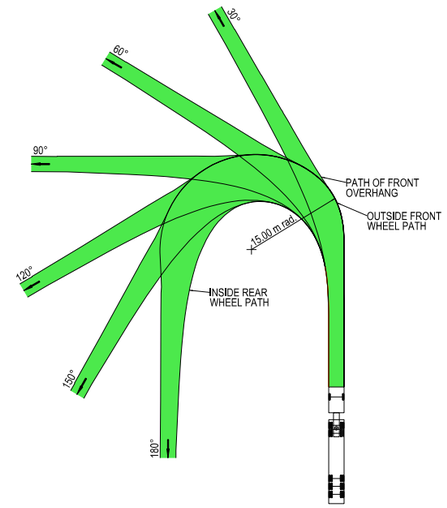
LEGEND

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

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

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

PLOT DATE / TIME 24/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - MACLEAY STREET AND RAILWAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-024 — ISSUE 1

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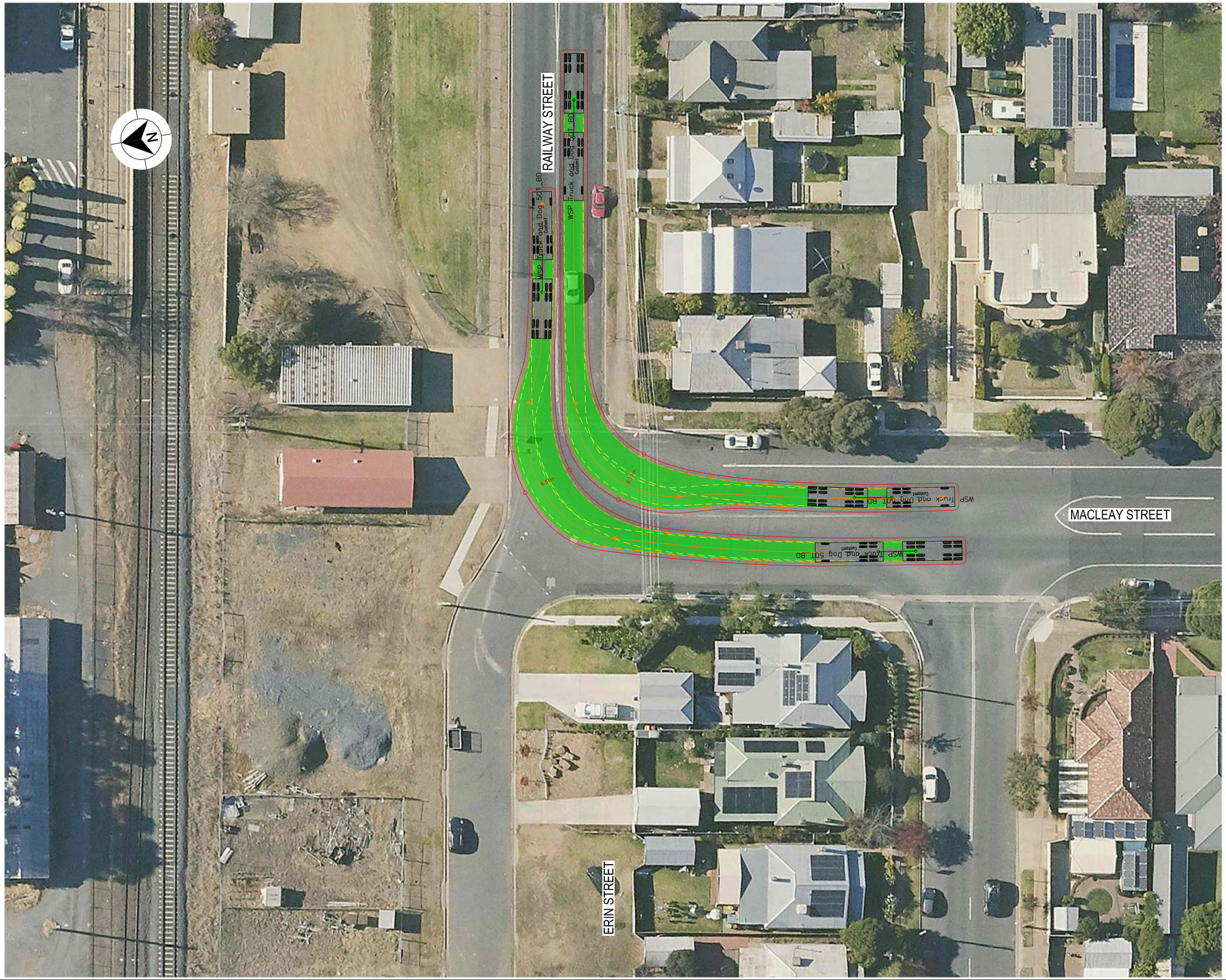

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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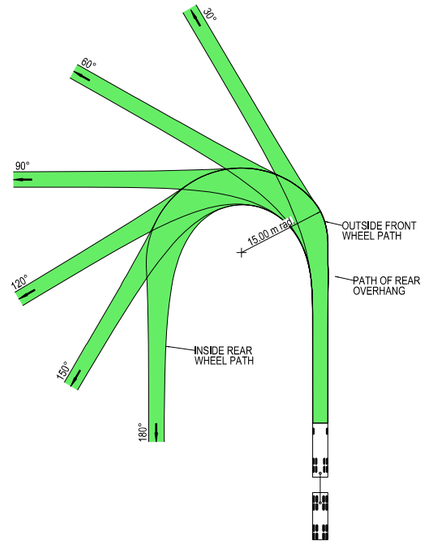
- STORED PASSENGER VEHICLE

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 28/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MACLEAY STREET AND RAILWAY STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-025 — ISSUE 1

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LAKE ALBERT ROAD

LAKE ALBERT ROAD

VEHICLE REQUIRED TO STRADDLE BOTH LANES TO COMPLETE MOVEMENT AT 5km/h AND 12.5m RADIUS

RAILWAY STREET

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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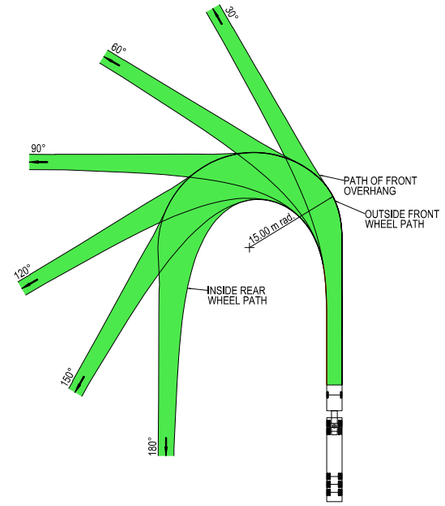
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RAILWAY STREET AND LAKE ALBERT ROAD - RI LO

A3

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-026
ISSUE 1

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REMOVE, RESHARE OR RECONSTRUCT

LAKE ALBERT ROAD

LAKE ALBERT ROAD

RAILWAY STREET

LEGEND

GDA 2020

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

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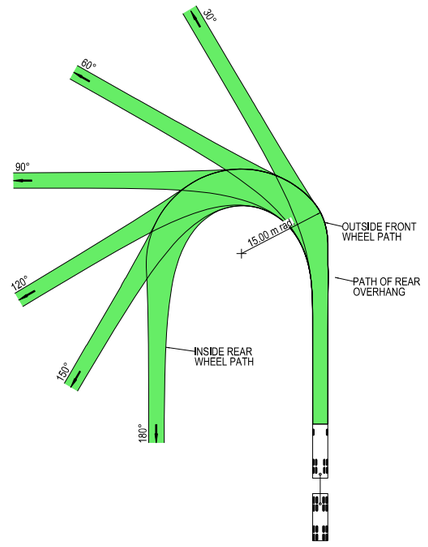
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 28/07/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-027
ISSUE 1

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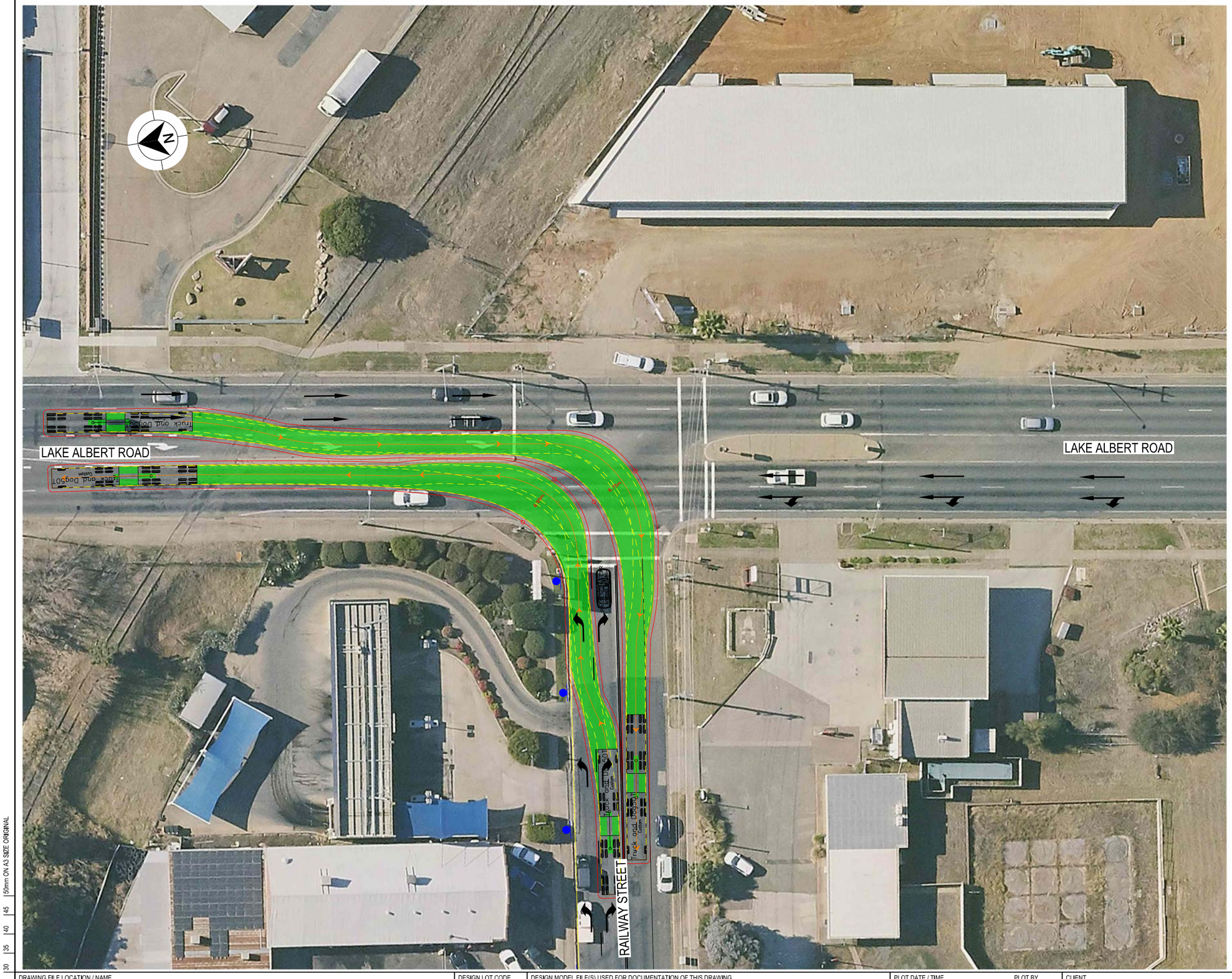

LEGEND

GDA 2020

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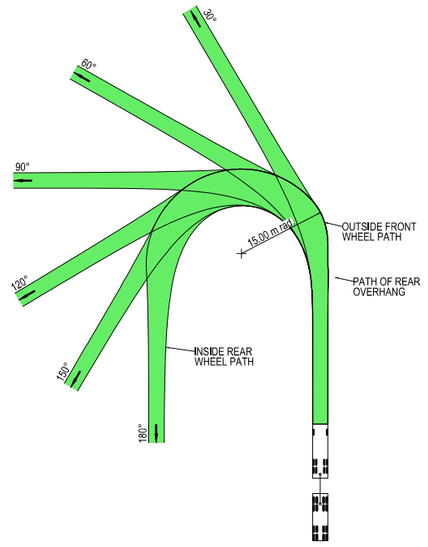
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 28/07/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-028
ISSUE 1

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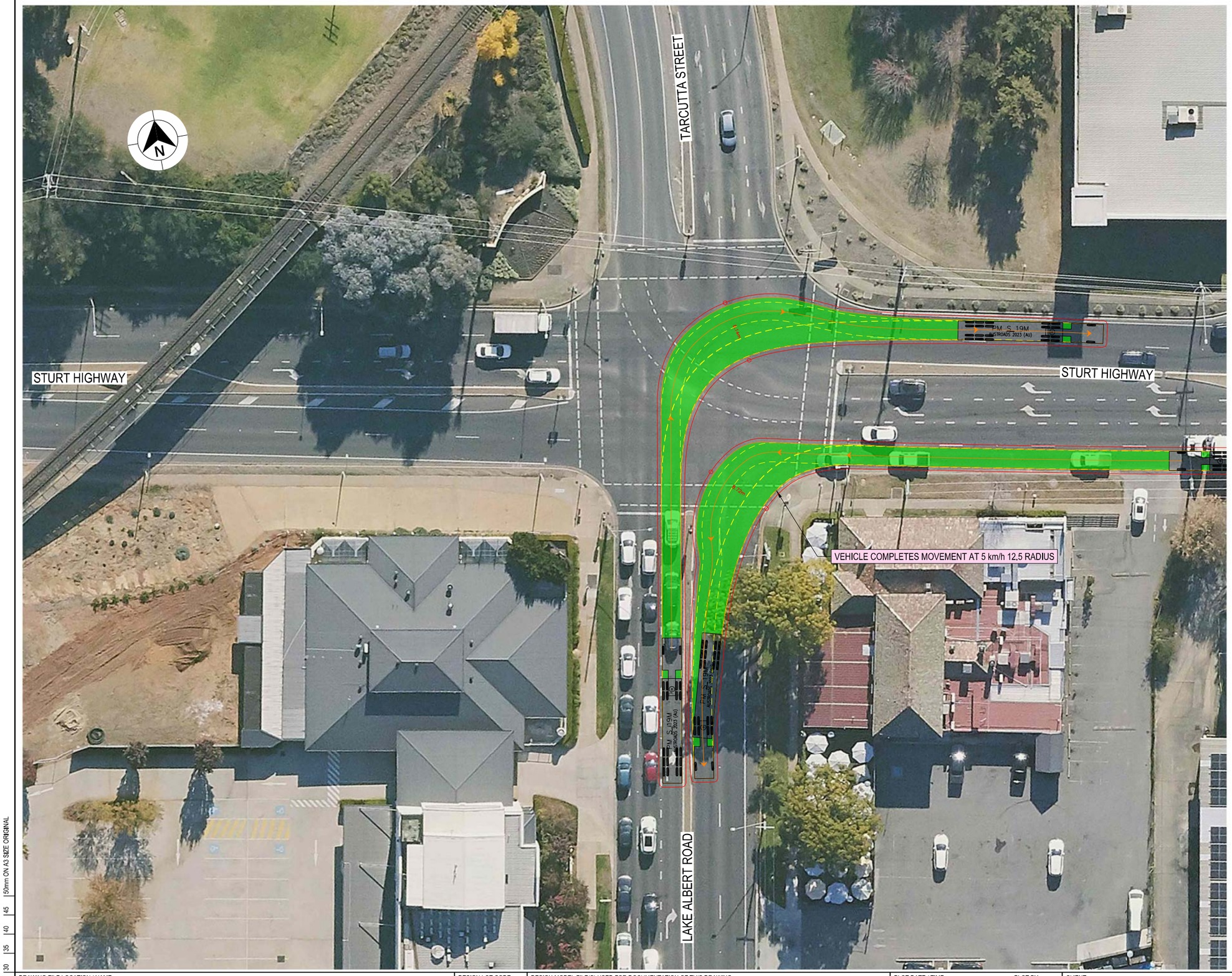

LEGEND

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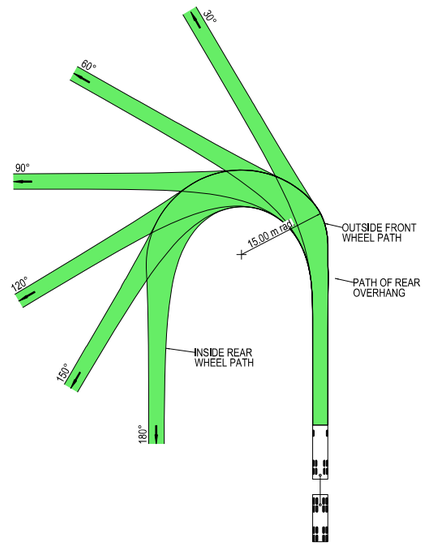

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DESIGN LOT CODE

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PLOT DATE / TIME 25/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

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DRAWN		J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-029
ISSUE 1

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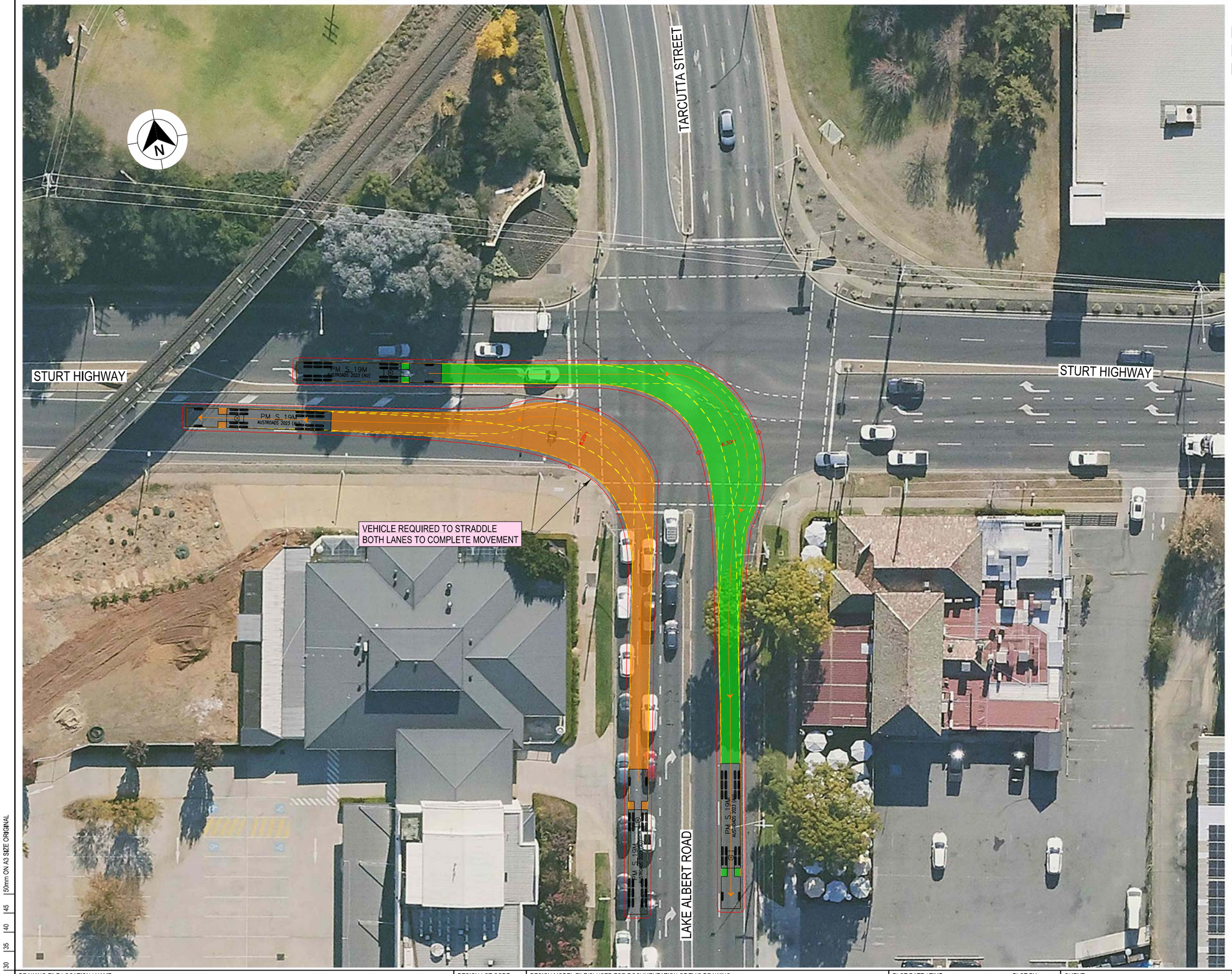

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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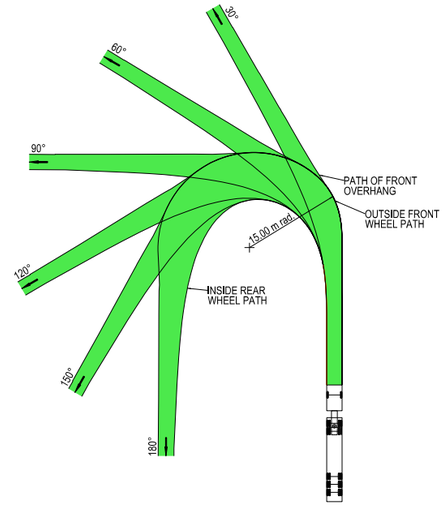

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DESIGN LOT CODE

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PLOT DATE / TIME 25/09/2025 PLOT BY ThomHunter

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MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

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

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-030 ISSUE 1

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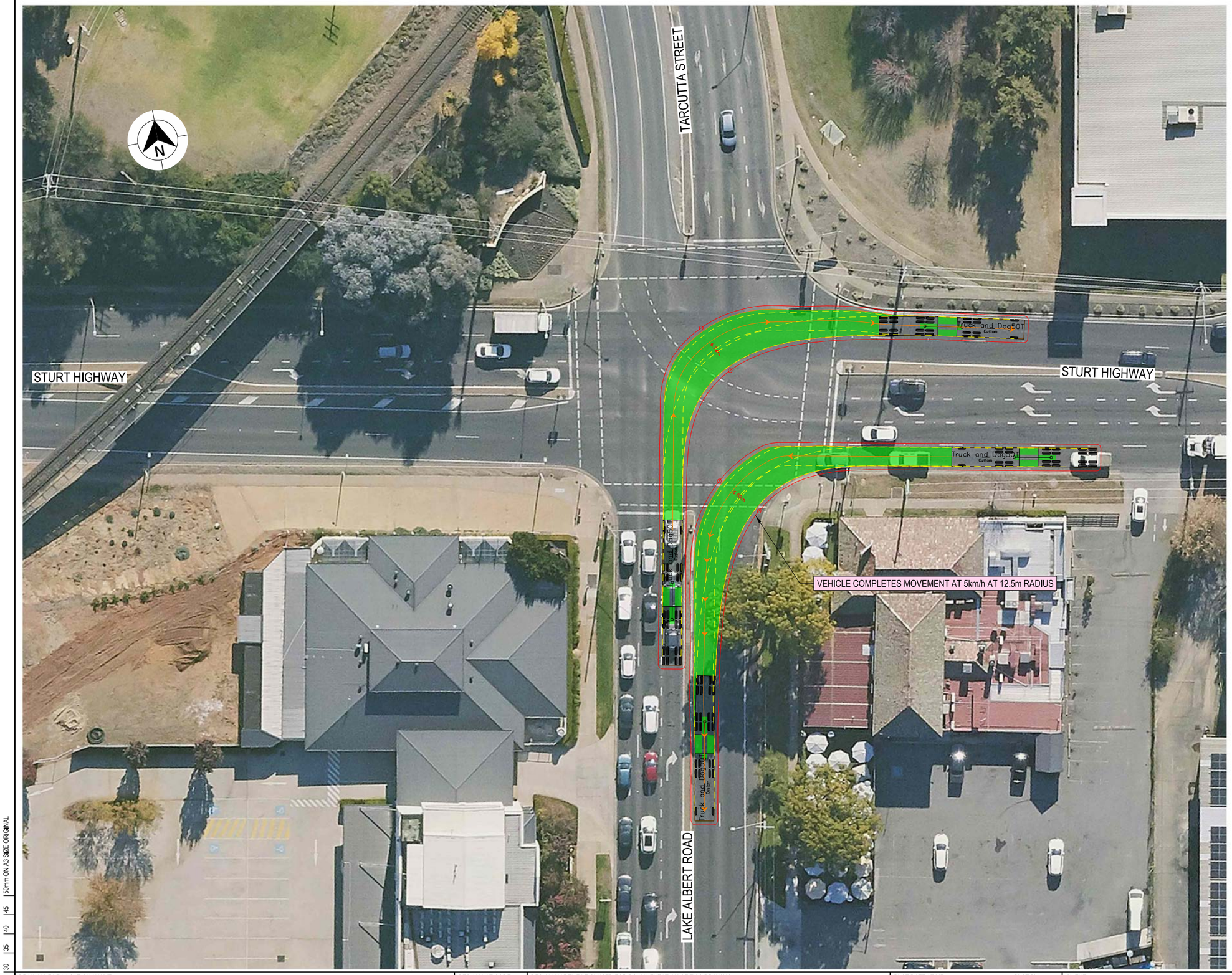


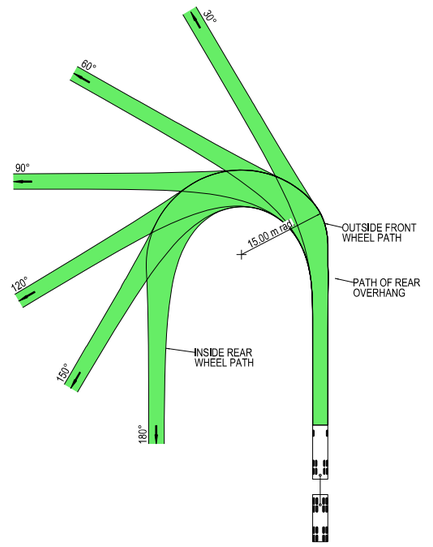
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

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

PLOT DATE / TIME 25/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-031
ISSUE 1

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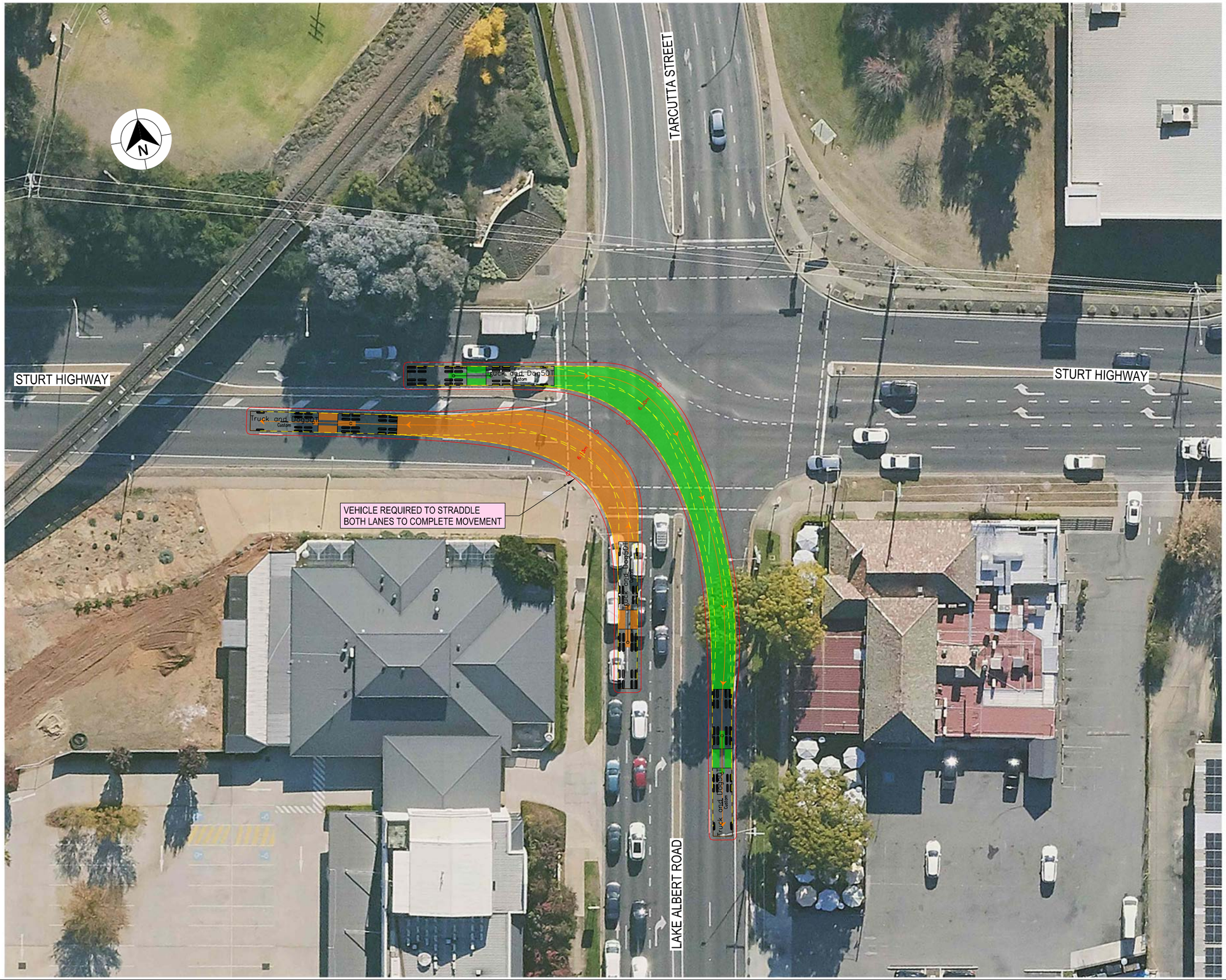

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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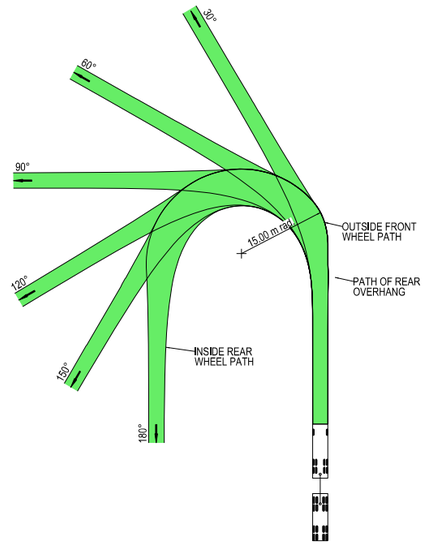

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DESIGN LOT CODE

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PLOT DATE / TIME 25/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

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

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-032
ISSUE 1

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LEGEND

GDA 2020

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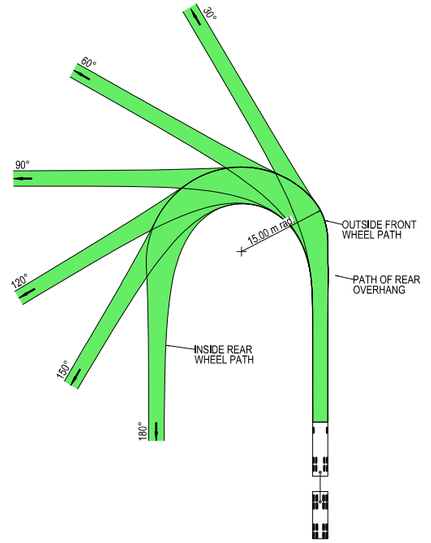
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-033
ISSUE 1

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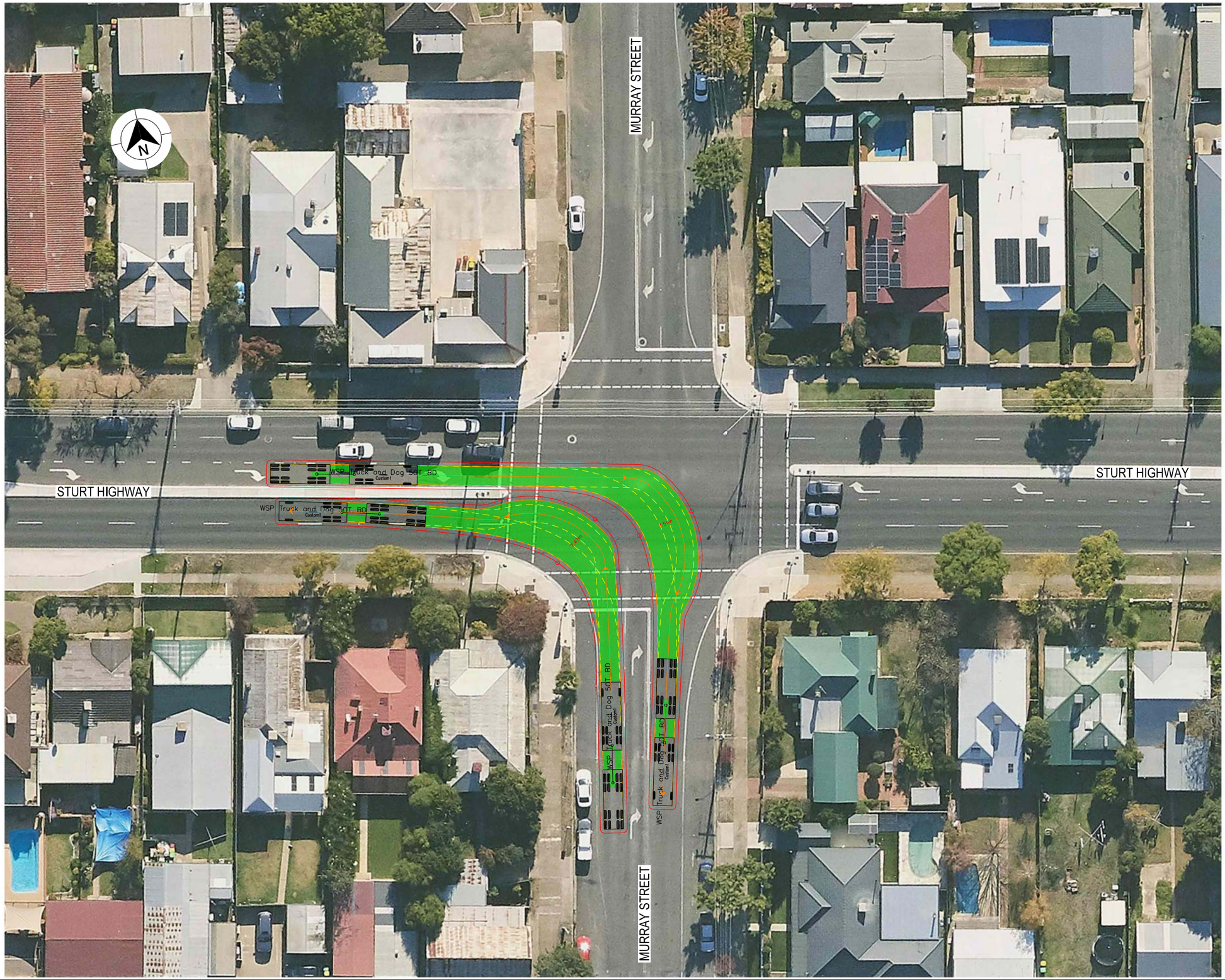

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
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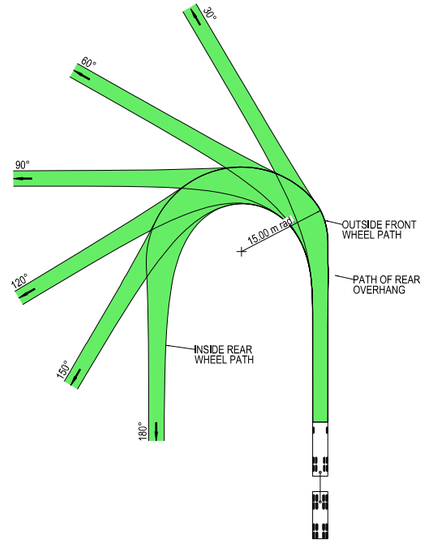

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/07/2025 PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-034 ISSUE 1

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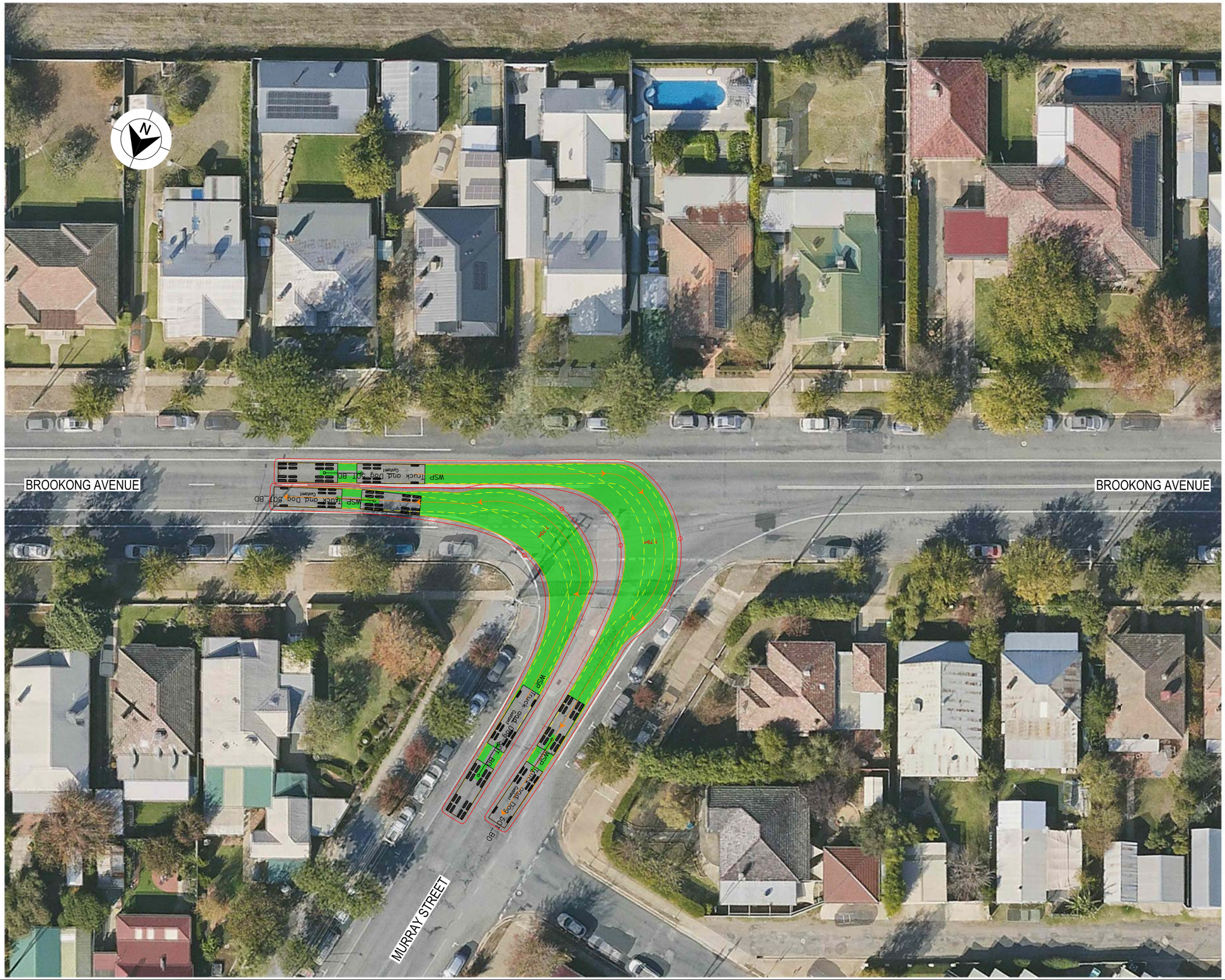

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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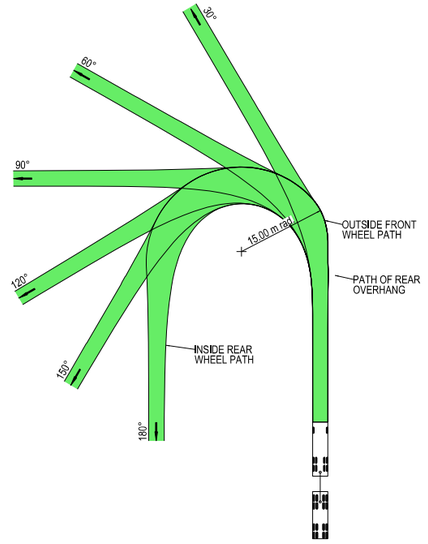

VEHICLE PROFILE NOT TO SCALE

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

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

PLOT DATE / TIME: 24/07/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

WAGGA CITY COUNCIL
MURRAY STREET AND BROOKONG AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MURRAY STREET AND BROOKONG AVENUE - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-035 ISSUE 1

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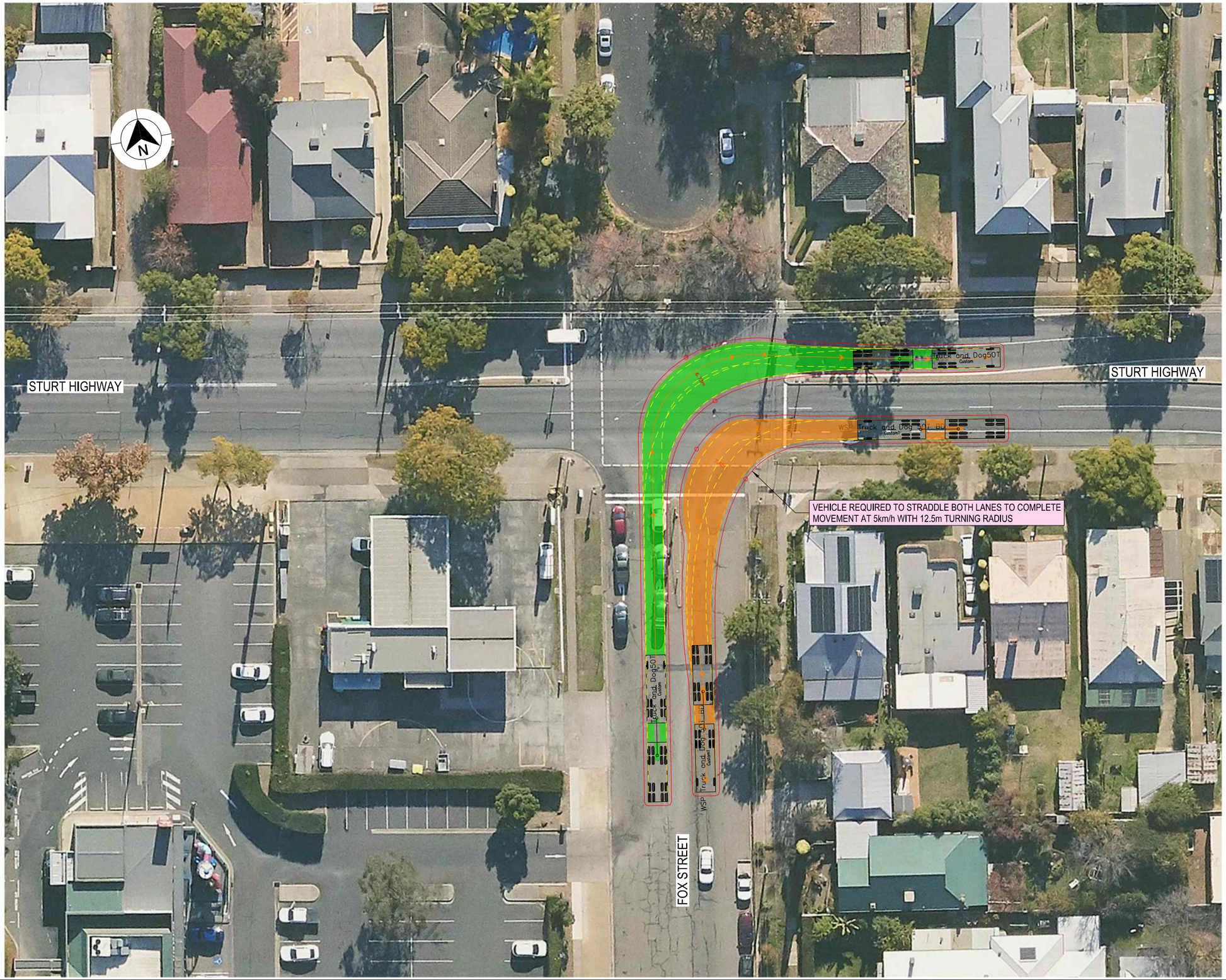

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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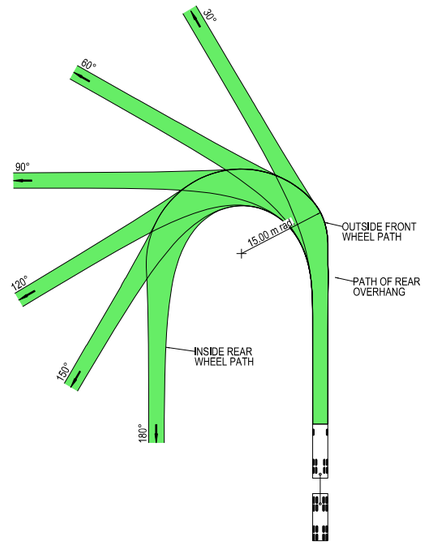

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DESIGN LOT CODE

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

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & FOX STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - LI RO

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ISSUE STATUS — SHEET No. SW2-036 — ISSUE 1

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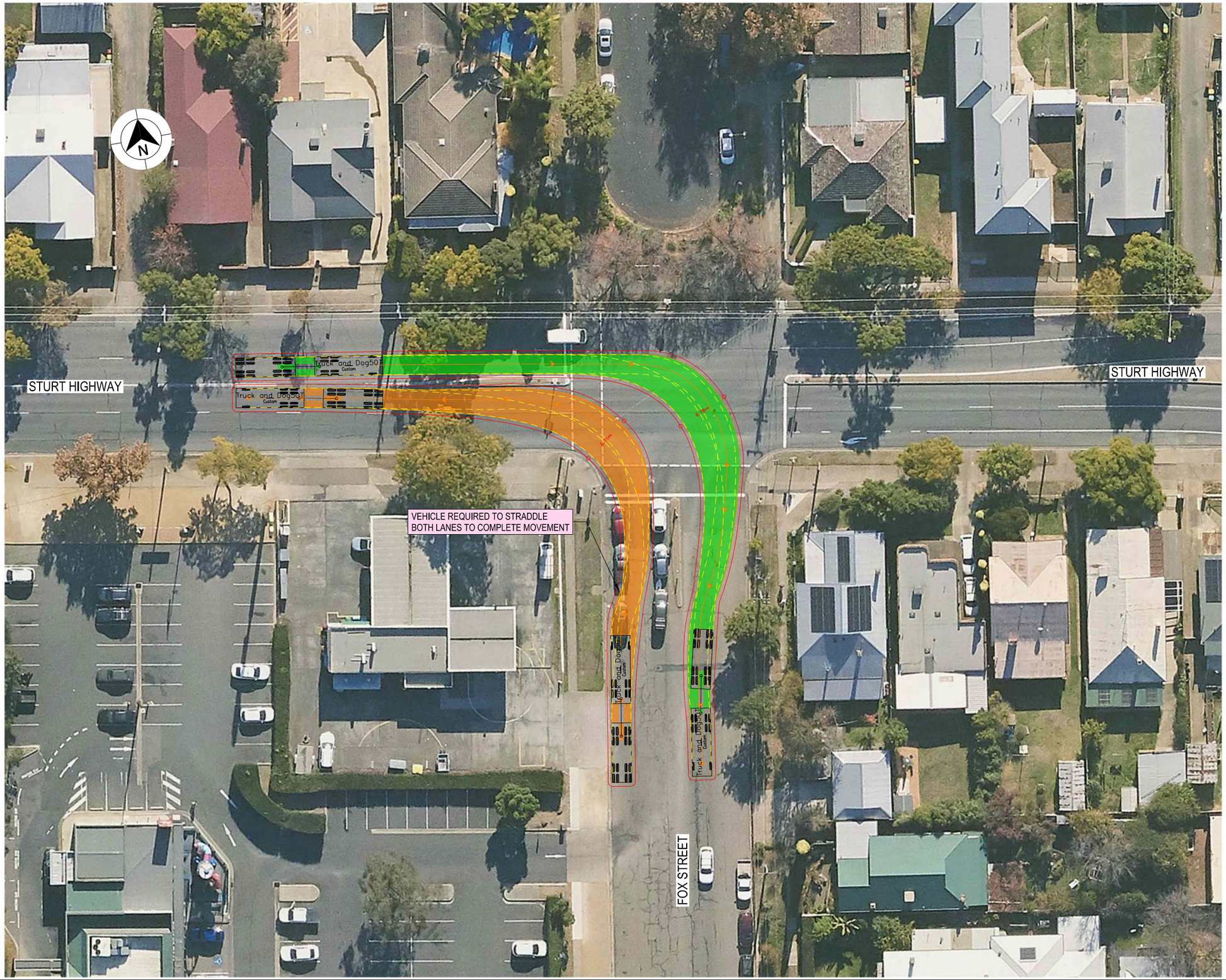

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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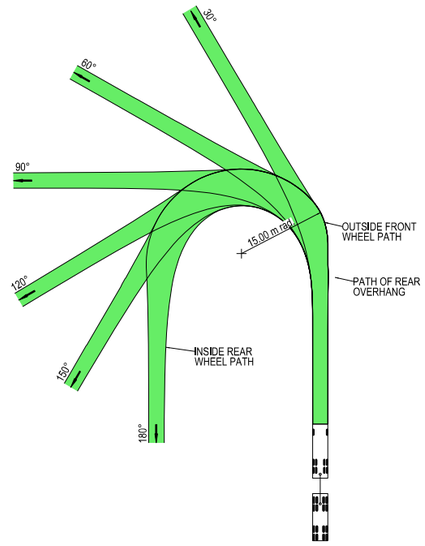

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DESIGN LOT CODE

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

PLOT DATE / TIME 24/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
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DESIGN	J.COLES	06/11/2025
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MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-037 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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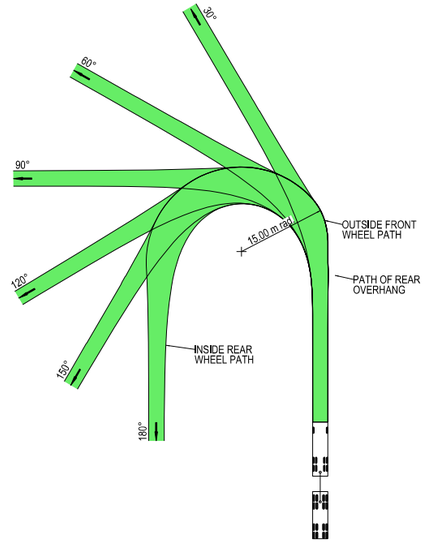
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/07/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
COPLAND STREET AND LAKE ALBERT ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-038 — ISSUE 1

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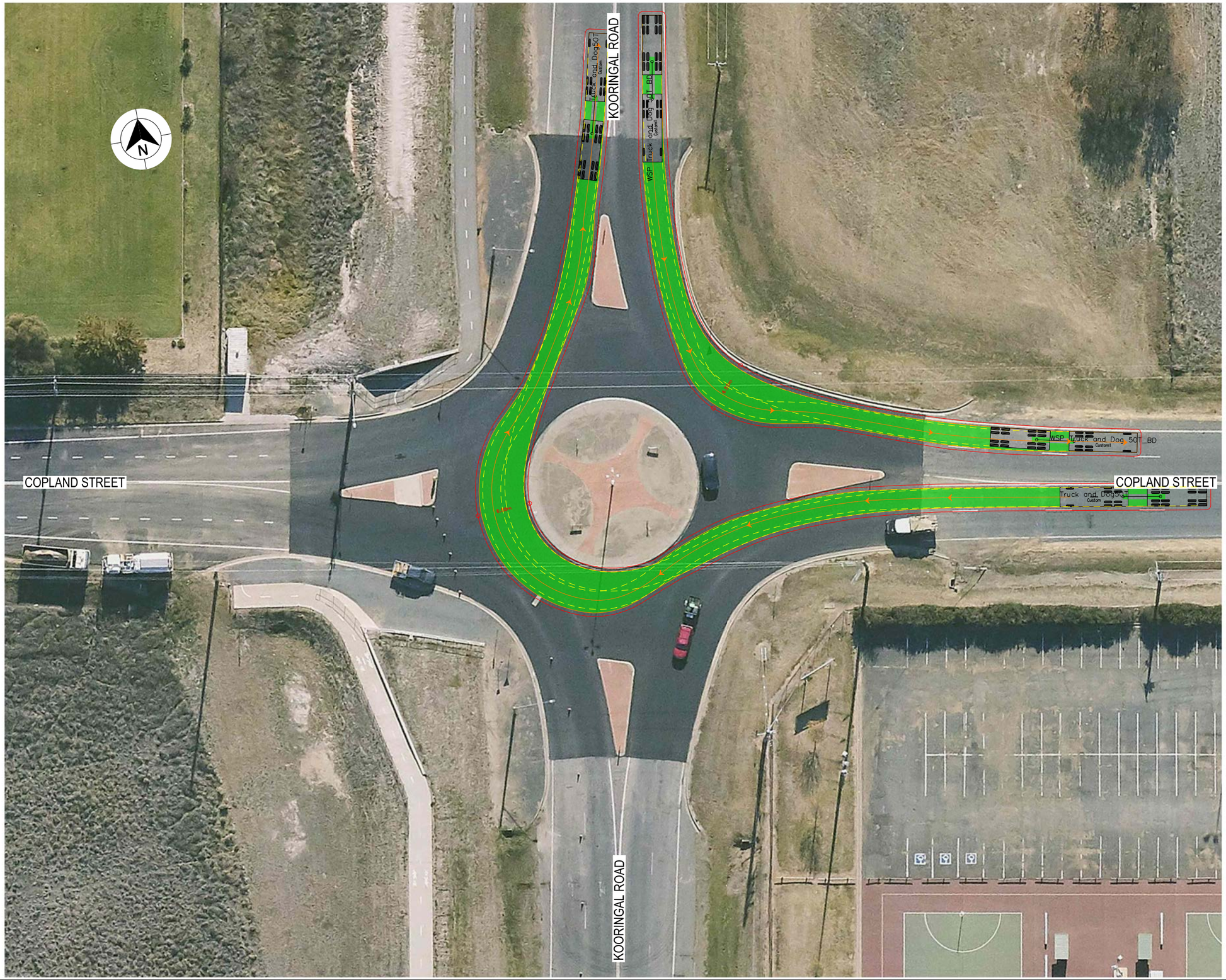
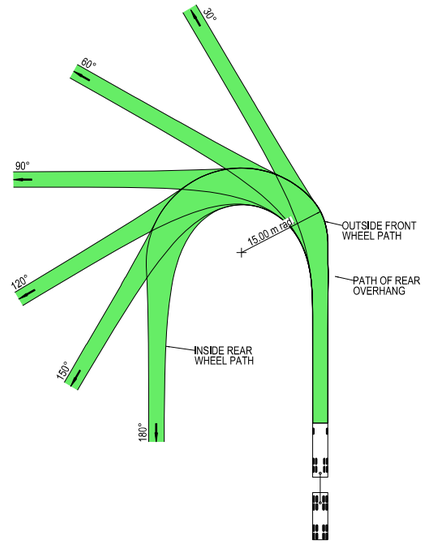


LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 28/07/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

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

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

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

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1
ISSUE STATUS SHEET No. SW2-039 ISSUE 1

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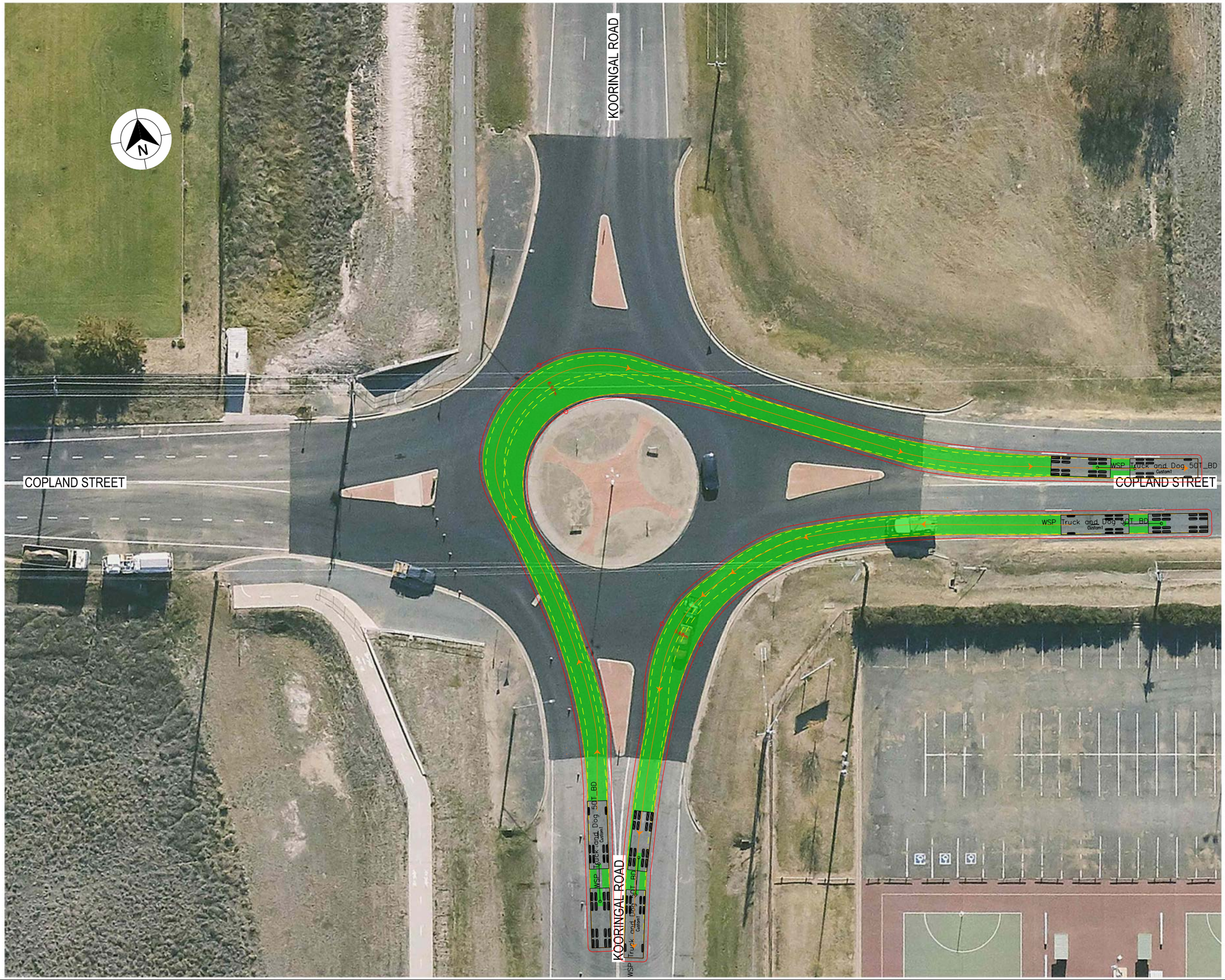


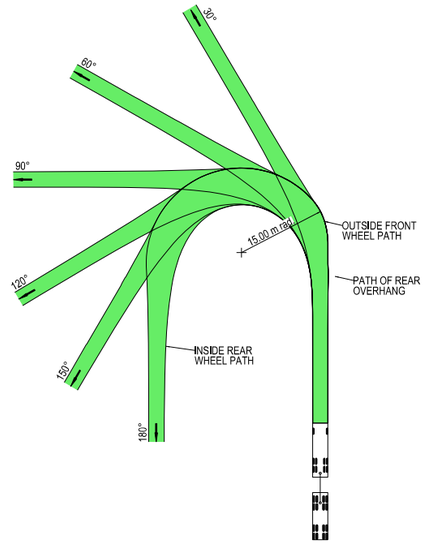
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 28/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-040 — ISSUE 1

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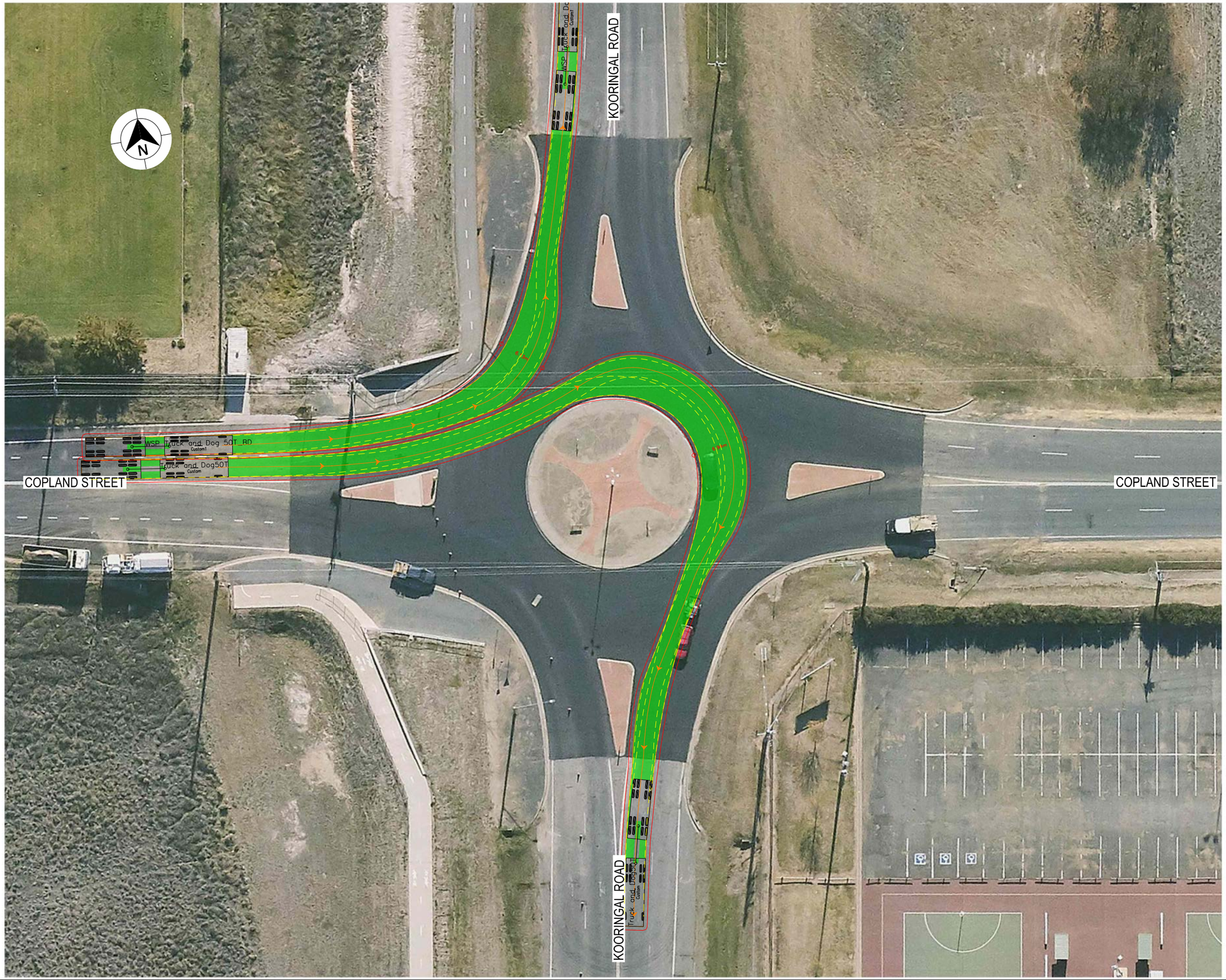
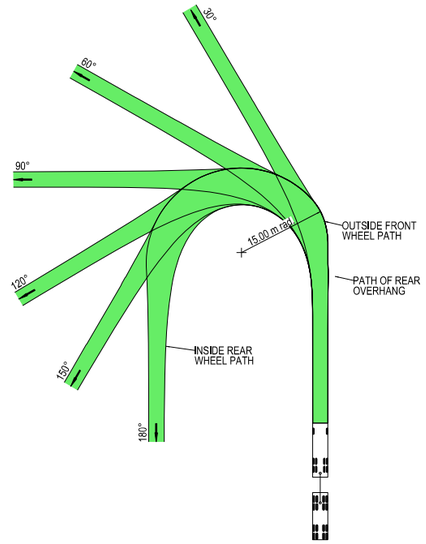


LEGEND

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 28/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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

MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-041 — ISSUE 1

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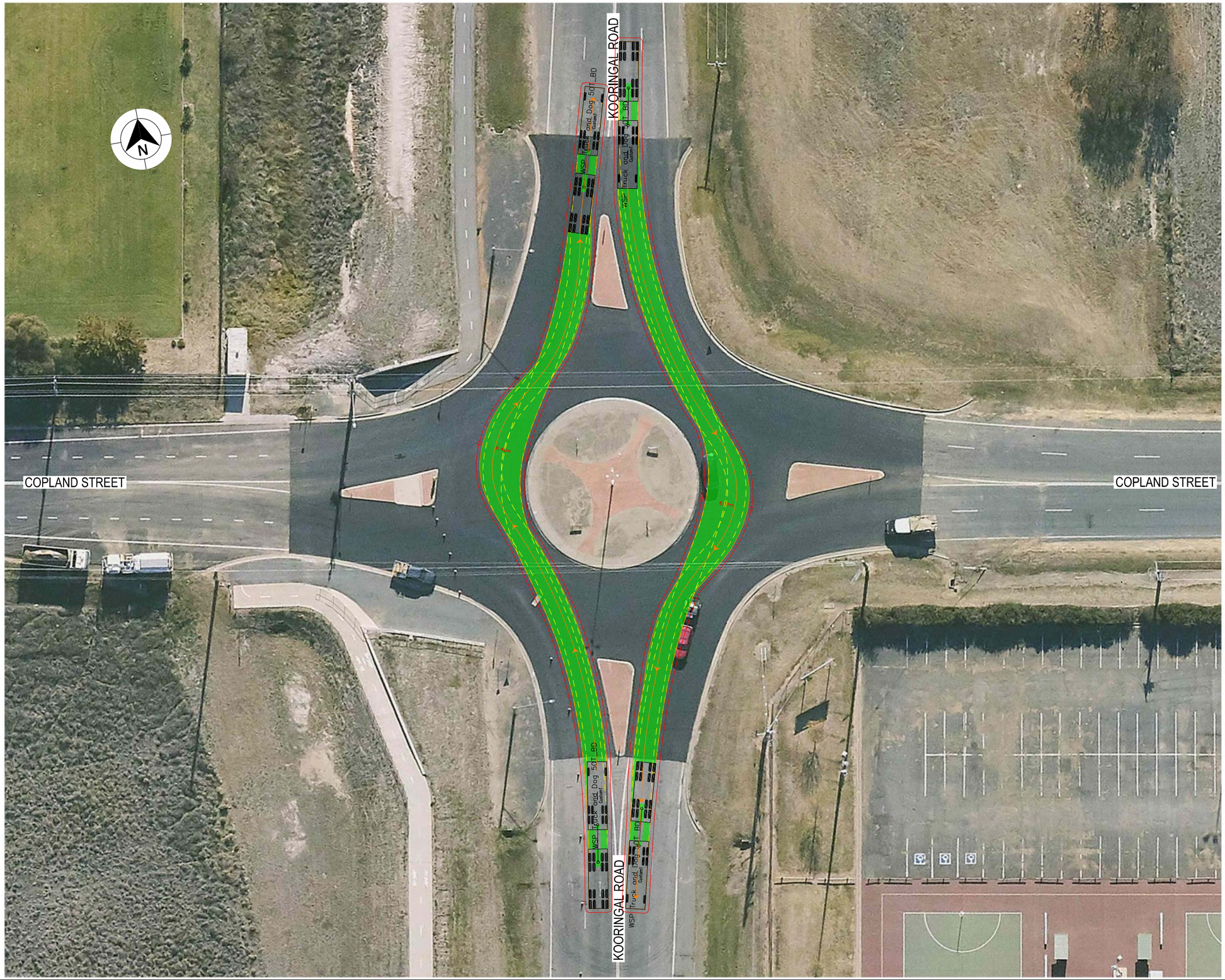


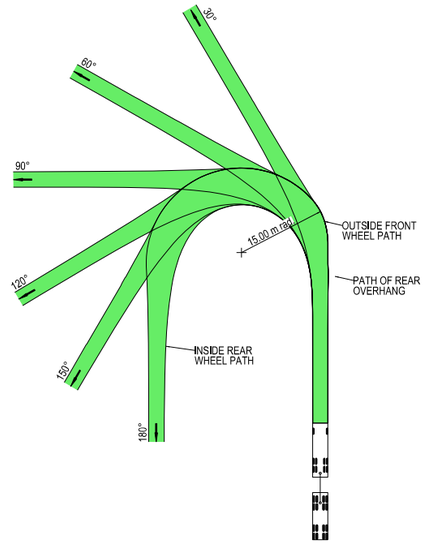
LEGEND

GDA 2020

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

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

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 28/07/2025
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

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

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-042
ISSUE 1

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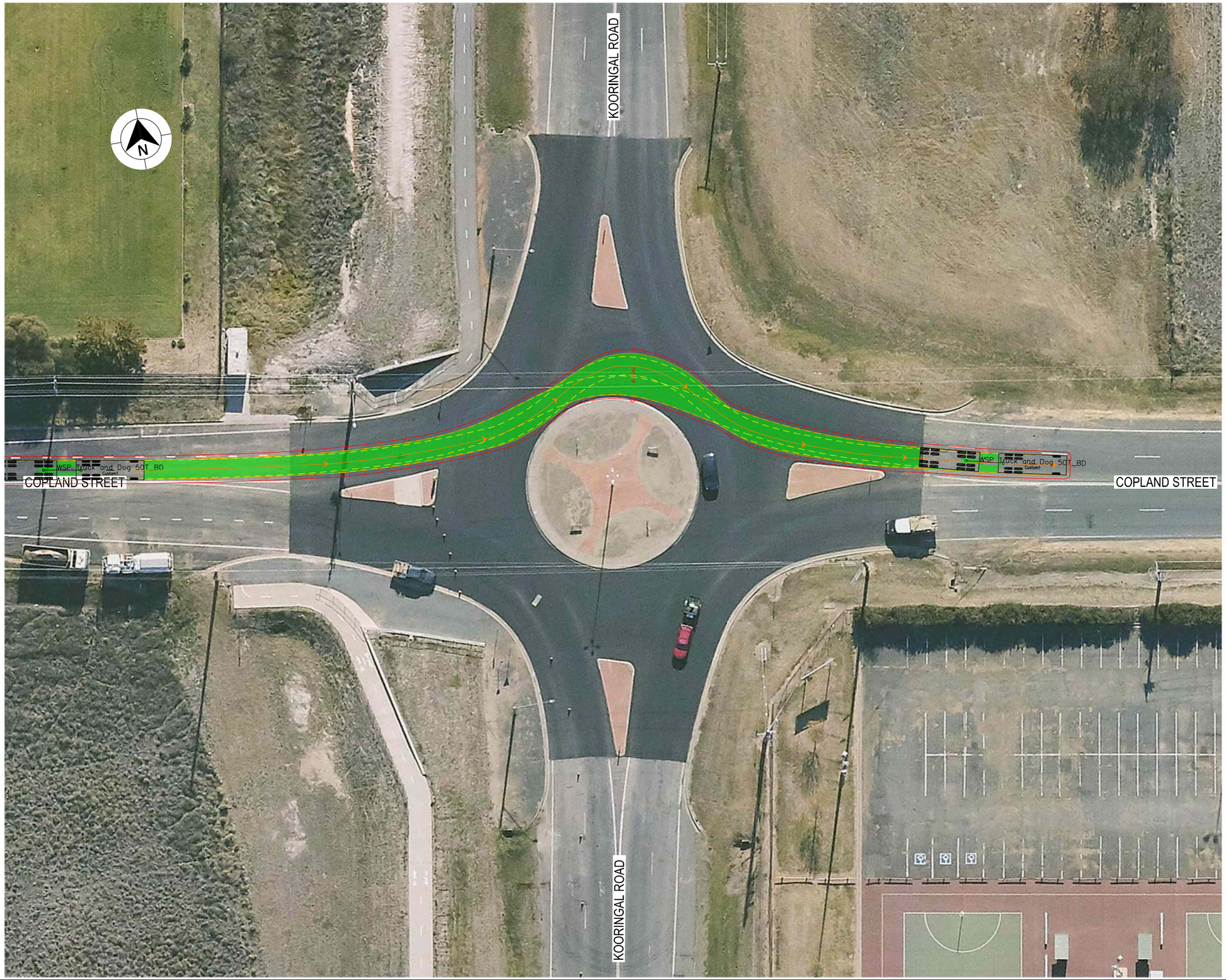

LEGEND

GDA 2020

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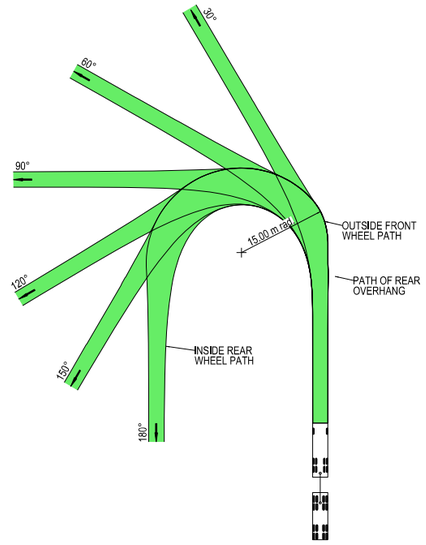
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 28/07/2025 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH EW

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-043 — ISSUE 1

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TASMAN ROAD

TASMAN ROAD

COPLAND STREET

WSP Truck and Dog 90t RT

WSP Truck and Dog 90t RT

WSP Truck and Dog 90t RT

WSP Truck and Dog 90t RT

LEGEND

GDA 2020

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

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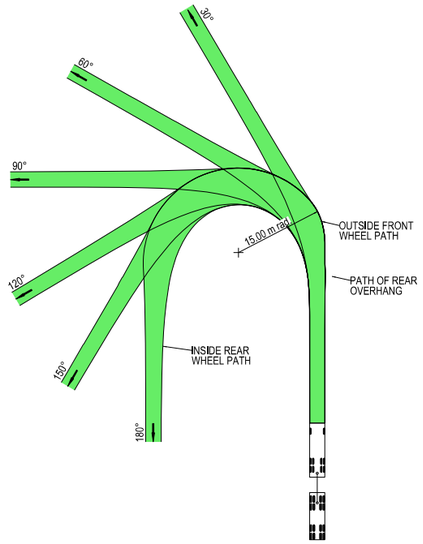
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TURNING SPEED	5 - 15 km/h

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

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

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

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - COPLAND STREET AND TASMAN ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW2-044 — ISSUE 1

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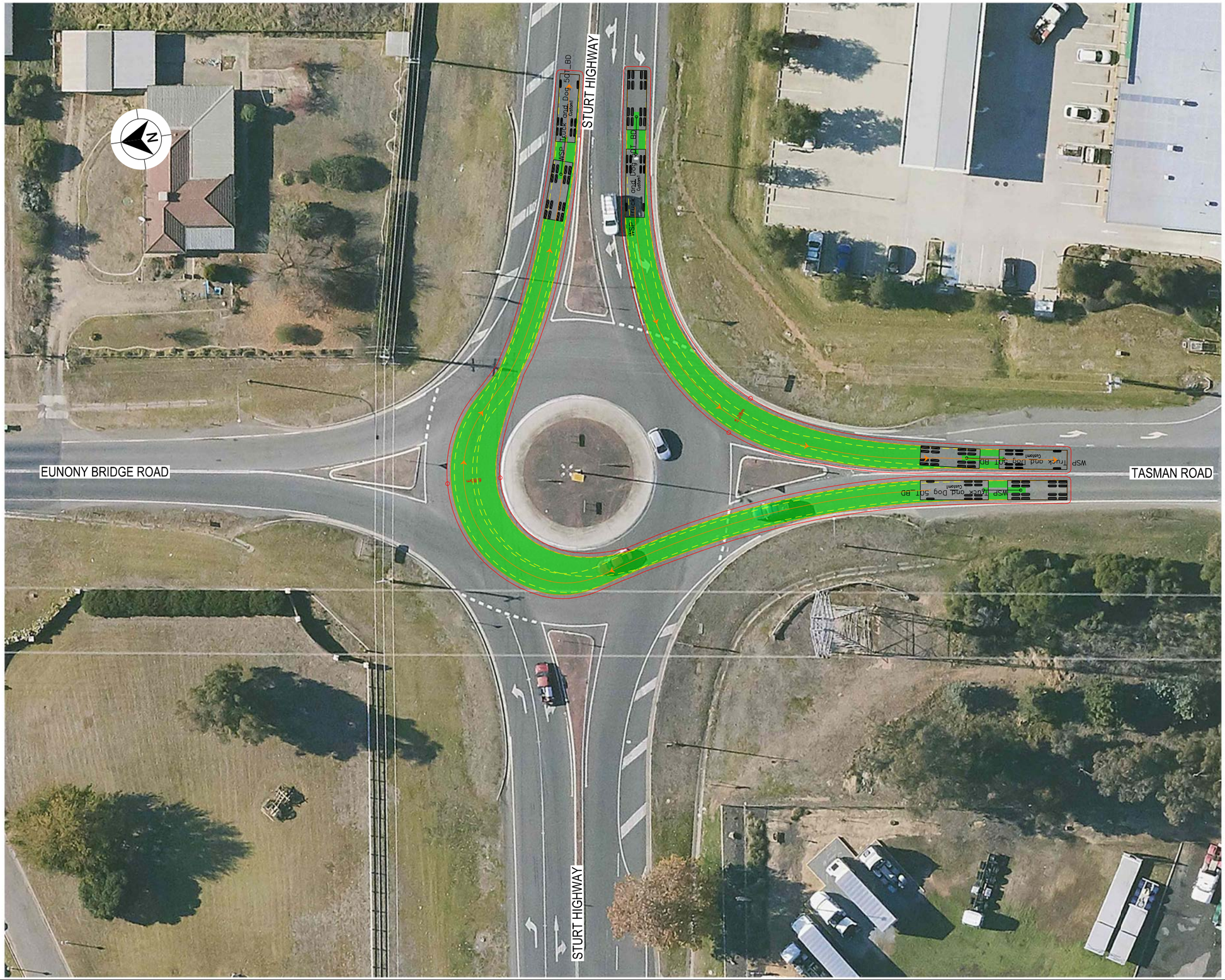
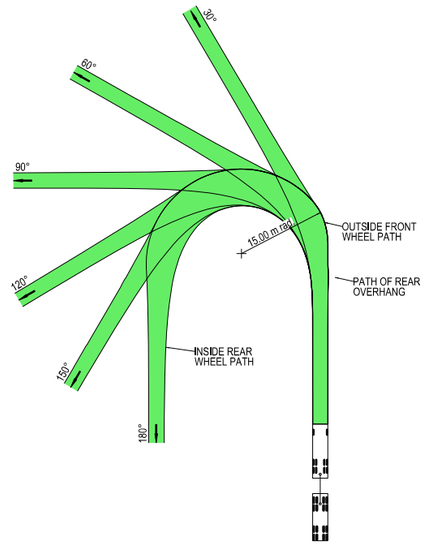


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO

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PART 1
ISSUE STATUS
SHEET No. SW2-045
ISSUE 1

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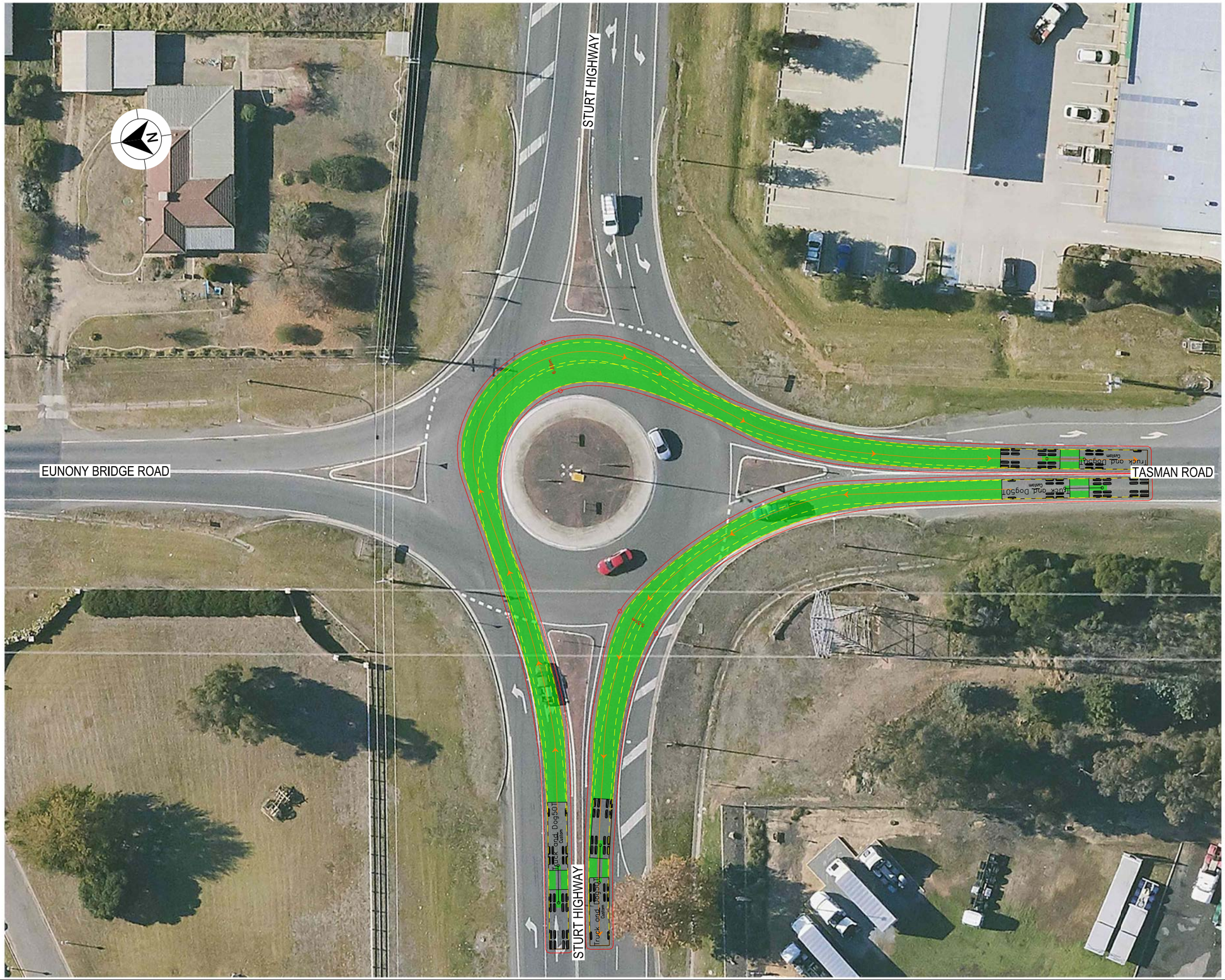

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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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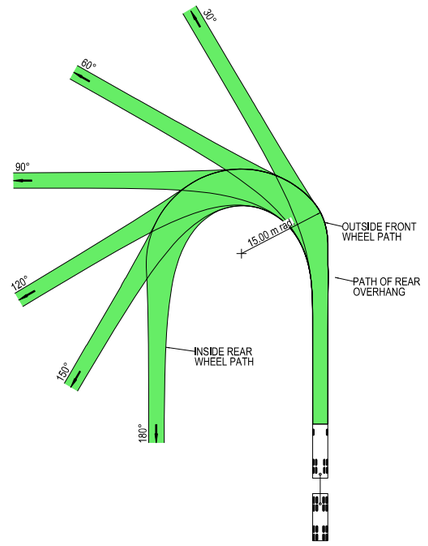
SCALE 1:1000m



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PLOT DATE / TIME 06/11/2025
PLOT BY ThomHunter

CLIENT

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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

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RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
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DESIGN MNGR	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - RI LO

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PART 1
ISSUE STATUS
SHEET No. SW2-046
ISSUE 1

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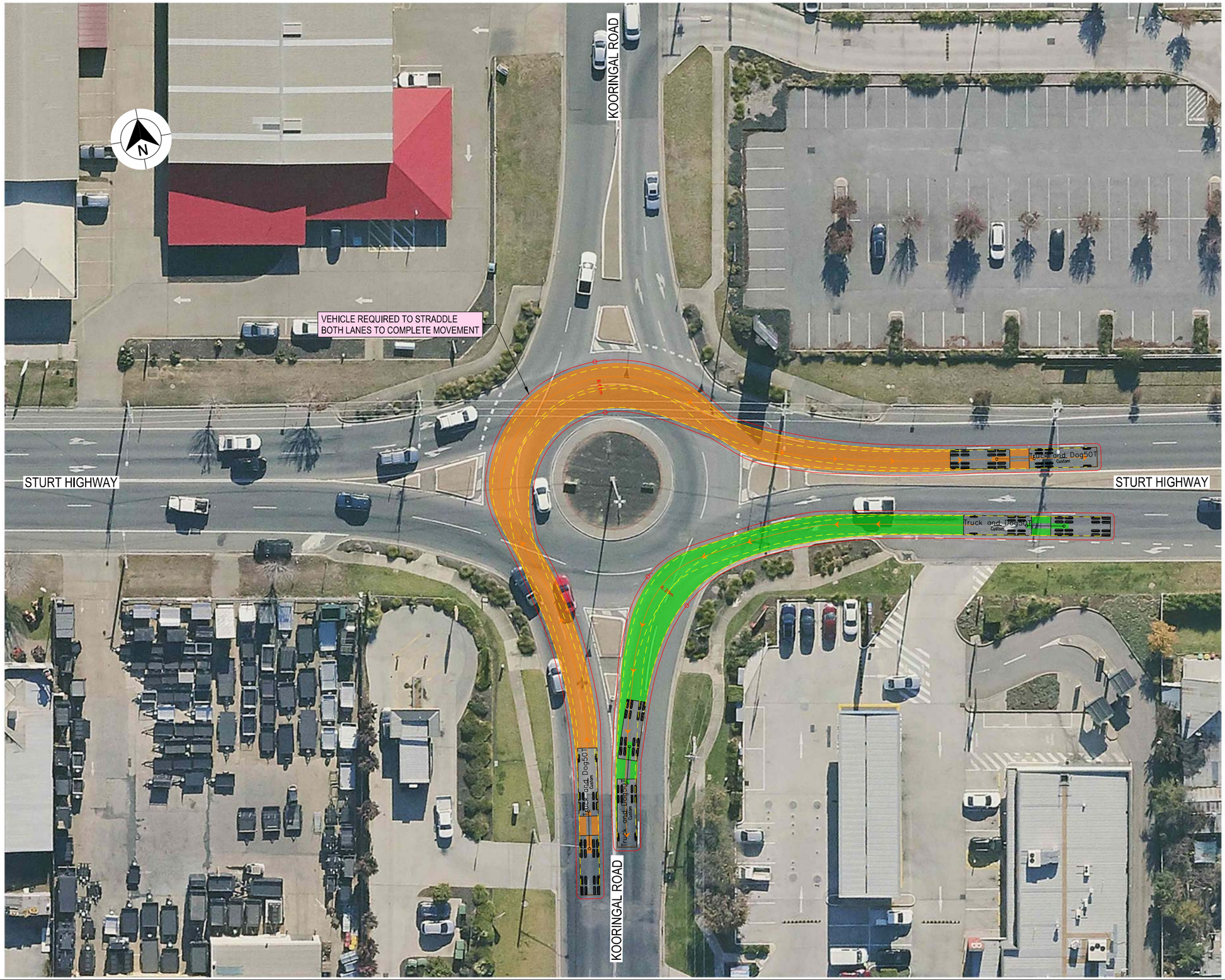

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
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DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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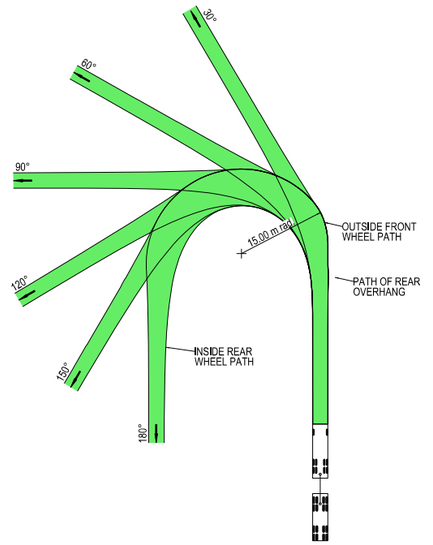
SCALE 1:1000m



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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn
DESIGN LOT CODE:
DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:
PLOT DATE / TIME: 24/07/2025
PLOT BY: ThomHunter
CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m
CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD
DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
STURT HIGHWAY AND KOORINGAL ROAD
A3
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - LI RO

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ISSUE STATUS | SHEET No. SW2-047 | ISSUE 1

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KOORINGAL ROAD

STURT HIGHWAY

STURT HIGHWAY

KOORINGAL ROAD

VEHICLE REQUIRED TO STRADDLE BOTH LANES TO COMPLETE MOVEMENT

Truck and Dog50 Custom

Truck and Dog50 Custom

Truck and Dog50 Custom

Truck and Dog50 Custom

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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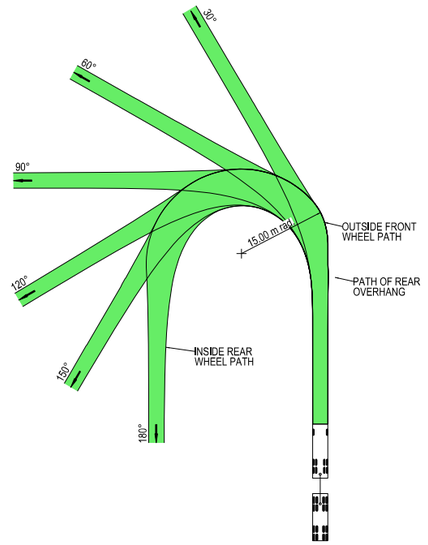
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/07/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
STURT HIGHWAY AND KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - RI LO

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ISSUE STATUS SHEET No. SW2-048 ISSUE 1

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KOORINGAL ROAD

KOORINGAL ROAD

FAY AVENUE

VINCENT ROAD

Truck and Dog501

wsp Truck and Dog 501 RL DP

truck and Dog 501

truck and Dog 501

truck and Dog 501

truck and Dog 501

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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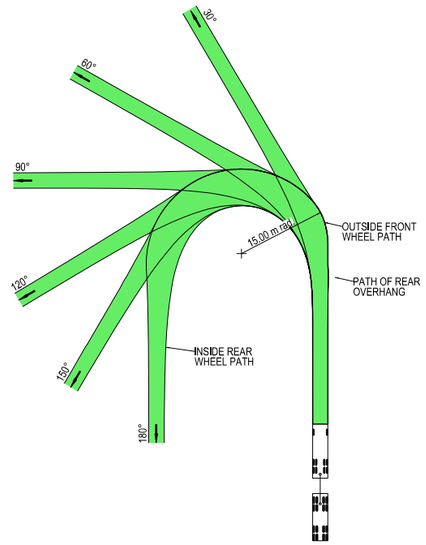
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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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 22/08/2025 PLOT BY B.DENNETT

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND VINCENT ROAD

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND VINCENT ROAD - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-049 ISSUE 1

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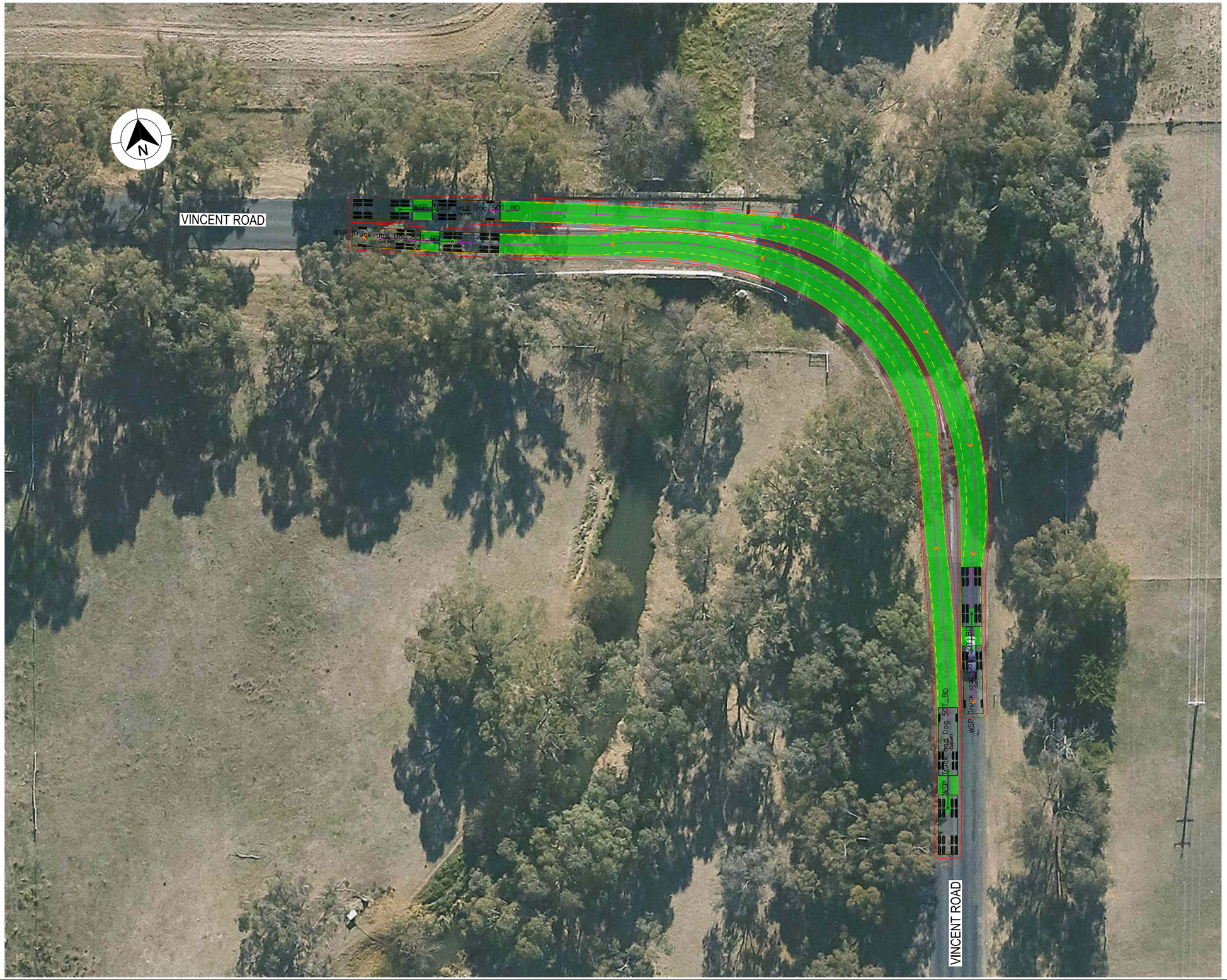

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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DESIGN TRUCK AND 4 AXLE DOG (19 m)
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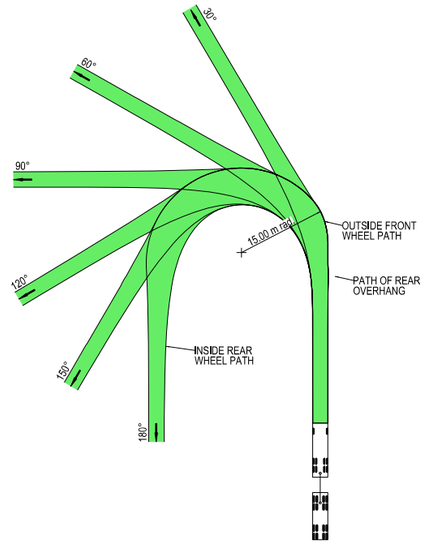
0 10
SCALE 1:1000m



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PLOT DATE / TIME 24/07/2025 PLOT BY B.DENNETT

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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

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MARTINUS

WAGGA CITY COUNCIL
VINCENT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - VINCENT ROAD - LI RO

A3

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PART 1
ISSUE STATUS
SHEET No. SW2-050
ISSUE 1

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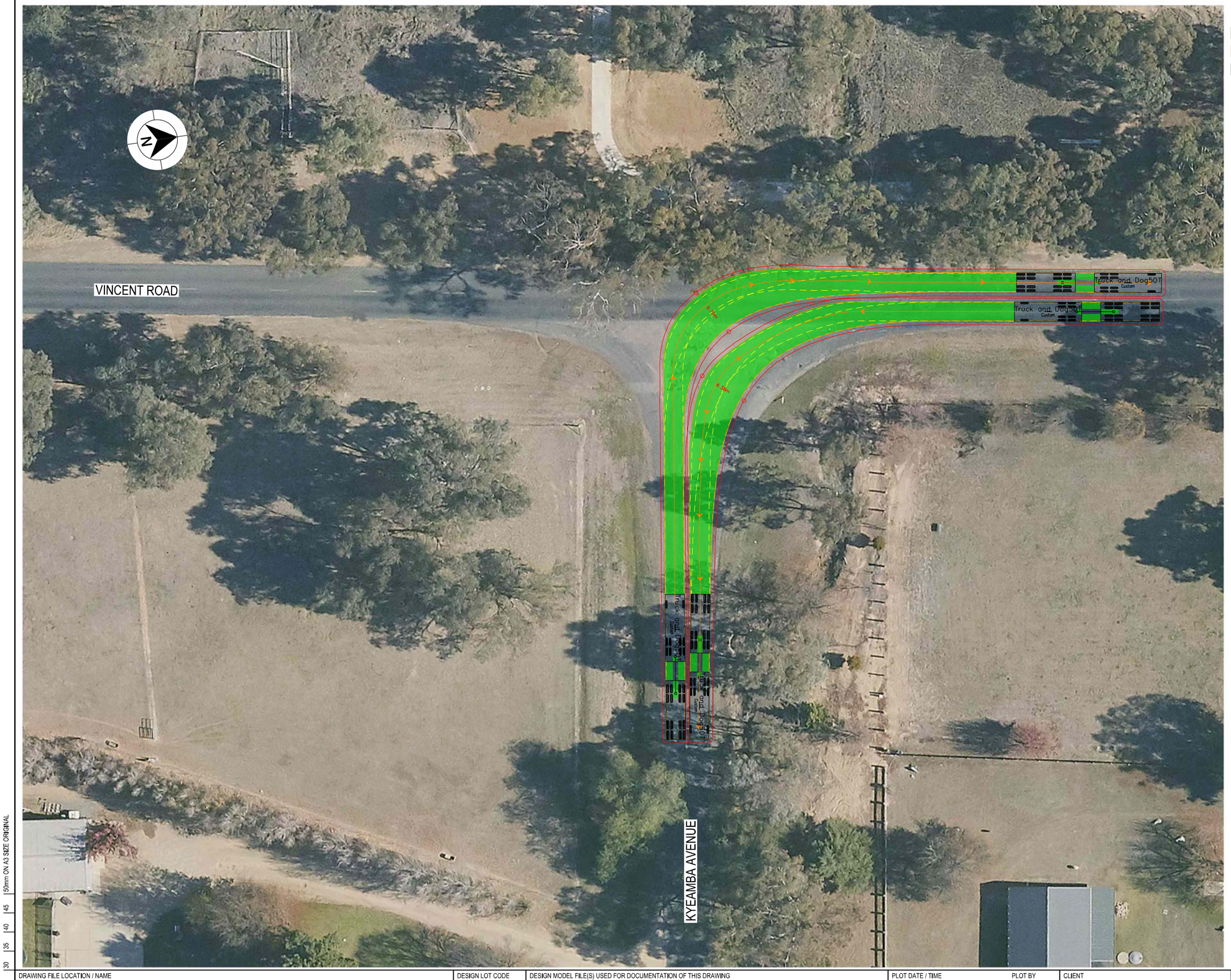

LEGEND

GDA 2020

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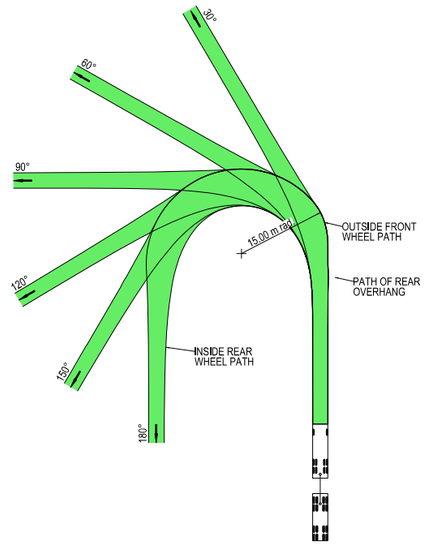

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DESIGN LOT CODE

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PLOT DATE / TIME 24/07/2025
PLOT BY B.DENNETT

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

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MARTINUS

WAGGA CITY COUNCIL
VINCENT ROAD AND KYEAMBA AVENUE
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - VINCENT ROAD AND KYEAMBA AVENUE - LI RO

A3

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PART 1
ISSUE STATUS
SHEET No. SW2-051
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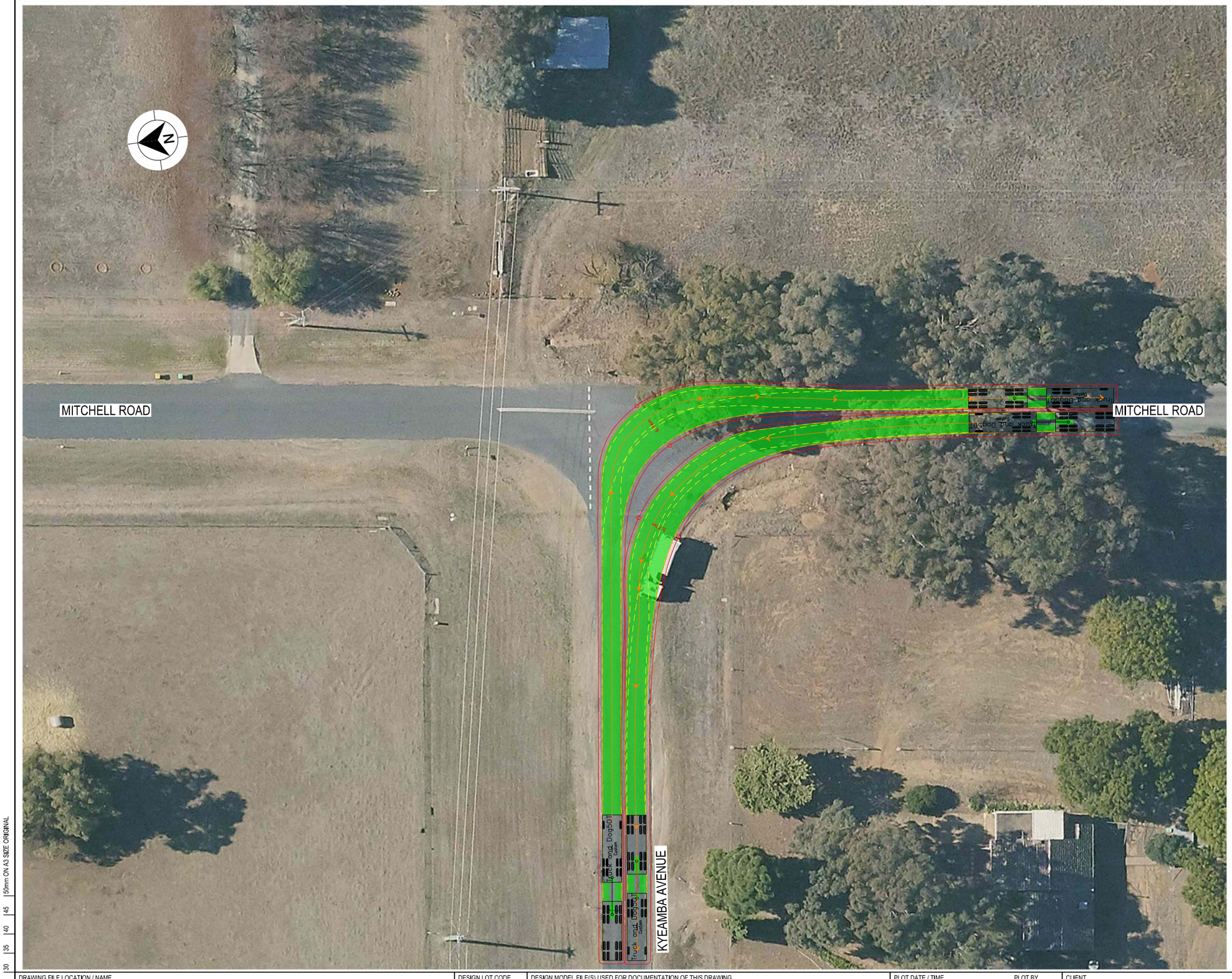

LEGEND

GDA 2020

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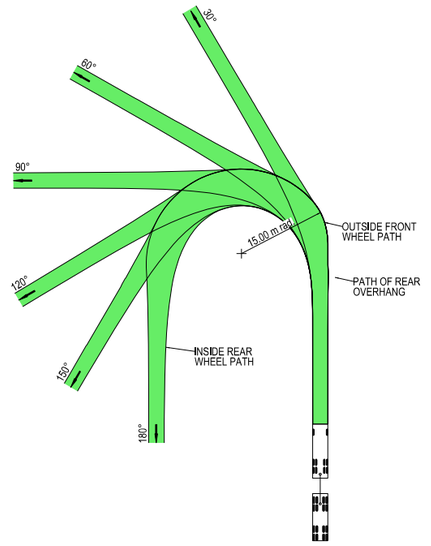
0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/07/2025
PLOT BY B.DENNETT

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MITCHELL ROAD AND KYEAMBA AVENUE

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-052
ISSUE 1

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MITCHELL ROAD

GREGADOO ROAD

ASHFORDS ROAD

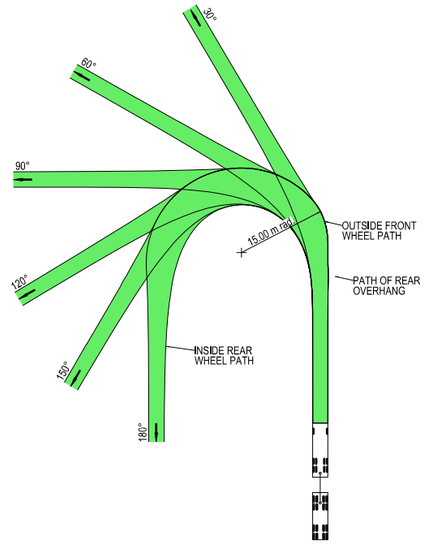
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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 24/07/2025 PLOT BY ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
MITCHELL ROAD & ASHFORDS ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD- RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-053
ISSUE 1

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ASHFORDS ROAD

GREGADOO WASTE MANAGEMENT CENTRE

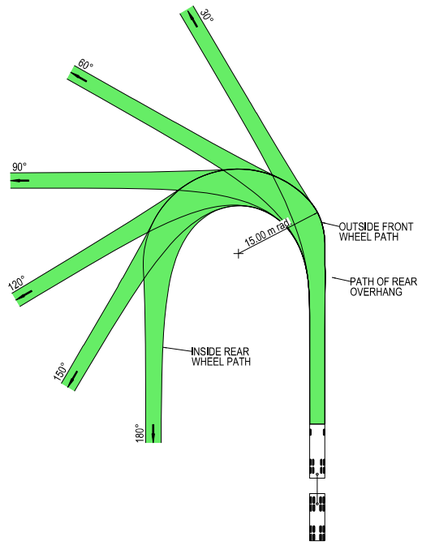
LEGEND

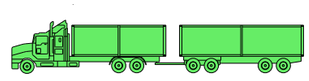
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
ASHFORDS ROAD AND GREGADOO WASTE MANAGEMENT CENTER

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GREGADOO WASTE MANAGEMENT FACILITY - RI LO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-054 ISSUE 1

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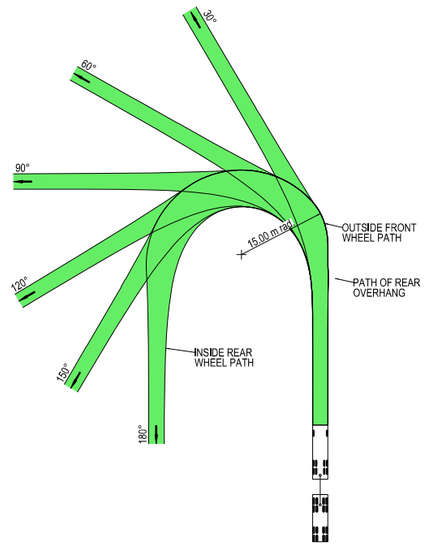
LEGEND

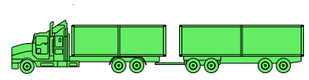
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/07/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BROOKONG AVENUE GATE C1 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-055 ISSUE 1

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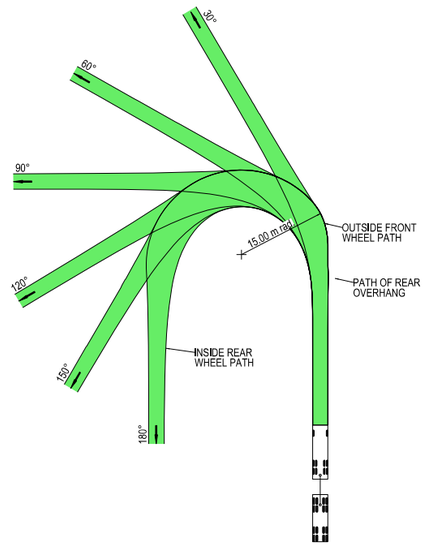
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/07/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BROOKONG AVENUE GATE C1 - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW2-056 ISSUE 1

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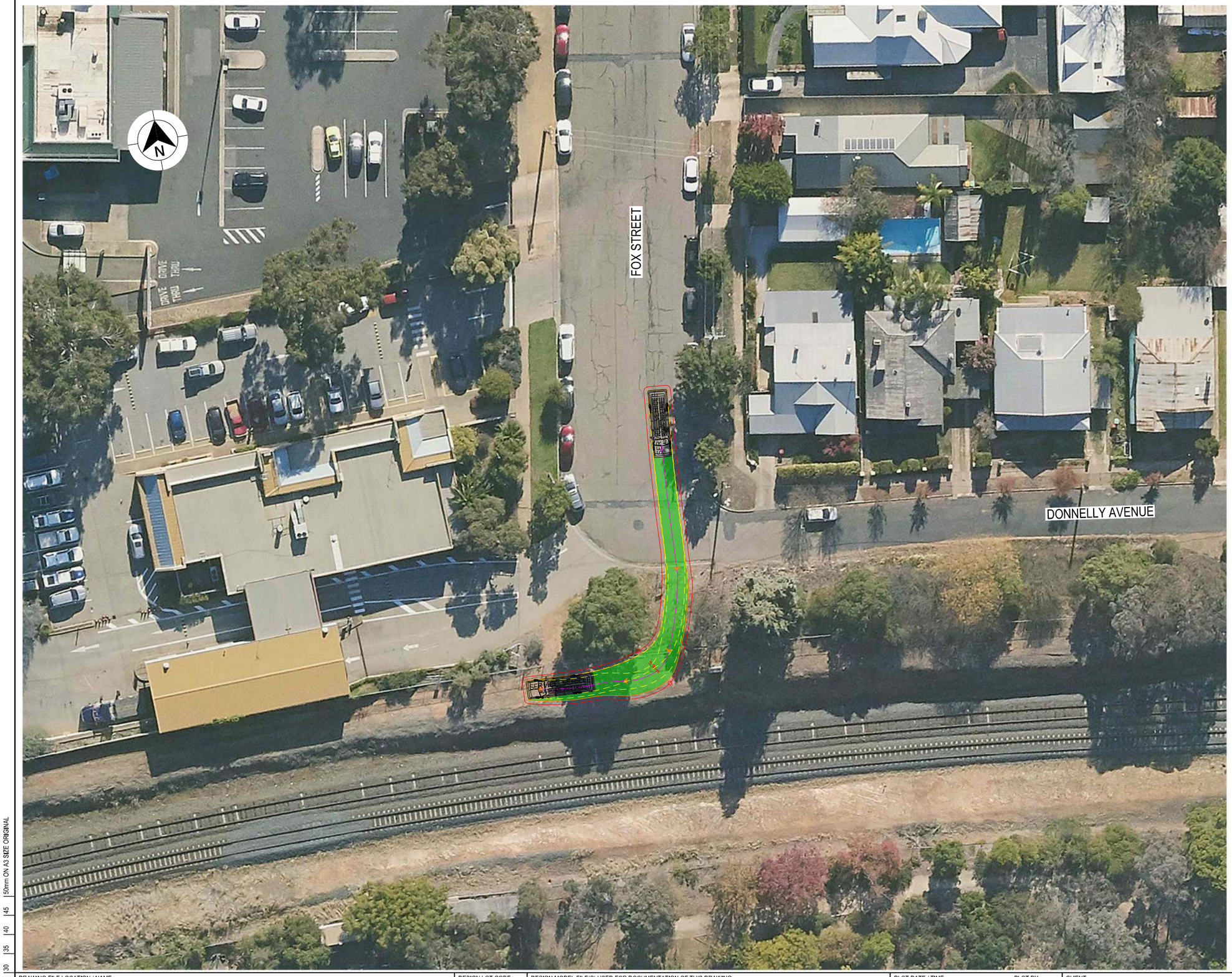


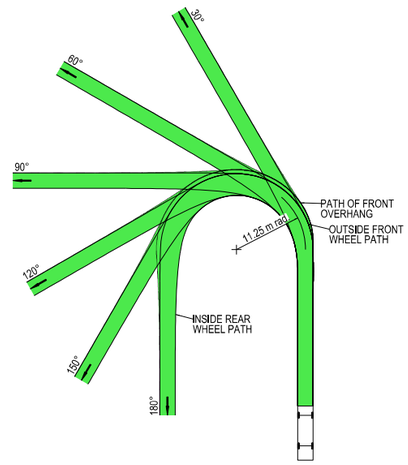
LEGEND

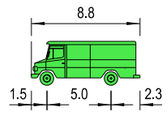
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	3.40 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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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 - Cassidy Parade Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SV - FOX STREET GATE C2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW2-057
ISSUE 1

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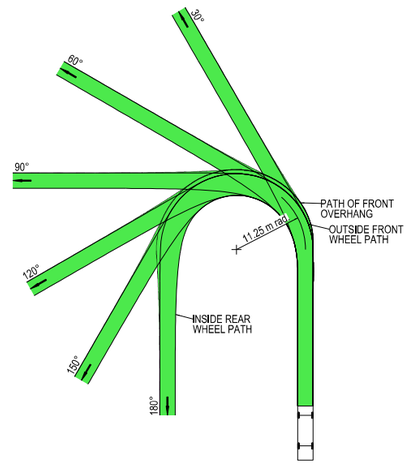
LEGEND

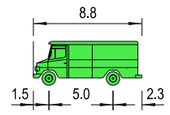
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SERVICE VEHICLE (8.8 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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SERVICE VEHICLE (8.8 m)	
OVERALL LENGTH	8.80 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/07/2025

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SV - FOX STREET GATE C2 - RO

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW2-058

ISSUE 1

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WAGGA WAGGA CITY COUNCIL
CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
URANQUINTY

LOCALITY PLAN

© GOOGLE MAPS

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 23/07/2025 8:41:16 AM PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

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
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW4-001
ISSUE 1

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CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	6				
	MM	11				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW4	SWEPT PATH ANALYSIS (37 SHEETS)					
SW4-001	COVER SHEET					
SW4-002	INDEX					
SW4-003	KEY PLAN					
SW4-004	SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO					PASS
SW4-005	SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-006	SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-007	SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-008	SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO					PASS
SW4-009	SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO					PASS
SW4-010	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LI					PASS
SW4-011	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LO					PASS
SW4-012	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RI					PASS
SW4-013	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RO					PASS
SW4-014	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LI					CONDITIONAL PASS
SW4-015	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LO					CONDITIONAL PASS
SW4-016	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RI					PASS
SW4-017	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RO					PASS
SW4-018	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LI					PASS
SW4-019	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LO					CONDITIONAL PASS
SW4-020	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RI					PASS
SW4-021	SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RO					PASS
SW-0022	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LI					PASS
SW-0023	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LO					PASS
SW-0024	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RI					PASS
SW-0025	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RO					PASS
SW-0026	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LI					CONDITIONAL PASS
SW-0027	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LO					CONDITIONAL PASS
SW-0028	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RI					PASS
SW-0029	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RO					PASS
SW-0030	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LI					PASS
SW-0031	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LO					PASS
SW-0032	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RI					PASS
SW-0033	SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RO					PASS
SW-0034	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - LI					PASS
SW-0035	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - LO					PASS
SW-0036	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - RI					PASS
SW-0037	SWEPT PATH - SU - OLYMPIC HIGHWAY GATE U4 - RO					PASS

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 - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 06/11/2025 8:41:16 AM

PLOT BY: ThomHunter

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING:

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)

HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
SHEET INDEX
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW4-002

ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 06/11/2025 8:41:16 AM	PLOT BY ThomHunter		CLIENT
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	MARTINUS
						0 50 100 150 200 SCALE 1:5000m	RIGORE ENGINEERING SERVICES	DRAWN	J.COLES	06/11/2025	
								DRG CHECK	J.GORRIE	06/11/2025	
								DESIGN	J.COLES	06/11/2025	
								DESIGN CHECK	J.GORRIE	06/11/2025	
								DESIGN MNGR	J.GORRIE	06/11/2025	
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	PROJECT MNGR	P. BILLINGHAM	06/11/2025	

WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS | SHEET No. SW4-003 | ISSUE 1

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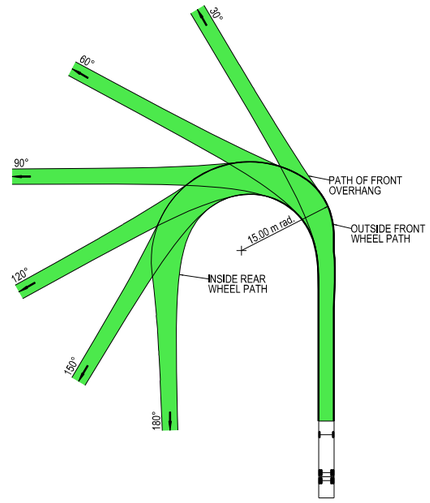
LEGEND

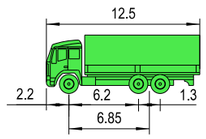
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-004 — ISSUE 1

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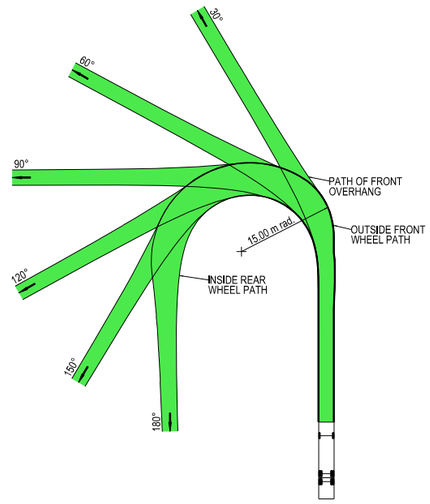
LEGEND

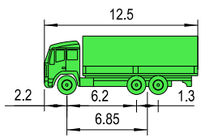
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 25/08/2025
PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-005
ISSUE 1

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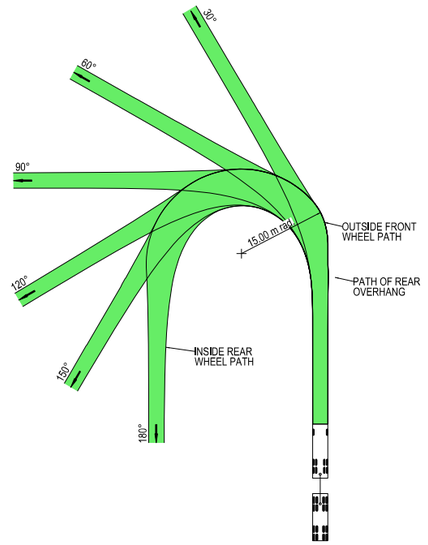
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-006 — ISSUE 1

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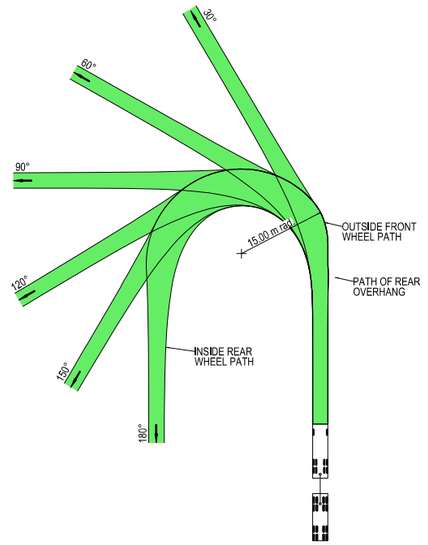
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-007 — ISSUE 1

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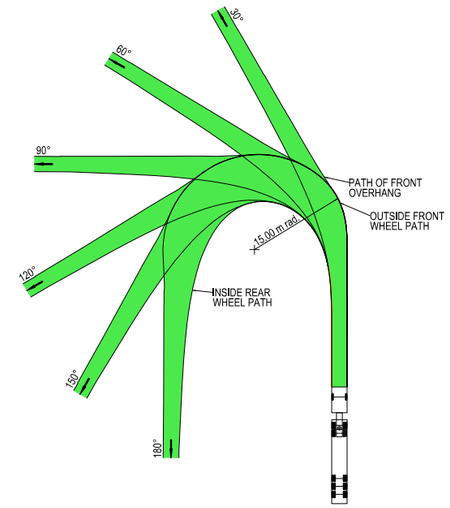
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - LI RC

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-008 — ISSUE 1

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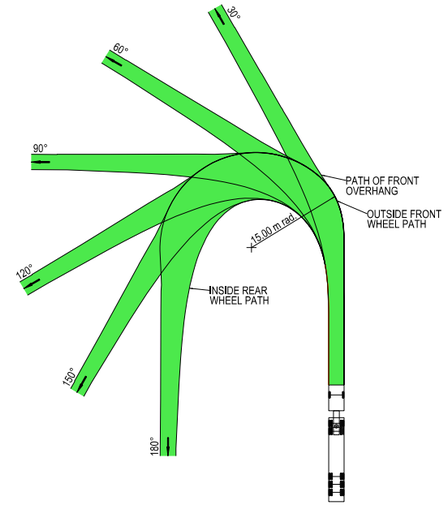
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET AND OLYMPIC HIGHWAY
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YARRAGUNDRY STREET AND OLYMPIC HIGHWAY - RI LC

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-009 — ISSUE 1

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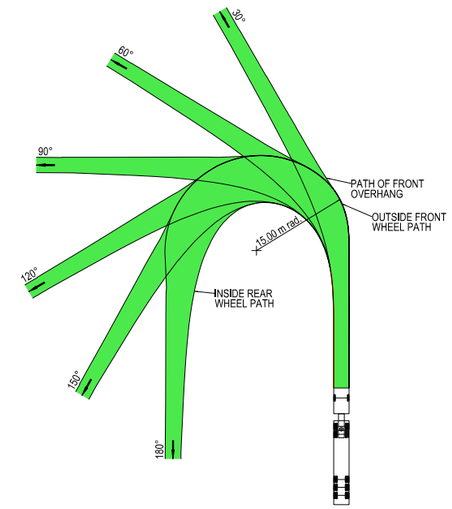
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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50mm ON A3 SIZE ORIGINAL

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DESIGN LOT CODE

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PLOT DATE / TIME 25/08/2025
PLOT BY ThomHunter

CLIENT

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-010
ISSUE 1

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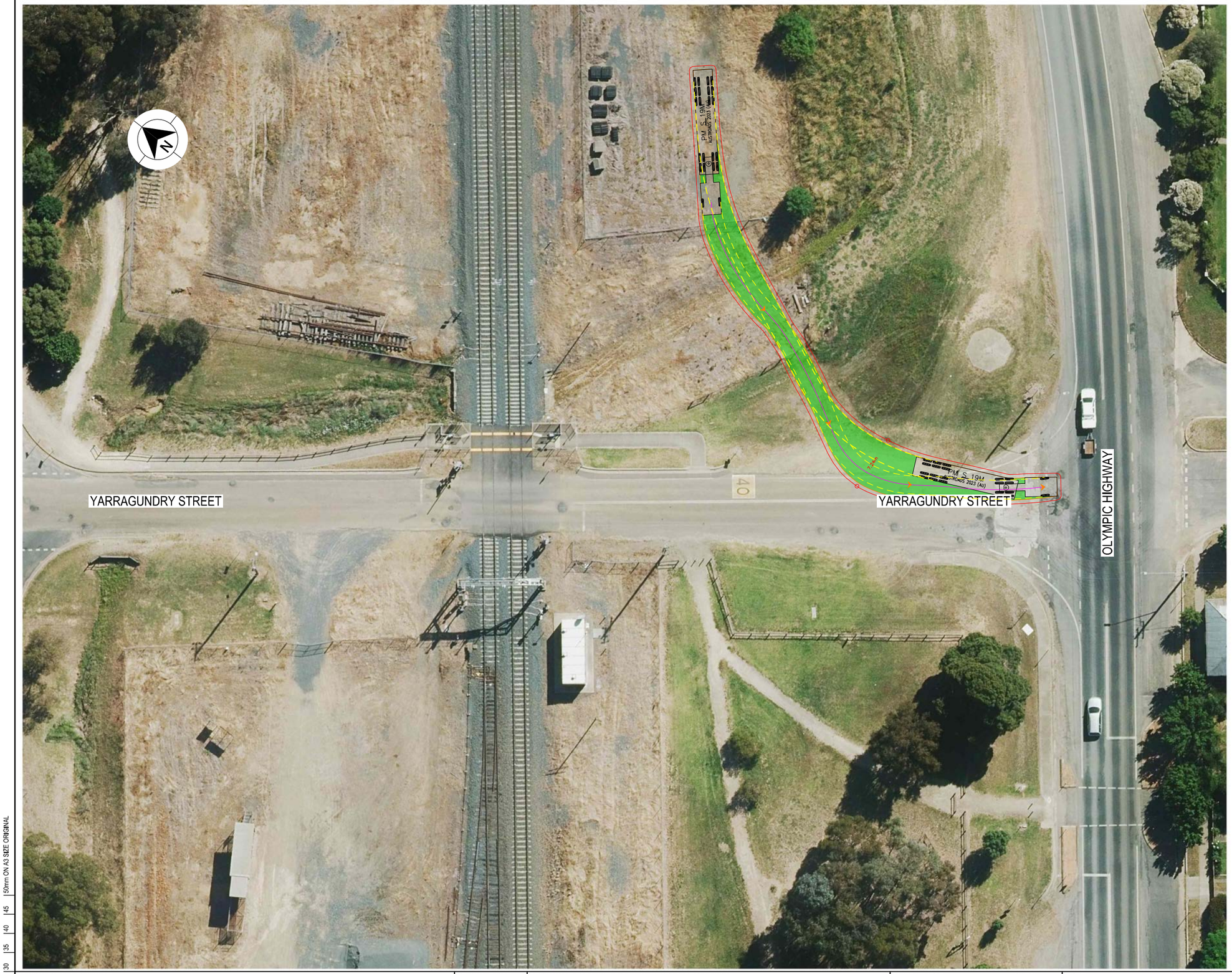

LEGEND

GDA 2020

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- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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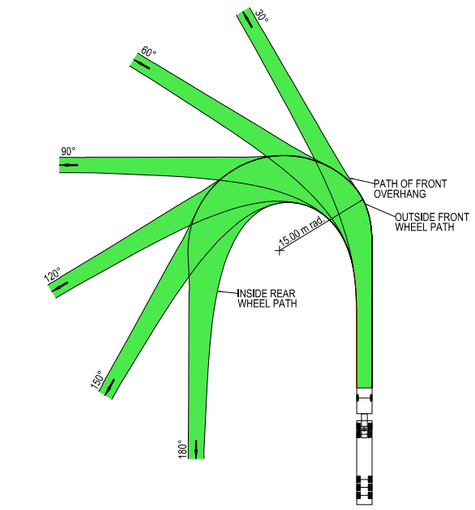

VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

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PLOT DATE / TIME: 25/08/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - LO

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PART 1
ISSUE STATUS
SHEET No. SW4-011
ISSUE 1

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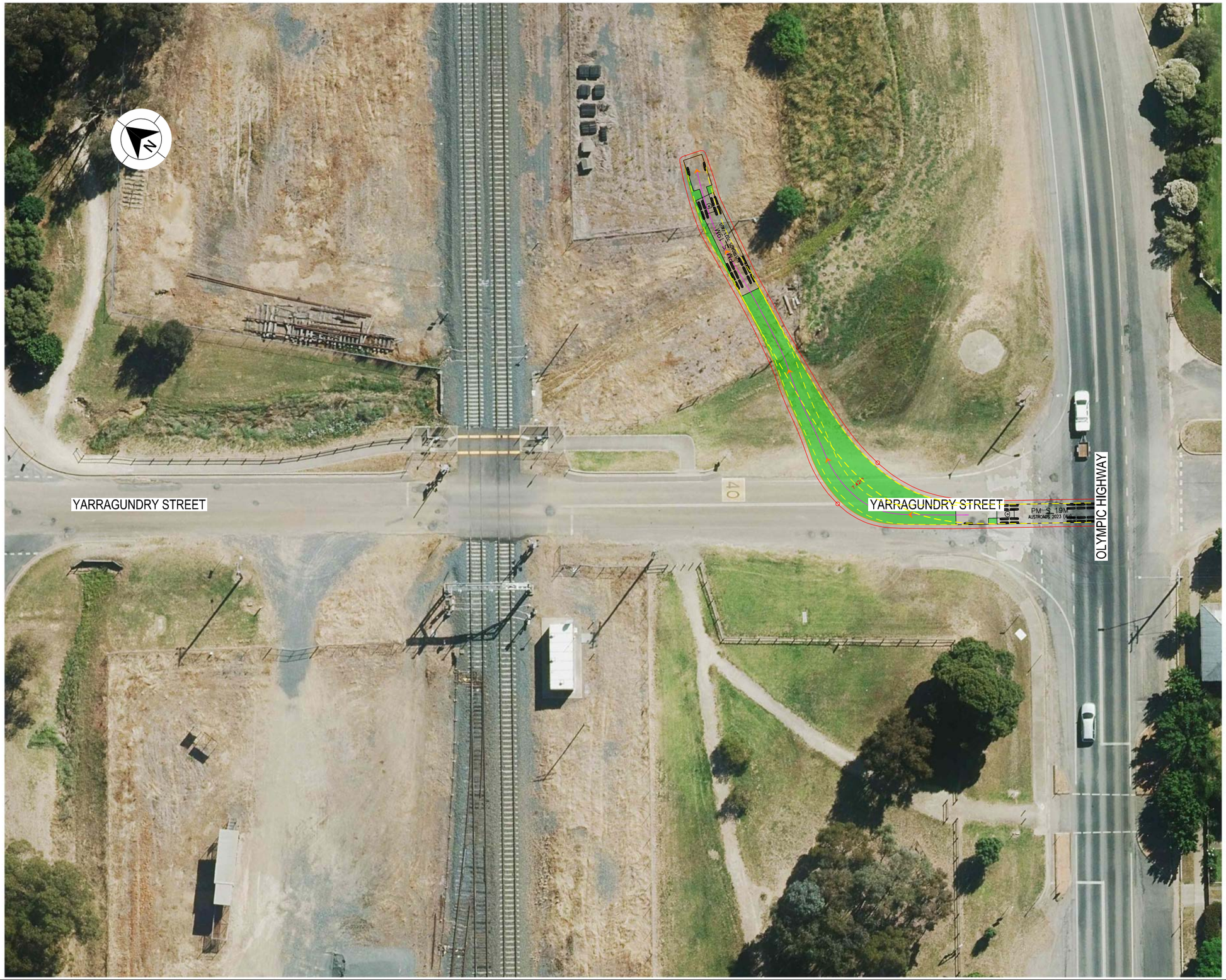

LEGEND

GDA 2020

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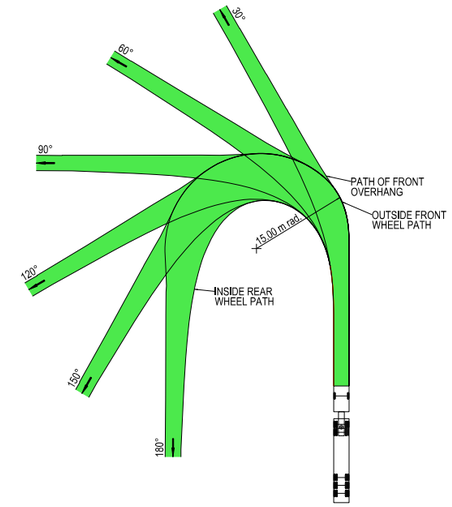

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CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

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RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RI

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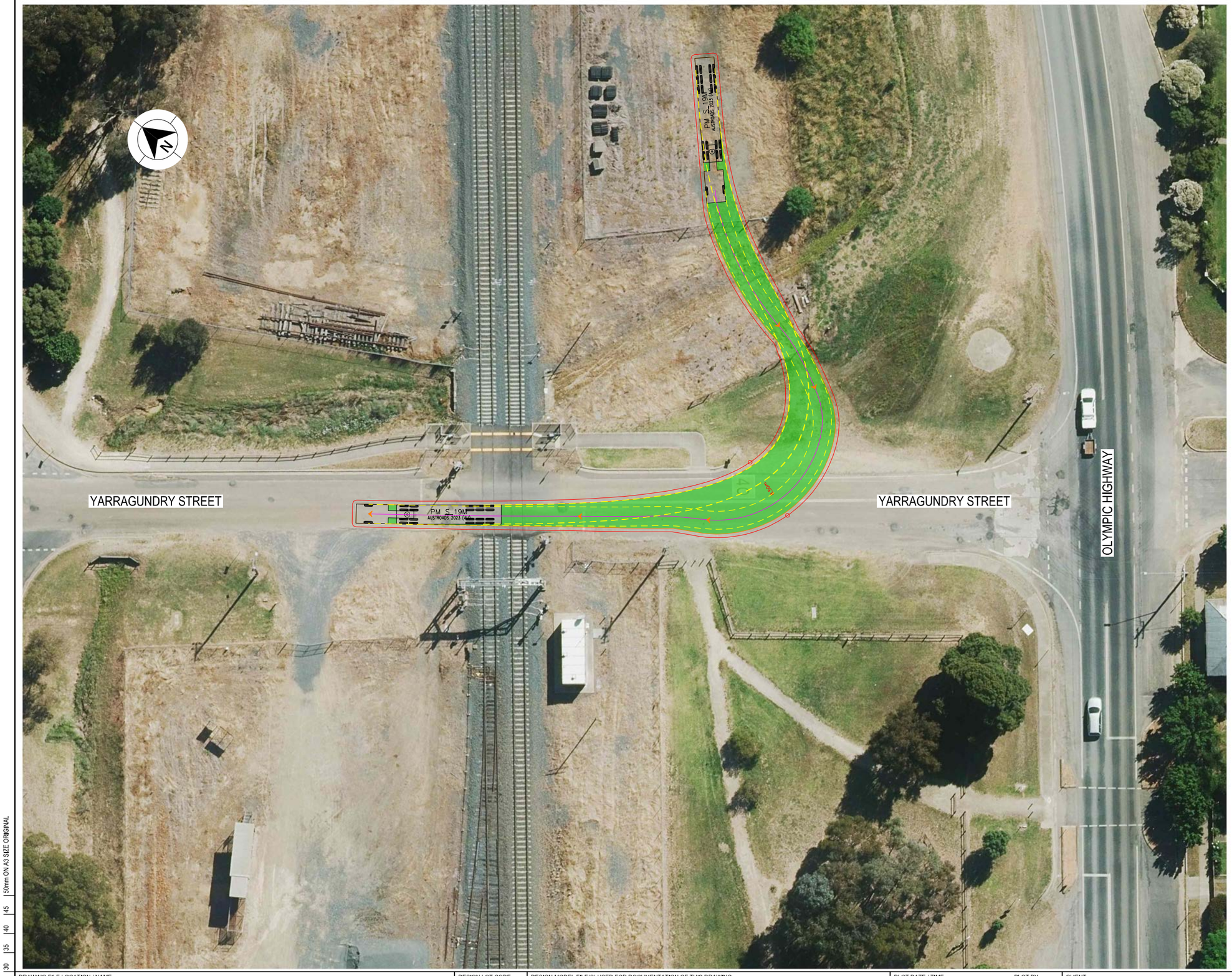

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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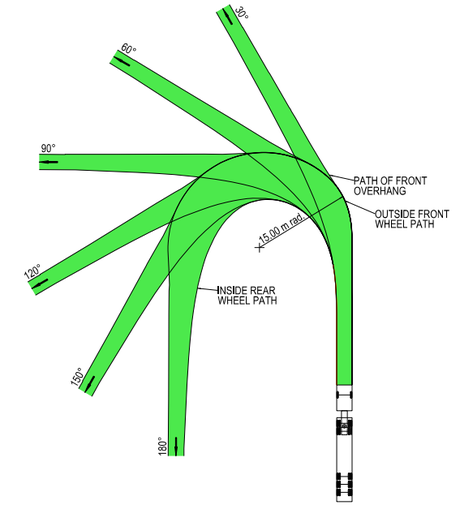

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
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TITLE	NAME	DATE
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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U1 - RO

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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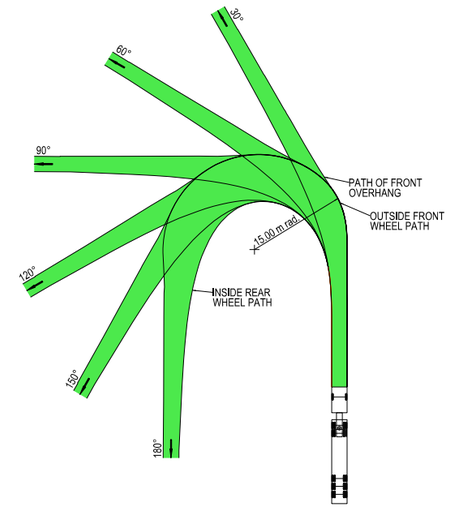

VEHICLE PROFILE NOT TO SCALE

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PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LI

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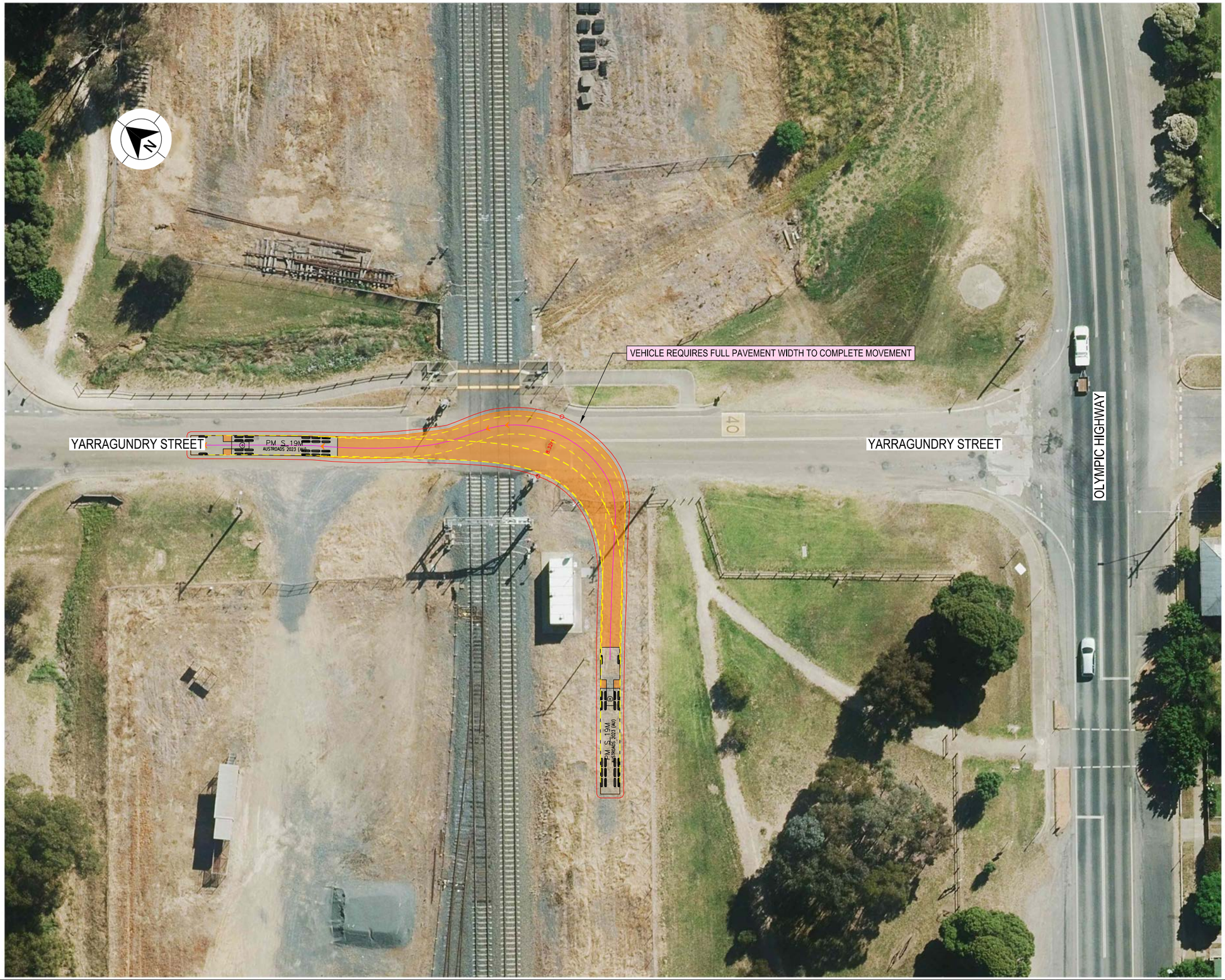

LEGEND

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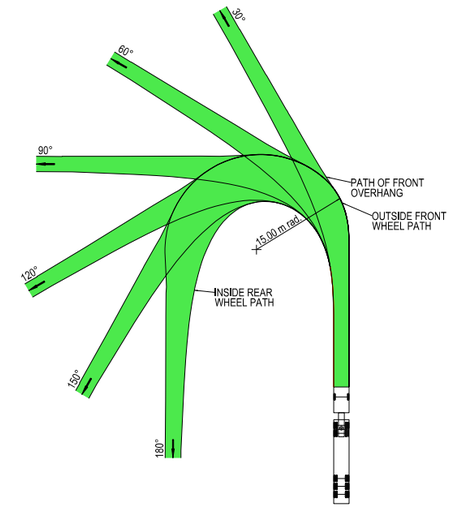
GDA 2020



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PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - LO

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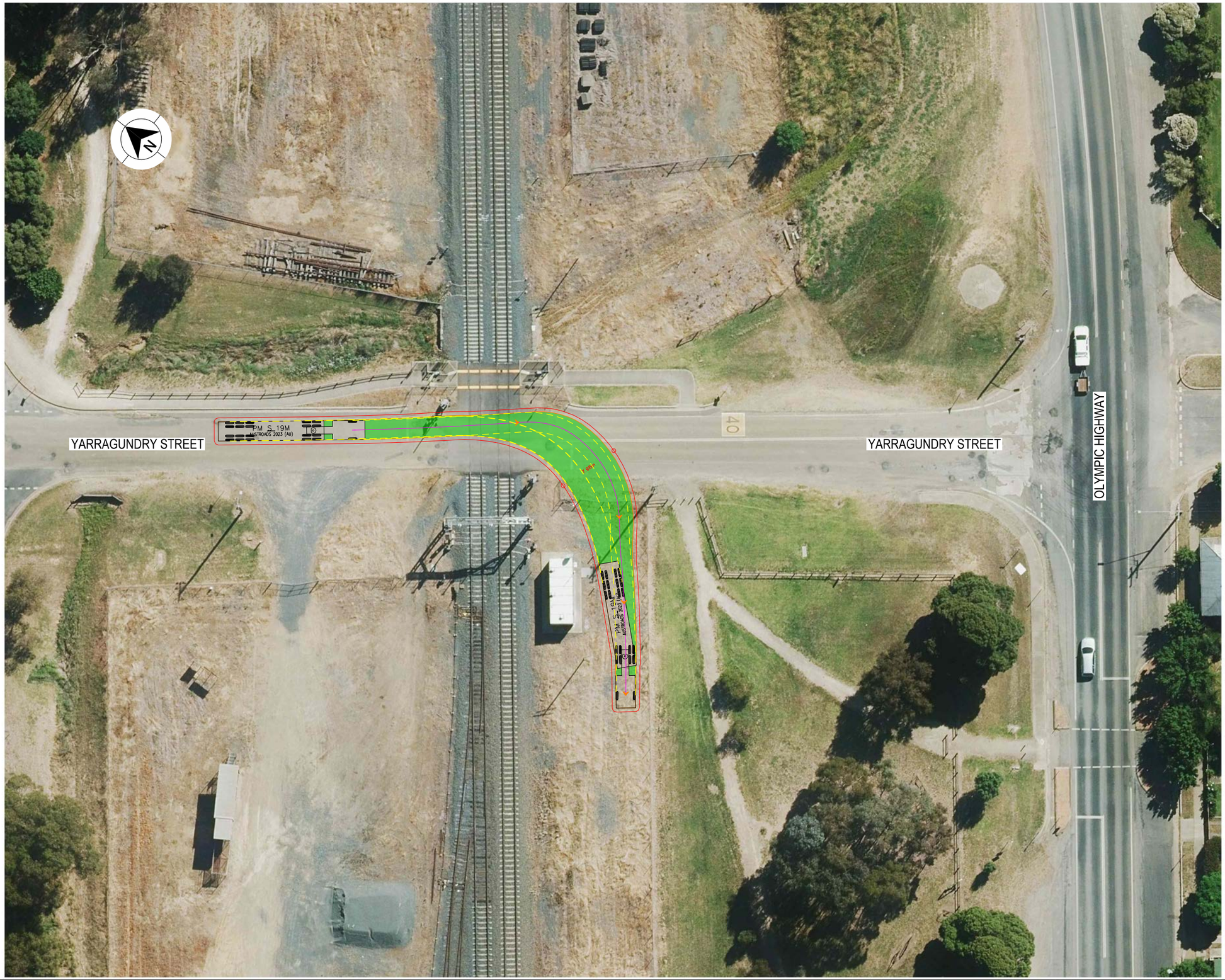

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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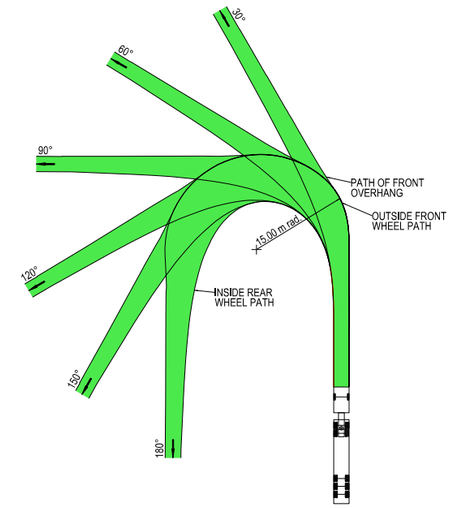
0 10
SCALE 1:1000m



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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RI

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-016 — ISSUE 1

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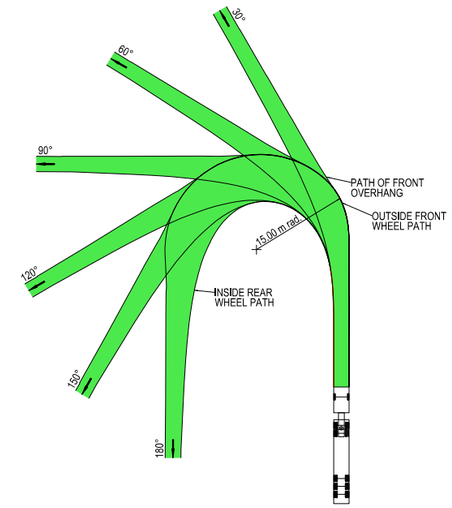
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U2 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-017 — ISSUE 1

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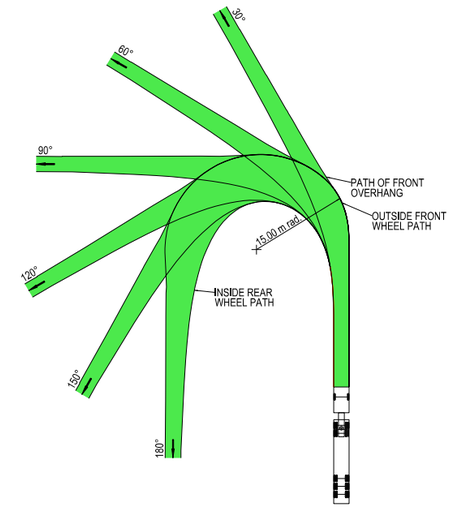
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-018 — ISSUE 1

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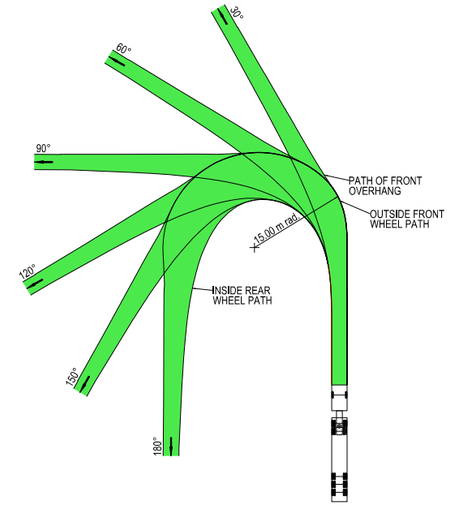
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - LO

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ISSUE STATUS — SHEET No. SW4-019 — ISSUE 1

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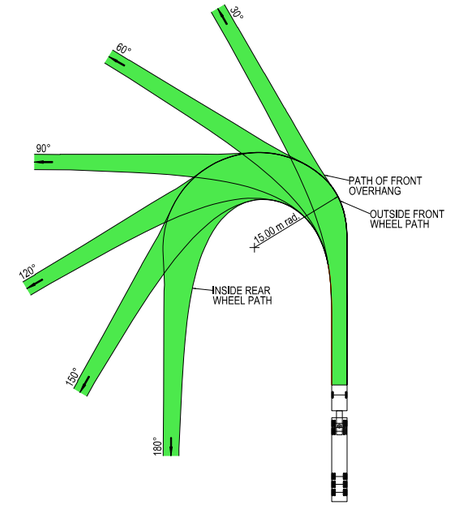
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-020 — ISSUE 1

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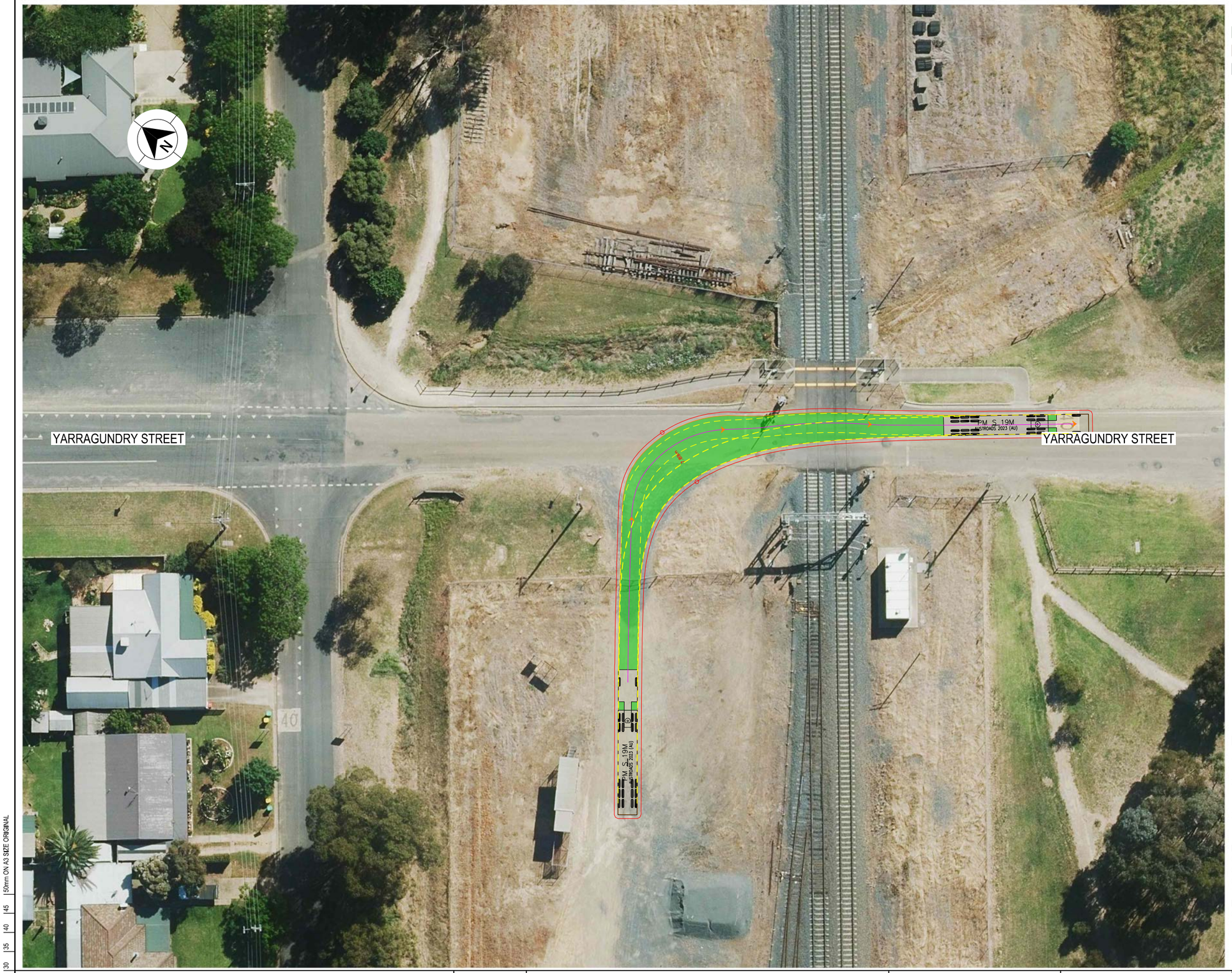


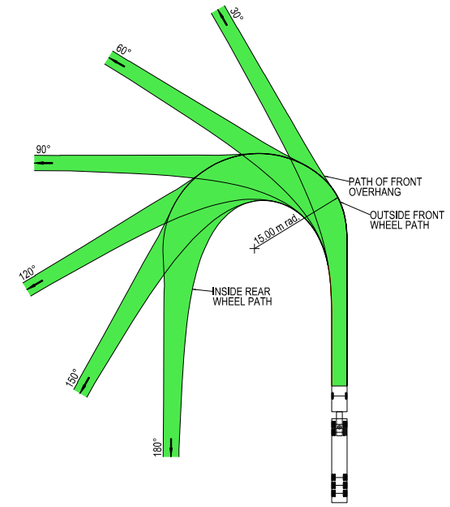
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - YARRAGUNDRY STREET GATE U3 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-021 — ISSUE 1

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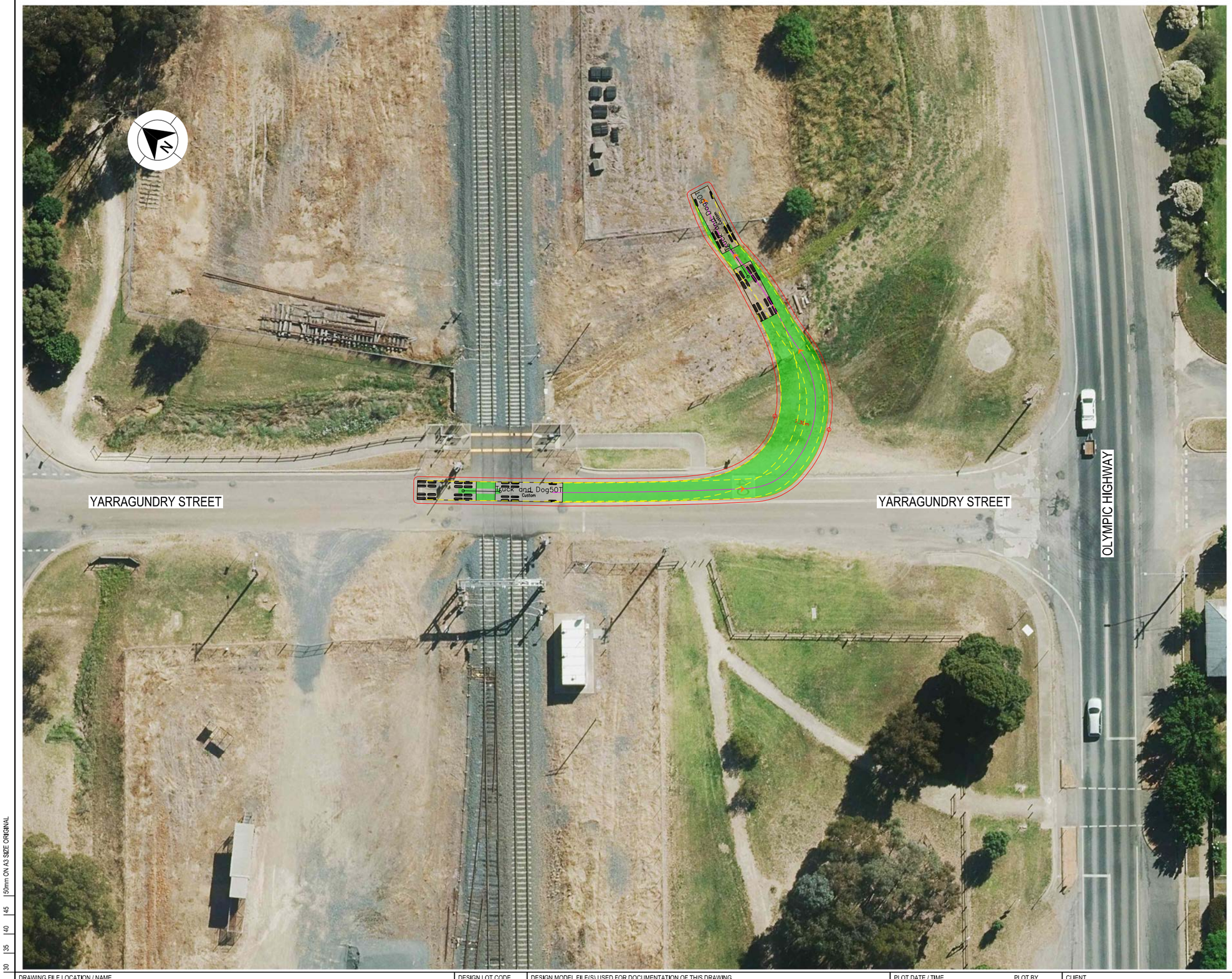


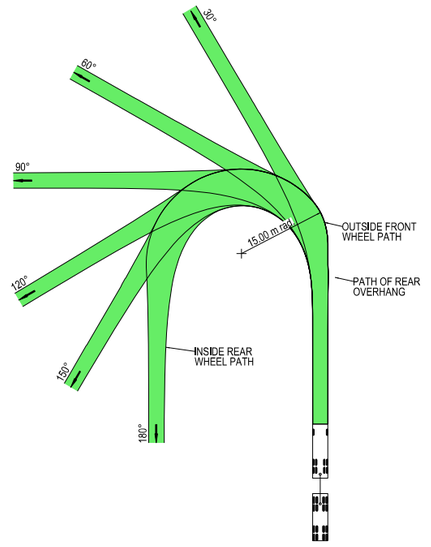
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-022
ISSUE 1

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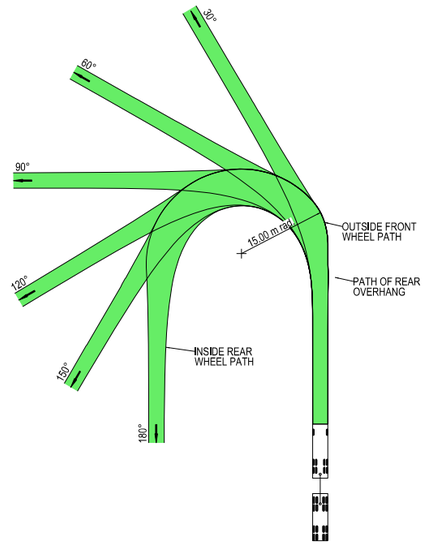
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-023
ISSUE 1

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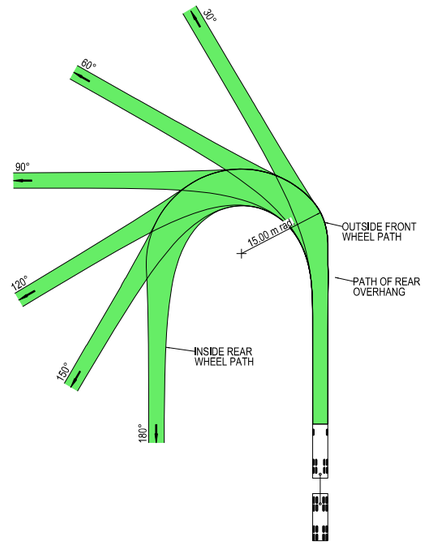
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 25/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW4-024 ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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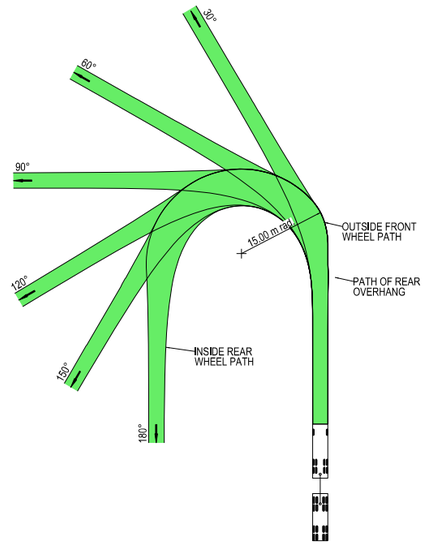
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 25/08/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U1

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U1 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW4-025 ISSUE 1

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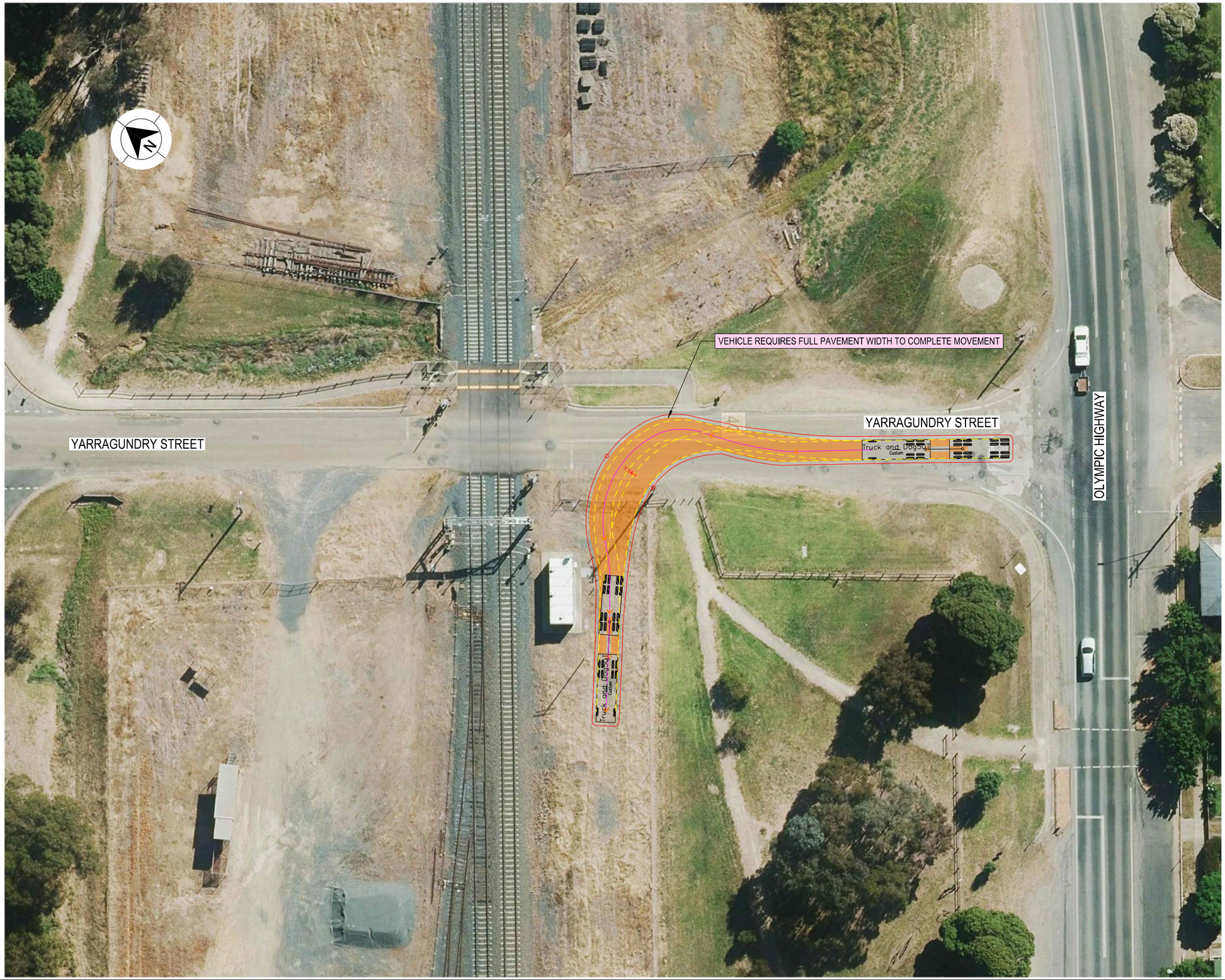


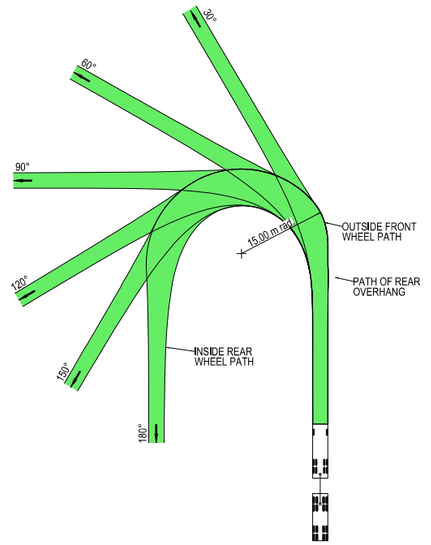
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-026 — ISSUE 1

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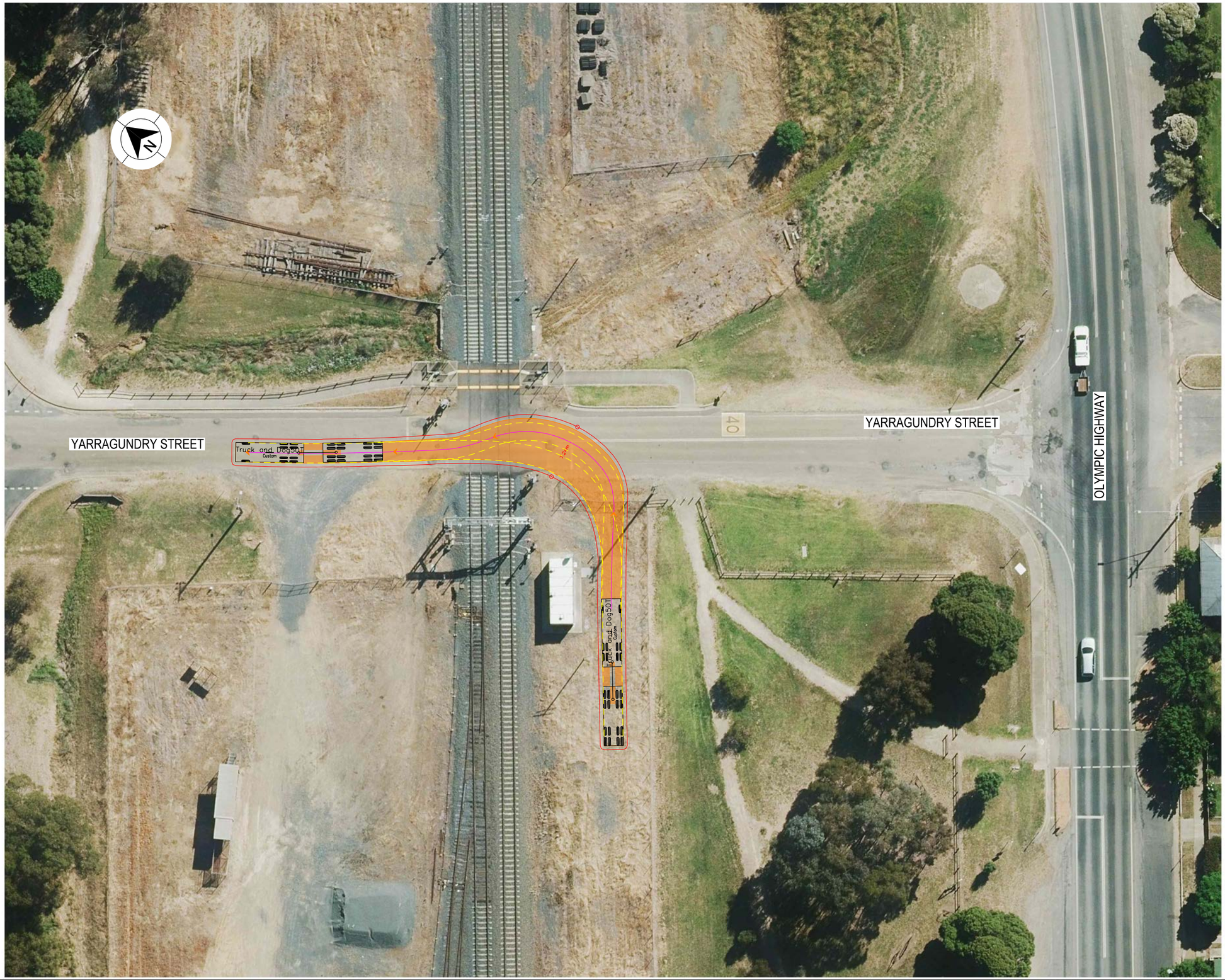


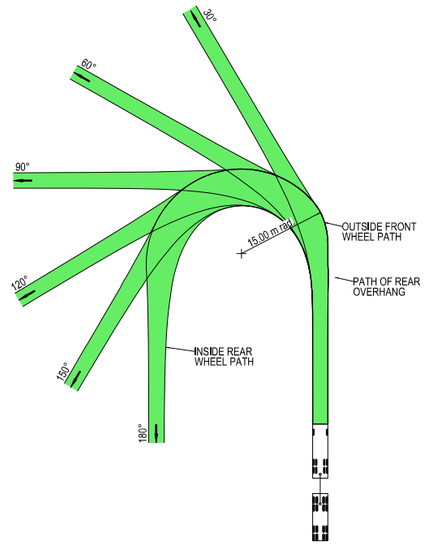
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW4-027 ISSUE 1

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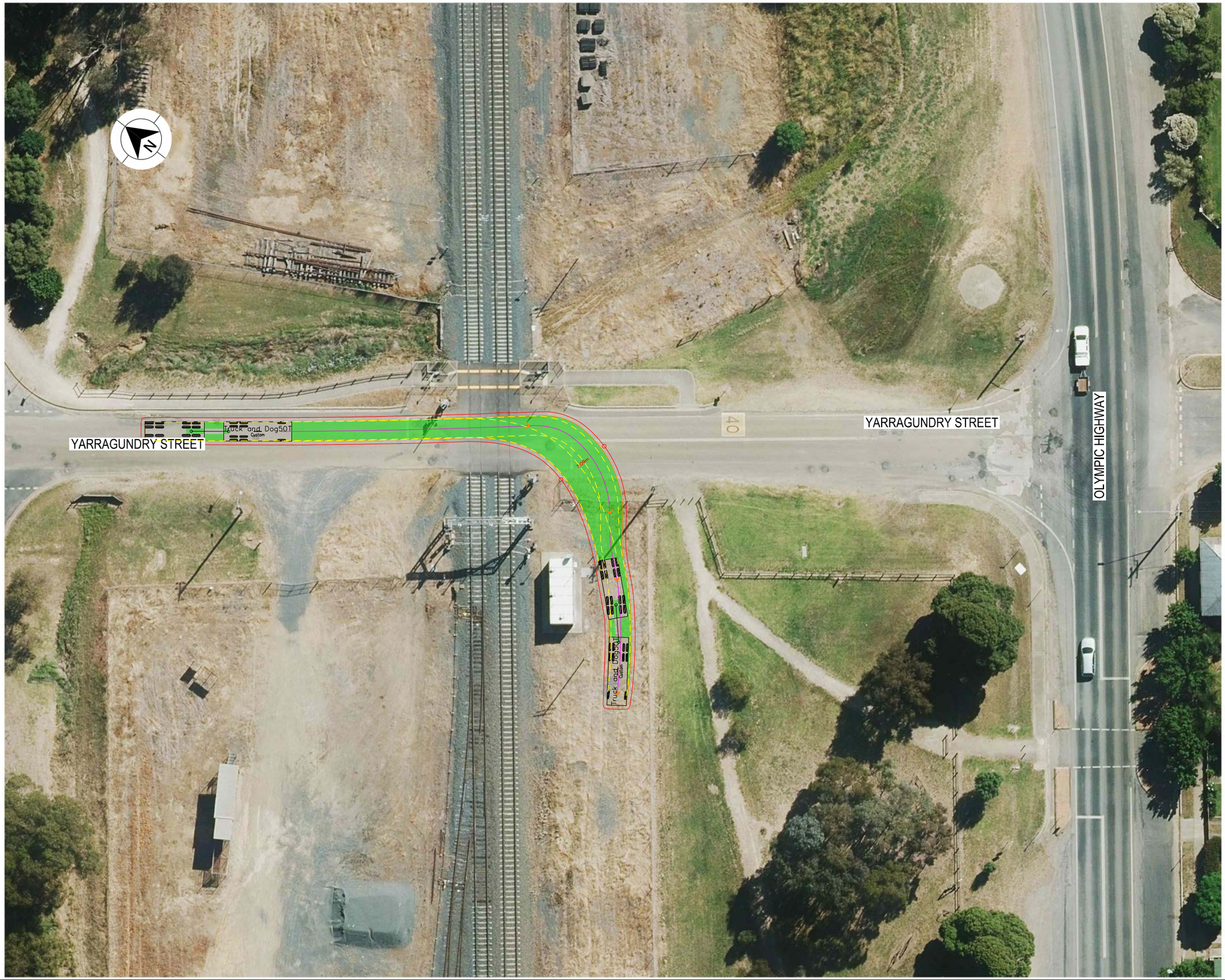


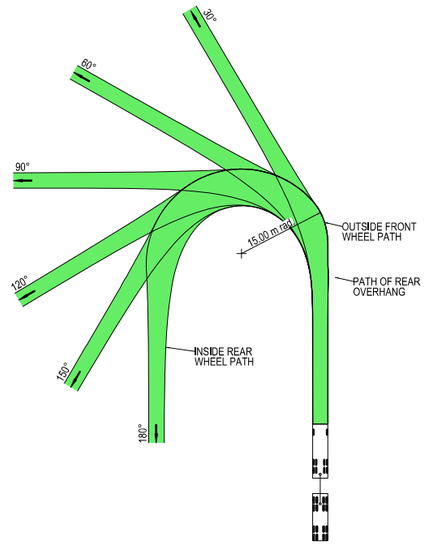
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-028 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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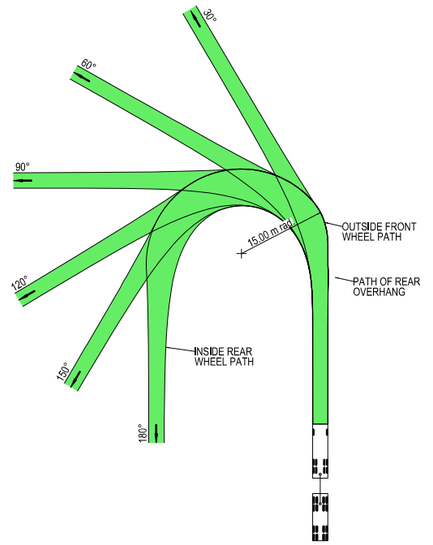
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U2 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-029 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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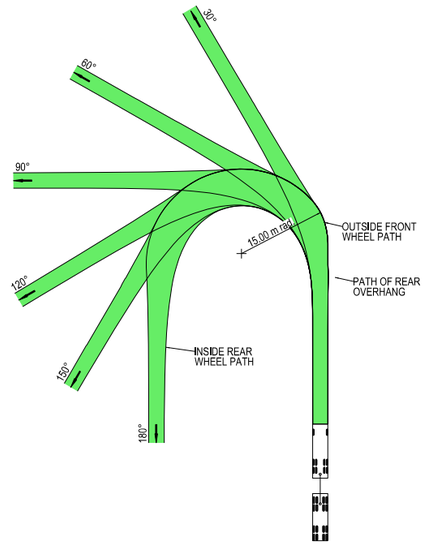
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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CURB TO CURB TURNING RADIUS	15.00 m
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-030
ISSUE 1

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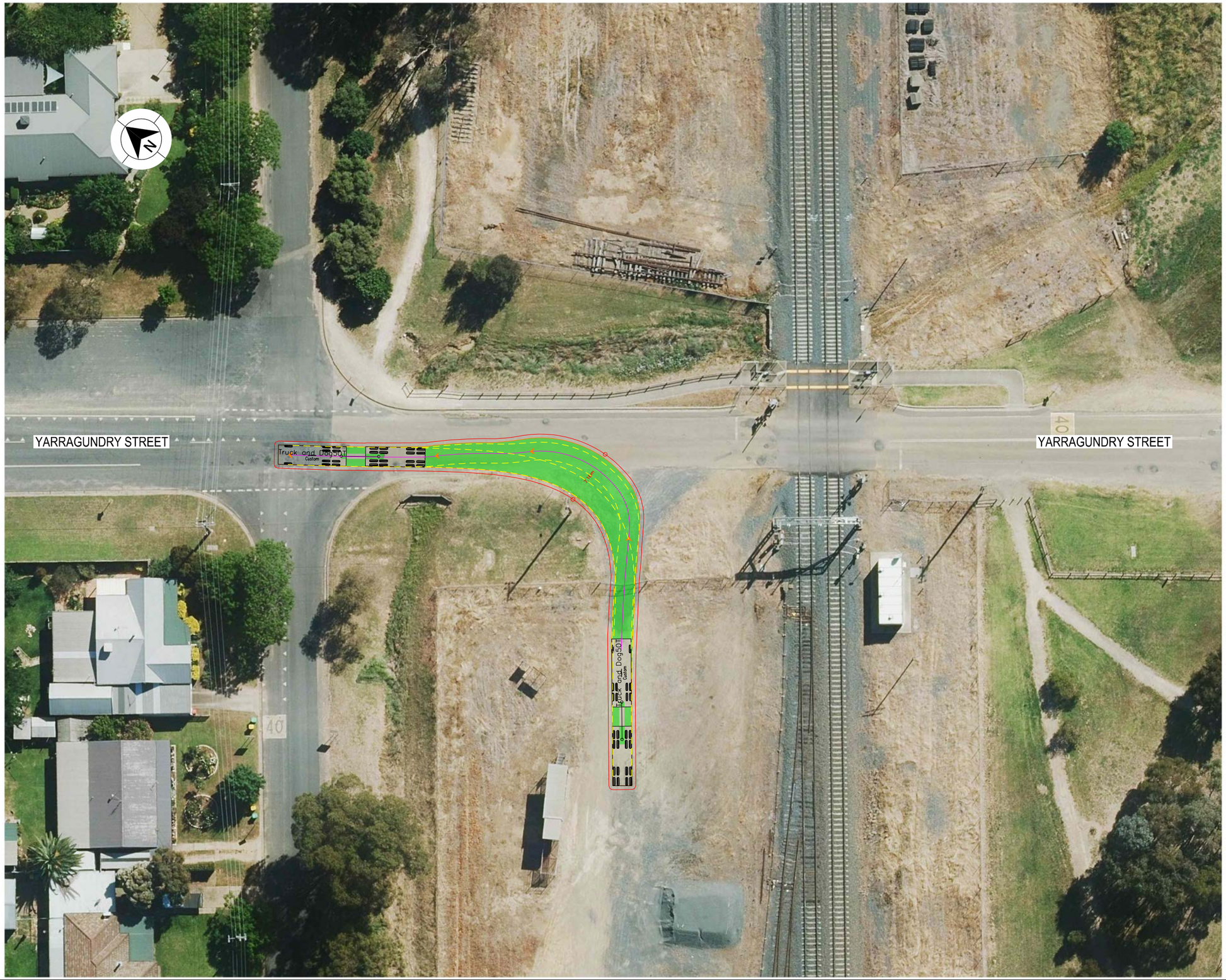
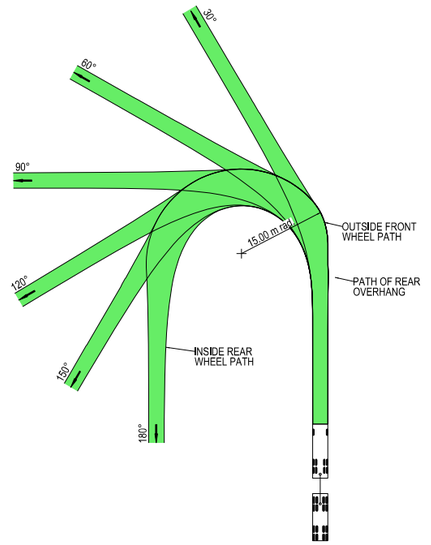


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 25/08/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1
ISSUE STATUS — SHEET No. SW4-031 — ISSUE 1

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LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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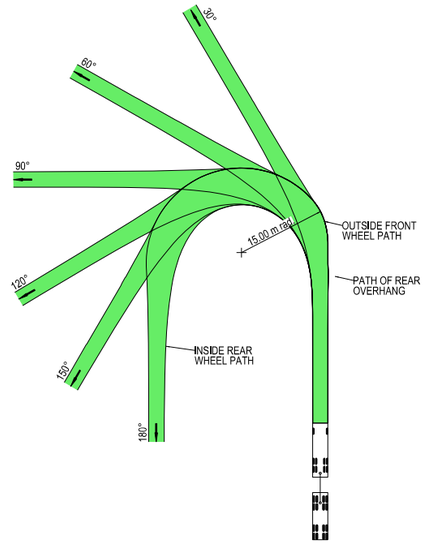

VEHICLE PROFILE NOT TO SCALE

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TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 17/10/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-032
ISSUE 1

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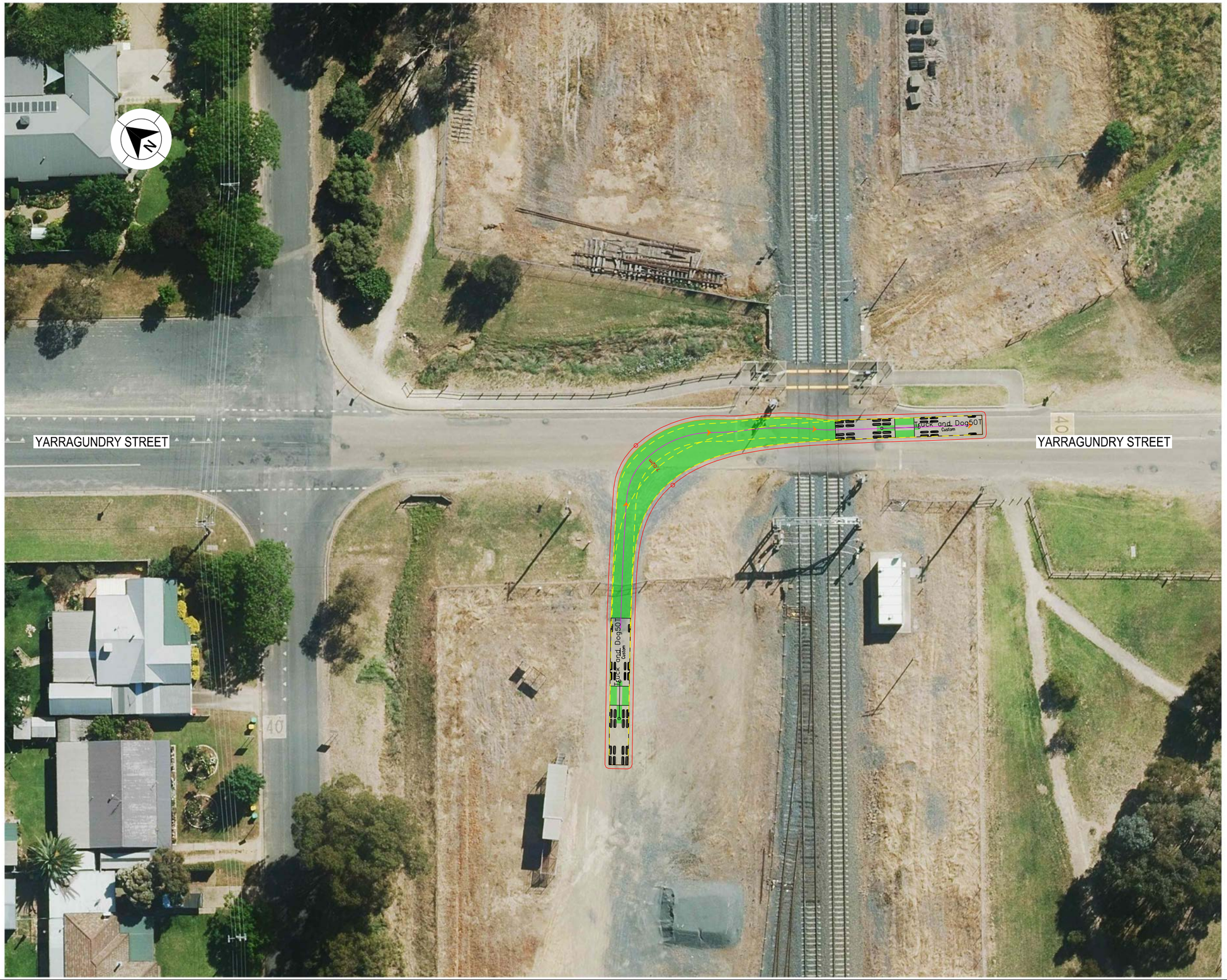

LEGEND

GDA 2020

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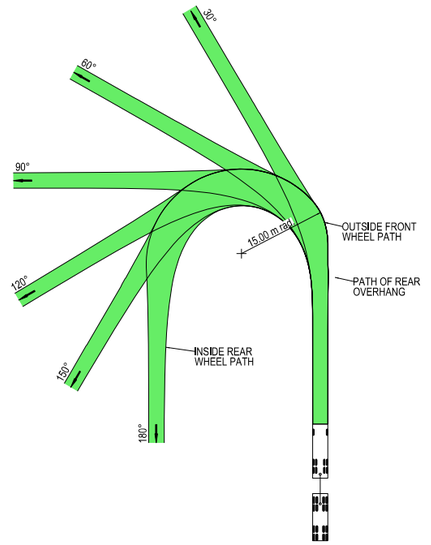

VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 17/10/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3
A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - YARRAGUNDRY STREET GATE U3 - RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW4-033
ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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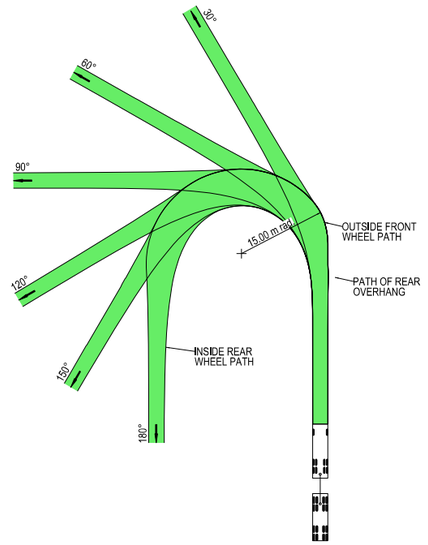
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 17/10/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-034 — ISSUE 1

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OLYMPIC HIGHWAY

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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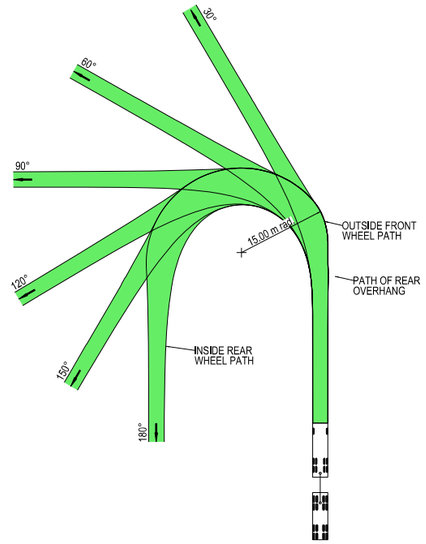

VEHICLE PROFILE NOT TO SCALE

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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 - Uranquinty Route Sheet Arrangement.dgn			17/10/2025	ThomHunter	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS | SHEET No. SW4-035 | ISSUE 1

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LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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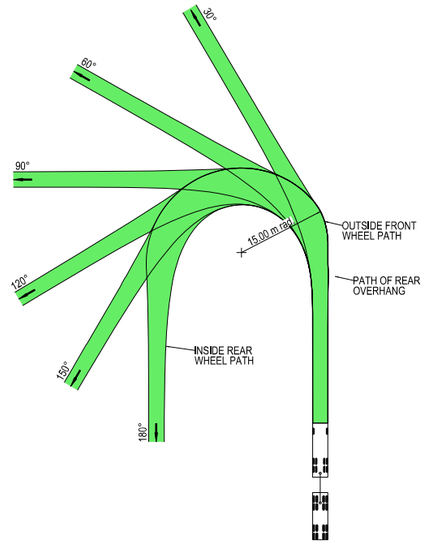

VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 17/10/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-036 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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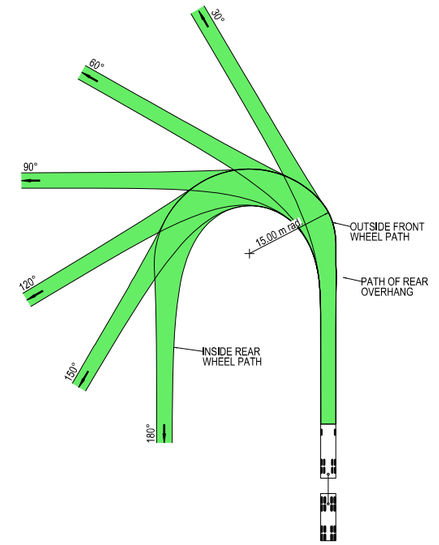

VEHICLE PROFILE NOT TO SCALE

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 17/10/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
YARRAGUNDRY STREET - GATE ACCESS U3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - OLYMPIC HIGHWAY - U4 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW4-037 — ISSUE 1

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WAGGA WAGGA CITY COUNCIL
CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
BOMEN

LOCALITY PLAN

© GOOGLE MAPS

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 21/05/2025 8:01:17 AM PLOT BY ThomHunter

CLIENT MARTINUS

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE ENGINEERING SERVICES

PREPARED BY	DESIGNED	VERIFIED	PROJECT MANAGER	COUNCIL CLIENT REPRESENTATIVE
	SIGNED	SIGNED	SIGNED	SIGNED
	NAME T. HUNTER	NAME J. COLES	NAME J.GORRIE	NAME P.BILLINGHAM
	TITLE CADET ENGINEER	TITLE LEAD DESIGNER	TITLE PROJECT MANAGER	TITLE CLIENT REPRESENTATIVE
	DATE	DATE	DATE	DATE

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW5-001
ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	6				
	MM	11				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW5	SWEPT PATH ANALYSIS (35 SHEETS)					
SW5-001	COVER SHEET					
SW5-002	INDEX					
SW5-003	KEY PLAN					
SW5-004	SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - LI RO					PASS
SW5-005	SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - RI LO					PASS
SW5-006	SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - LI RO					PASS
SW5-007	SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - RI LO					PASS
SW5-008	SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - LI RO					PASS
SW5-009	SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - RI LO					PASS
SW5-010	SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO					PASS
SW5-011	SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO					PASS
SW5-012	SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO					PASS
SW5-013	SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO					PASS
SW5-014	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO					PASS
SW5-015	SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO					PASS
SW5-016	SWEPT PATH - TD - WEST BOMEN ROAD AND BYRNES ROAD - LI RO					PASS
SW5-017	SWEPT PATH - SU - WEST BOMEN ROAD AND BYRNES ROAD - LI RO					PASS
SW5-018	SWEPT PATH - SEMI - WEST BOMEN ROAD AND BYRNES ROAD - LI RO					PASS
SW5-019	SWEPT PATH - SU - DAMPIER STREET GATE B1 - LI					PASS
SW5-020	SWEPT PATH - SU - DAMPIER STREET GATE B1 - LO					PASS
SW5-021	SWEPT PATH - SU - DAMPIER STREET GATE B1 - RI					PASS
SW5-022	SWEPT PATH - SU - DAMPIER STREET GATE B1 - RO					PASS
SW5-023	SWEPT PATH - SU - DAMPIER STREET GATE B2 - THROUGH					PASS
SW5-024	SWEPT PATH - SU - DAMPIER STREET GATE B3 - LI					PASS
SW5-025	SWEPT PATH - SU - DAMPIER STREET GATE B3 - LO					PASS
SW5-026	SWEPT PATH - SU - DAMPIER STREET GATE B3 - RI					PASS
SW5-027	SWEPT PATH - SU - DAMPIER STREET GATE B3 - RO					PASS
SW5-028	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - LI					PASS
SW5-029	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - LO					PASS
SW5-030	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - RI					PASS
SW5-031	SWEPT PATH - SEMI - BYRNES ROAD GATE B4 - RO					PASS
SW5-032	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - LI					PASS
SW5-033	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - LO					PASS
SW5-034	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - RI					PASS
SW5-035	SWEPT PATH - SEMI - BYRNES ROAD GATE B5 - RO					PASS

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 06/11/2025 8:01:17 AM
PLOT BY: ThomHunter

CLIENT: MARTINUS

WAGGA CITY COUNCIL
SHEET INDEX
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-002
ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 29/07/2025 8:01:17 AM		PLOT BY ThomHunter	CLIENT MARTINUS
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING 0 150 300 450 600 SCALE 1:15000m	DRAWINGS / DESIGN PREPARED BY RIGORE ENGINEERING SERVICES	TITLE	NAME	DATE	
								DRAWN	J.COLES	06/11/2025	
								DRG CHECK	J.GORRIE	06/11/2025	
								DESIGN	J.COLES	06/11/2025	
								DESIGN CHECK	J.GORRIE	06/11/2025	
								DESIGN MNGR	J.GORRIE	06/11/2025	
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	PROJECT MNGR	P. BILLINGHAM	06/11/2025	

WAGGA CITY COUNCIL
KEY PLAN

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW5-003

ISSUE 1

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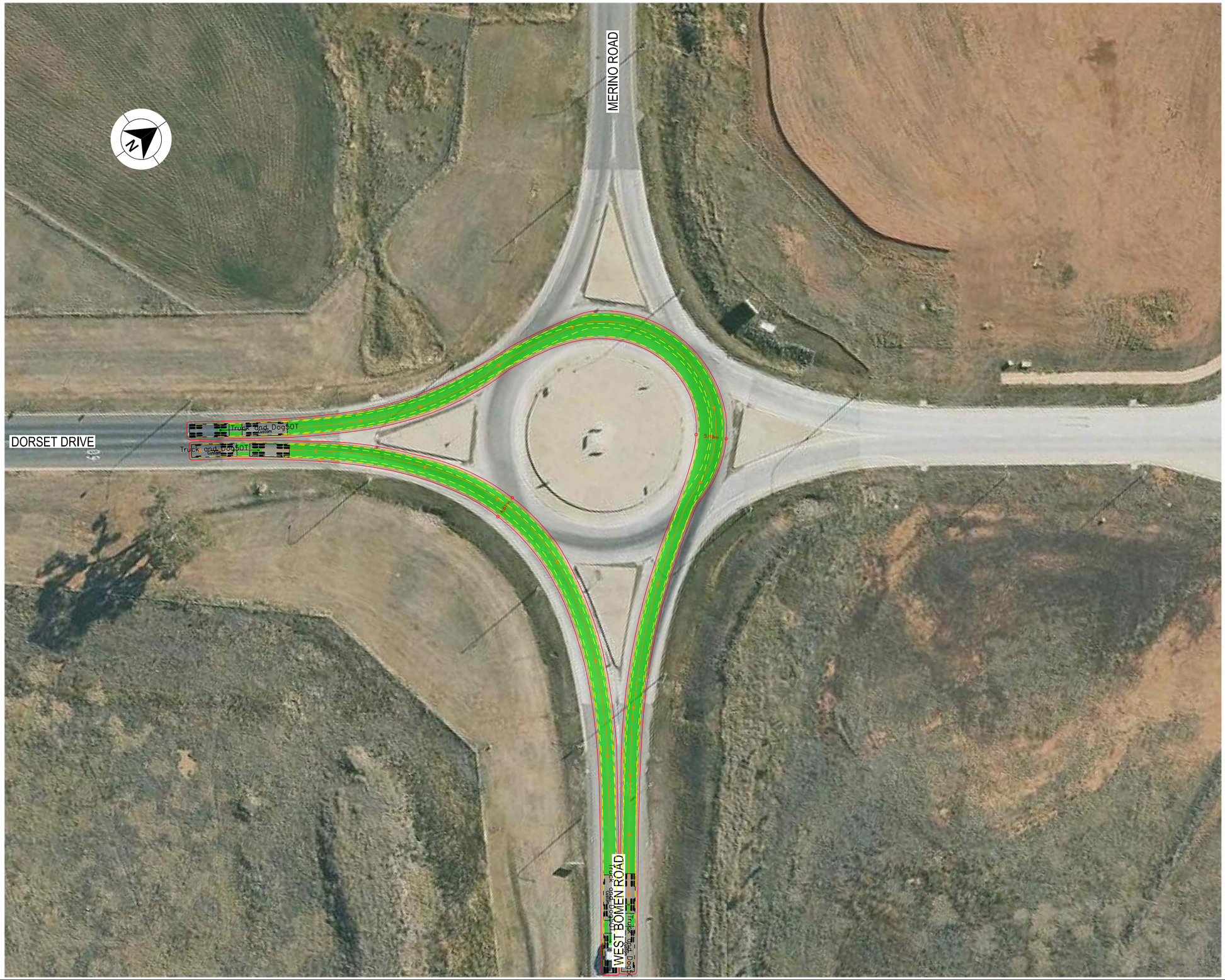
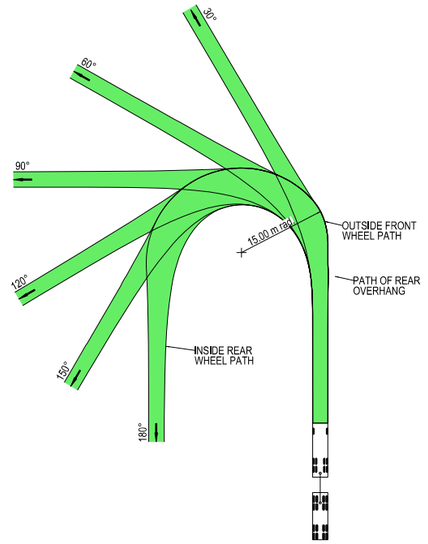


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-004
ISSUE 1

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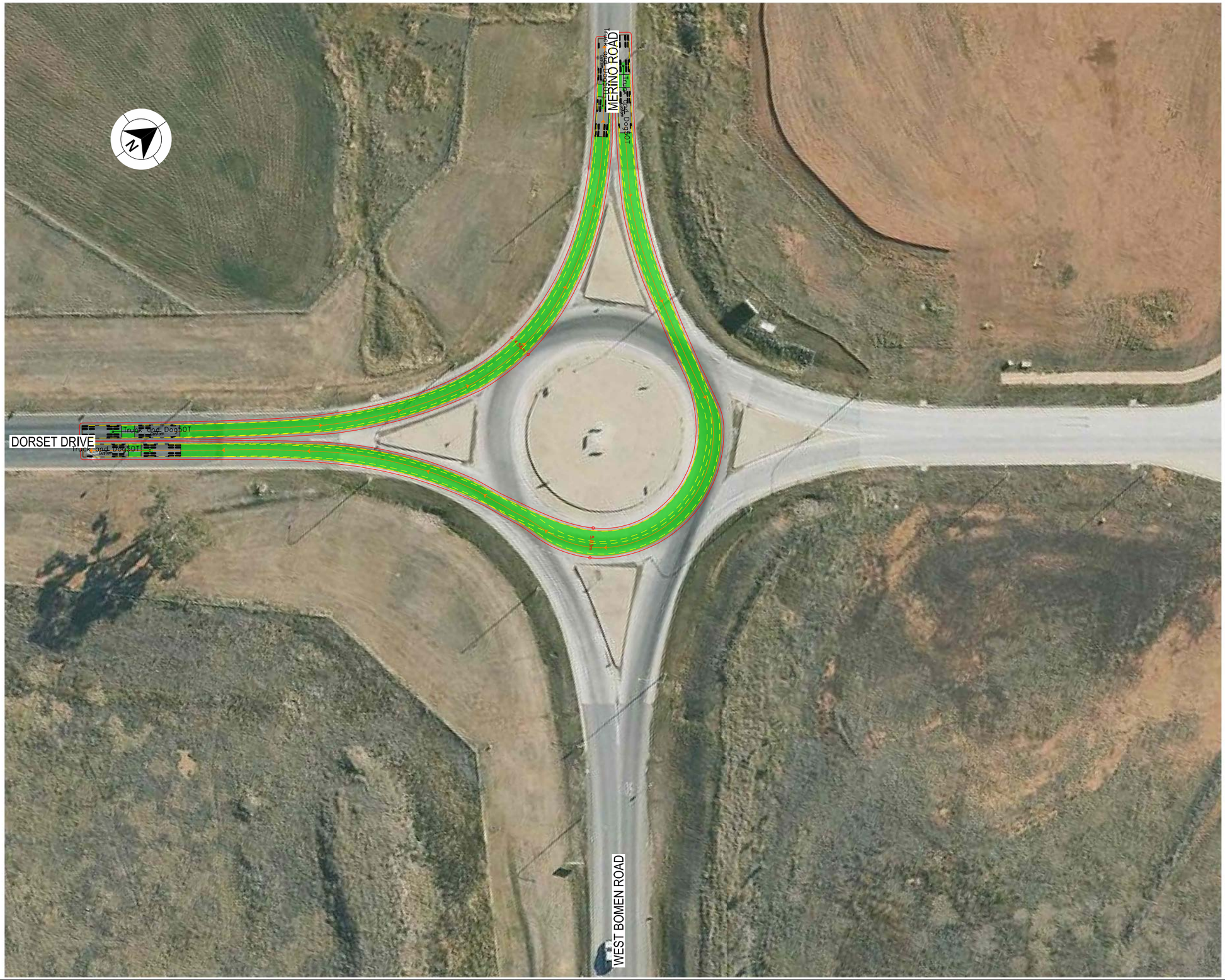
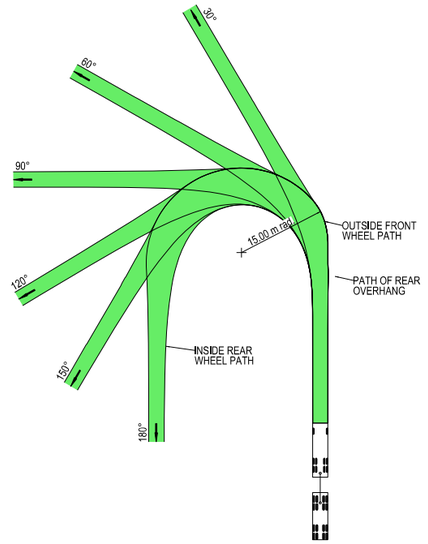


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

	TITLE	NAME	DATE
	DRAWN	J.COLES	06/11/2025
	DRG CHECK	J.GORRIE	06/11/2025
	DESIGN	J.COLES	06/11/2025
	DESIGN CHECK	J.GORRIE	06/11/2025
	DESIGN MNGR	J.GORRIE	06/11/2025
	PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DORSET DRIVE AND MERINO ROAD - RI LO

A3

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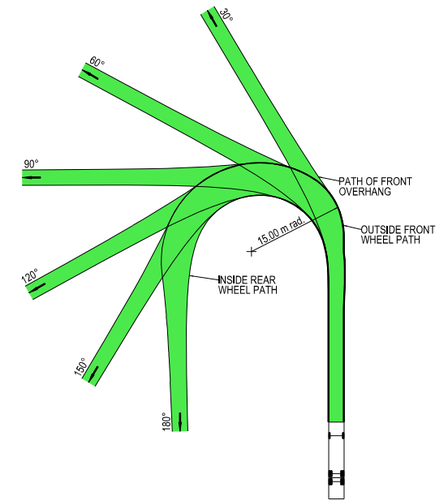
LEGEND

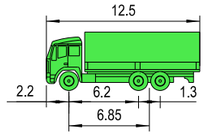
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 29/07/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW5-006 — ISSUE: 1

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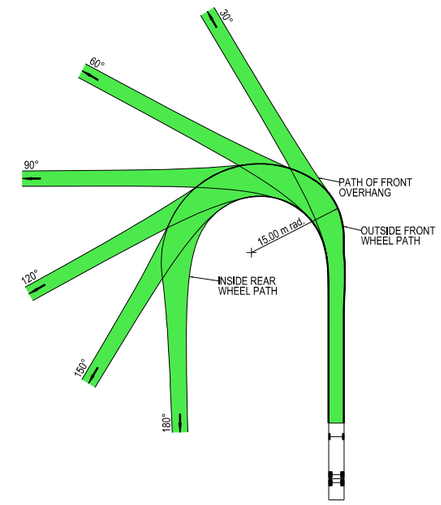
LEGEND

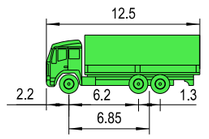
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DORSET DRIVE AND MERINO ROAD - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-007 — ISSUE 1

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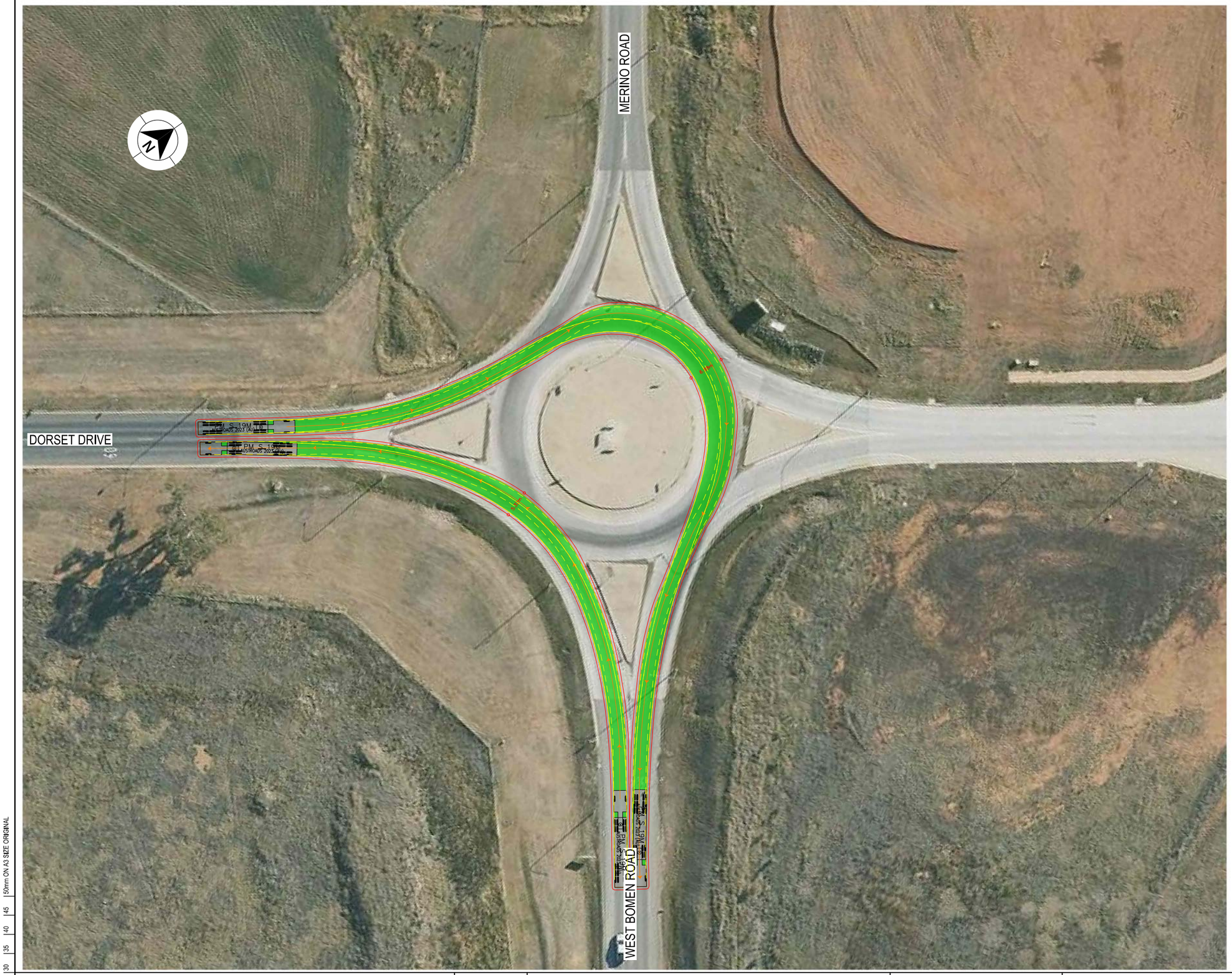


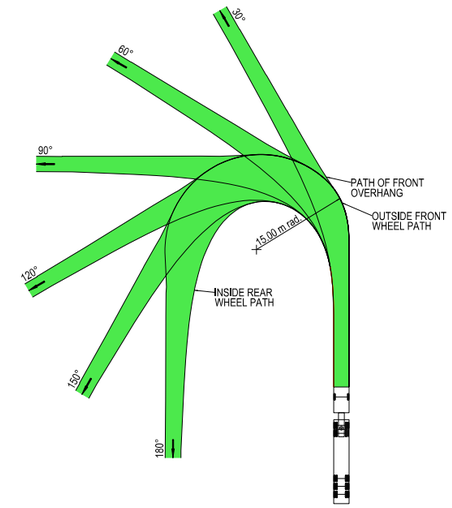
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-008 ISSUE 1

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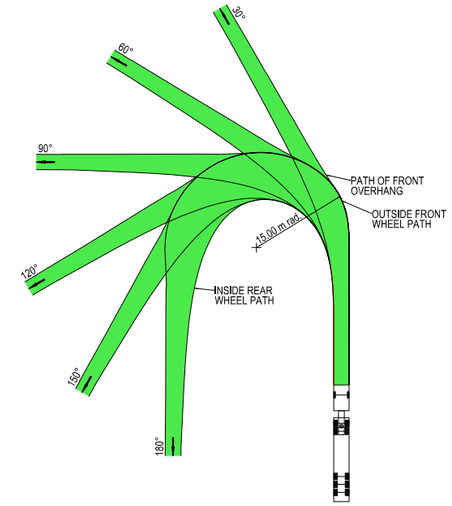
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DORSET DRIVE & MERINO ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - DORSET DRIVE AND MERINO ROAD - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-009 — ISSUE 1

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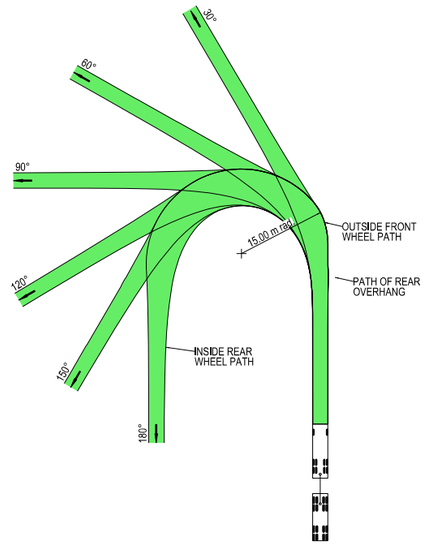
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-010 ISSUE 1

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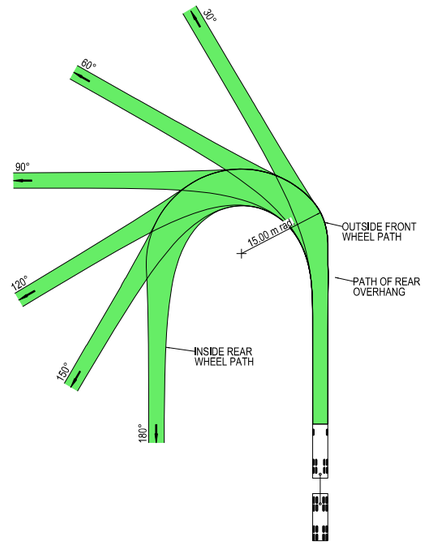
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-011
ISSUE 1

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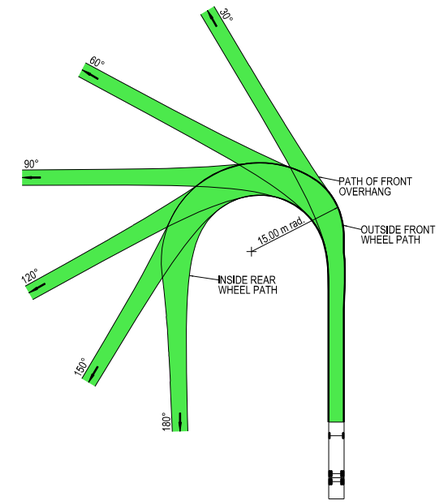
LEGEND

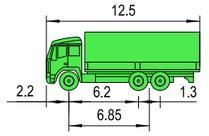
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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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3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW5-012 | ISSUE 1

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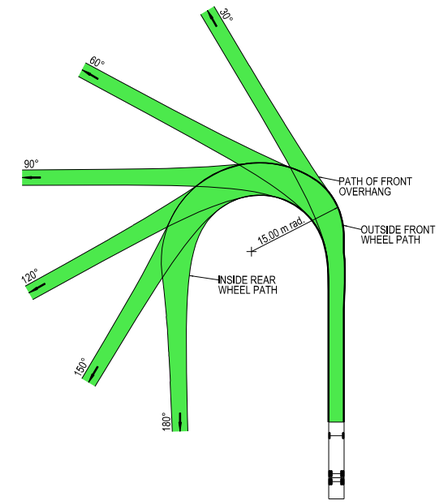
LEGEND

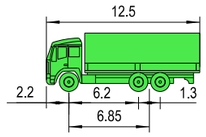
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS

SHEET No. SW5-013 ISSUE 1

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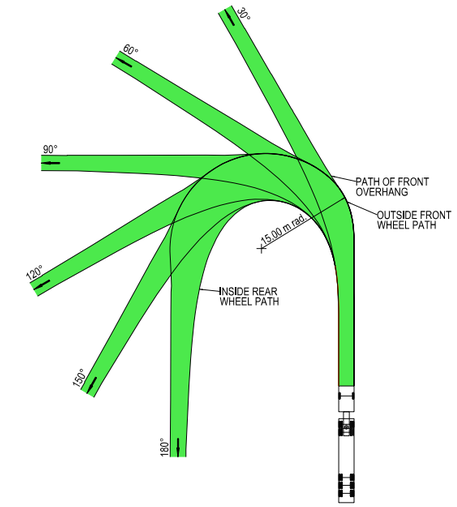
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-014
ISSUE 1

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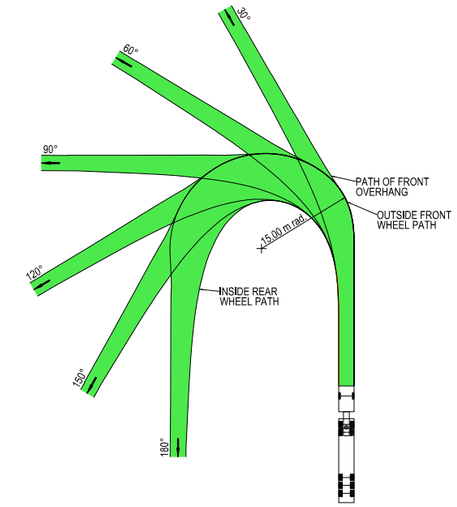
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY & MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - OLYMPIC HIGHWAY AND MERINO ROAD - RI LO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 7.5 15.0 22.5 30.0 — SCALE 1:750m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: SHEET No.: SW5-015 ISSUE: 1

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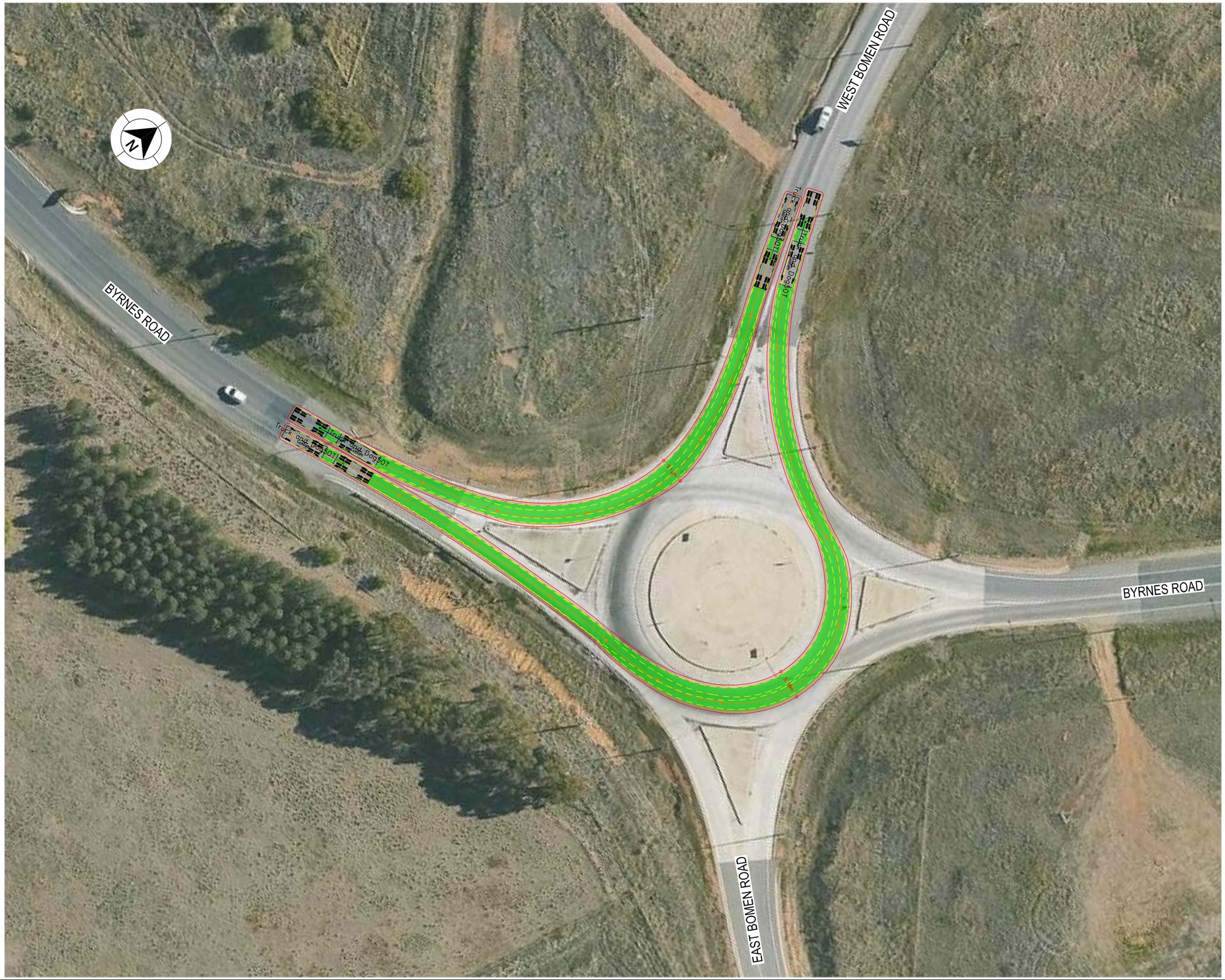


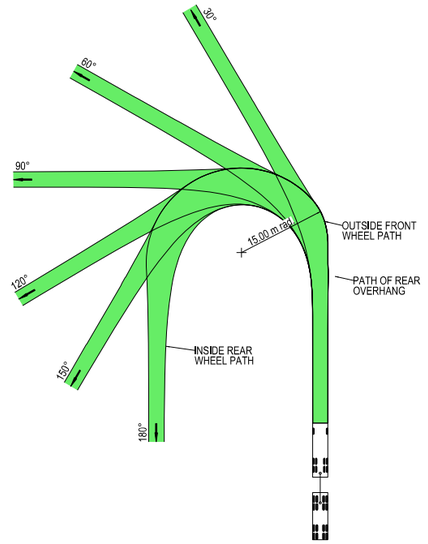
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WEST BOMEN ROAD & BYRNES ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - WEST BOMEN ROAD AND BYRNES ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-016 ISSUE 1

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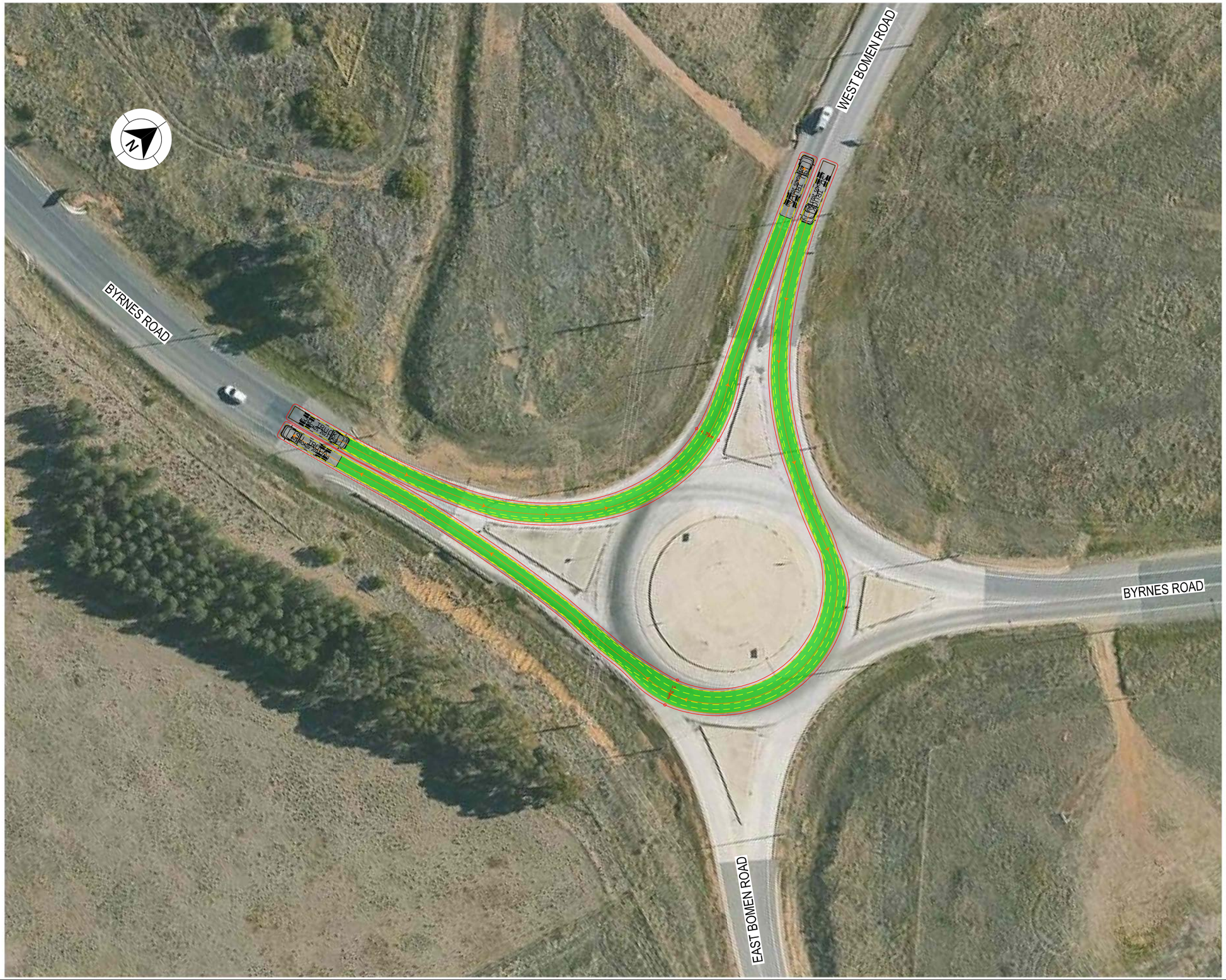


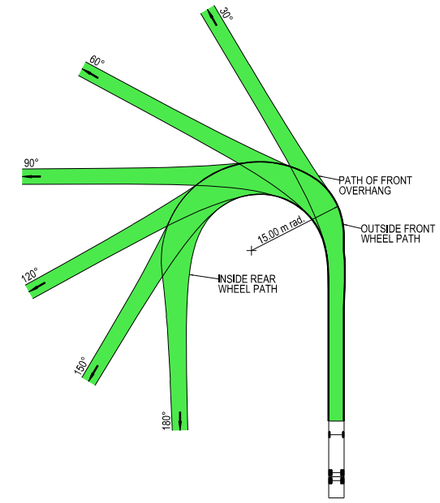
LEGEND

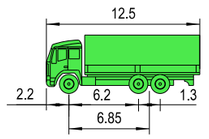
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)

OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WEST BOMEN ROAD & BYRNES ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - WEST BOMEN ROAD AND BYRNES ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-017 ISSUE 1

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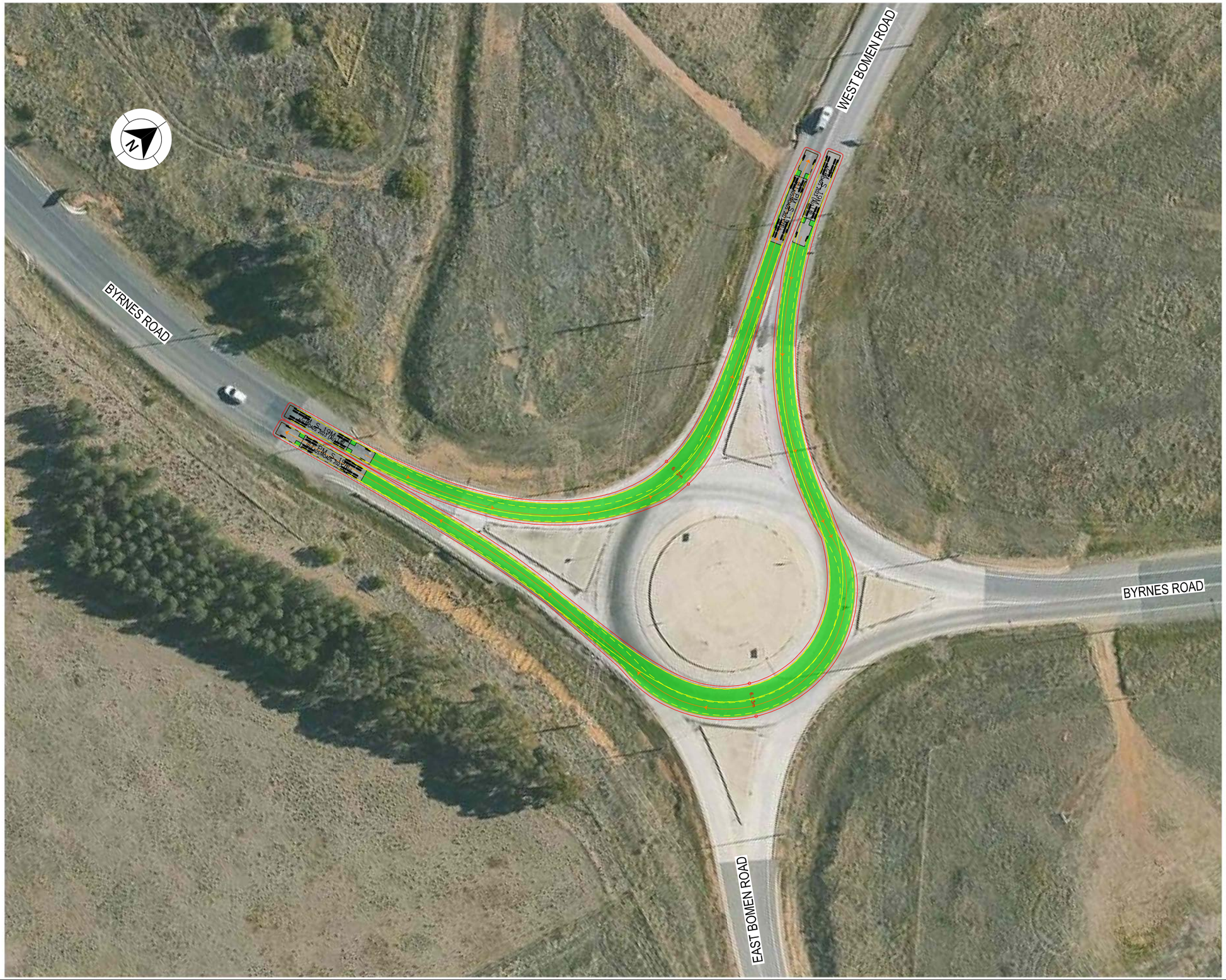


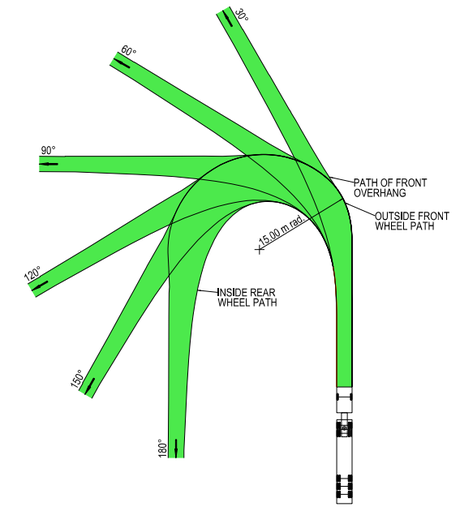
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WEST BOMEN ROAD & BYRNES ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - WEST BOMEN ROAD AND BYRNES ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-018 — ISSUE 1

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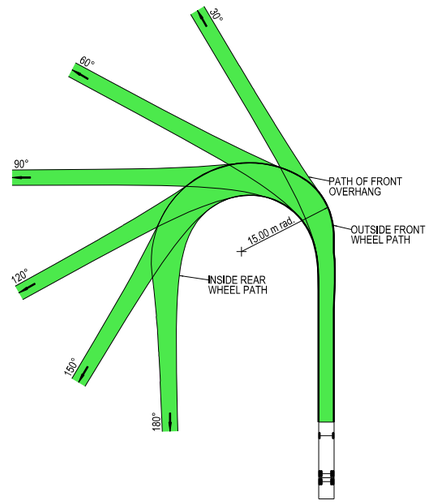
LEGEND

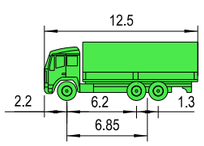
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B1 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-019 — ISSUE 1

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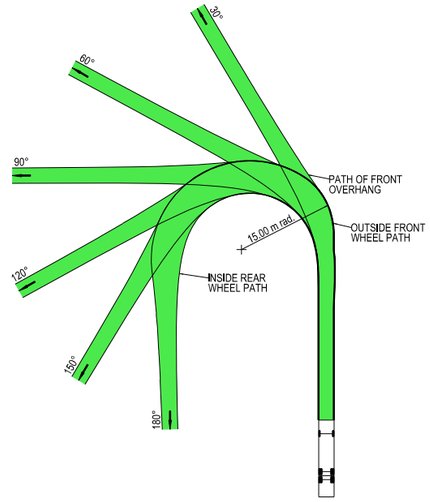
LEGEND

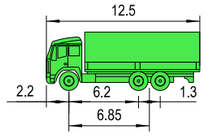
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DAMPIER STREET GATE B1 - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-020 — ISSUE 1

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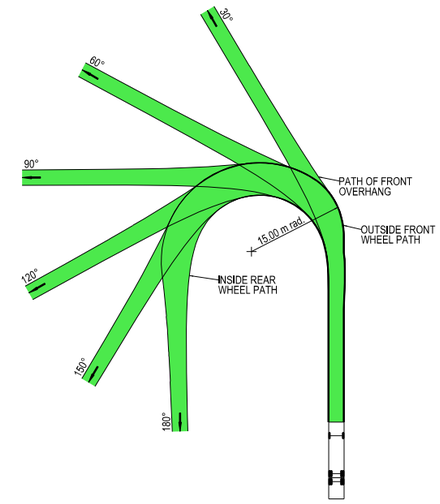
LEGEND

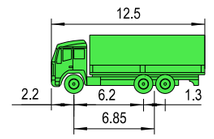
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 29/07/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B1 - RI

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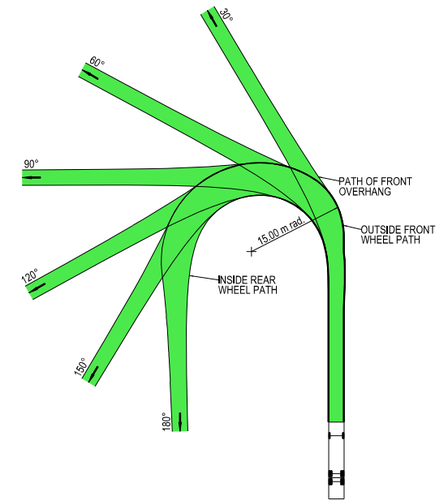
LEGEND

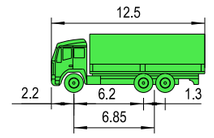
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B1
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - DAMPIER STREET GATE B1 - RO

A3

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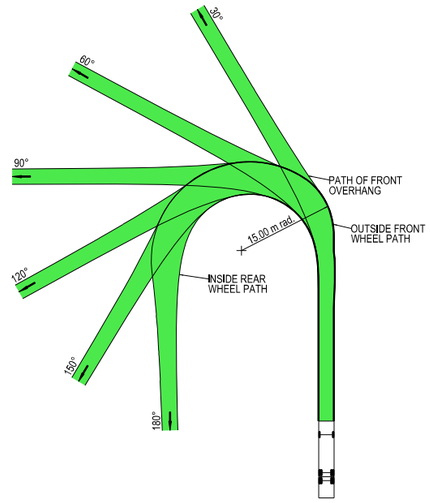
LEGEND

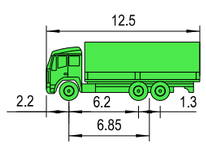
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B2 - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-023 — ISSUE 1

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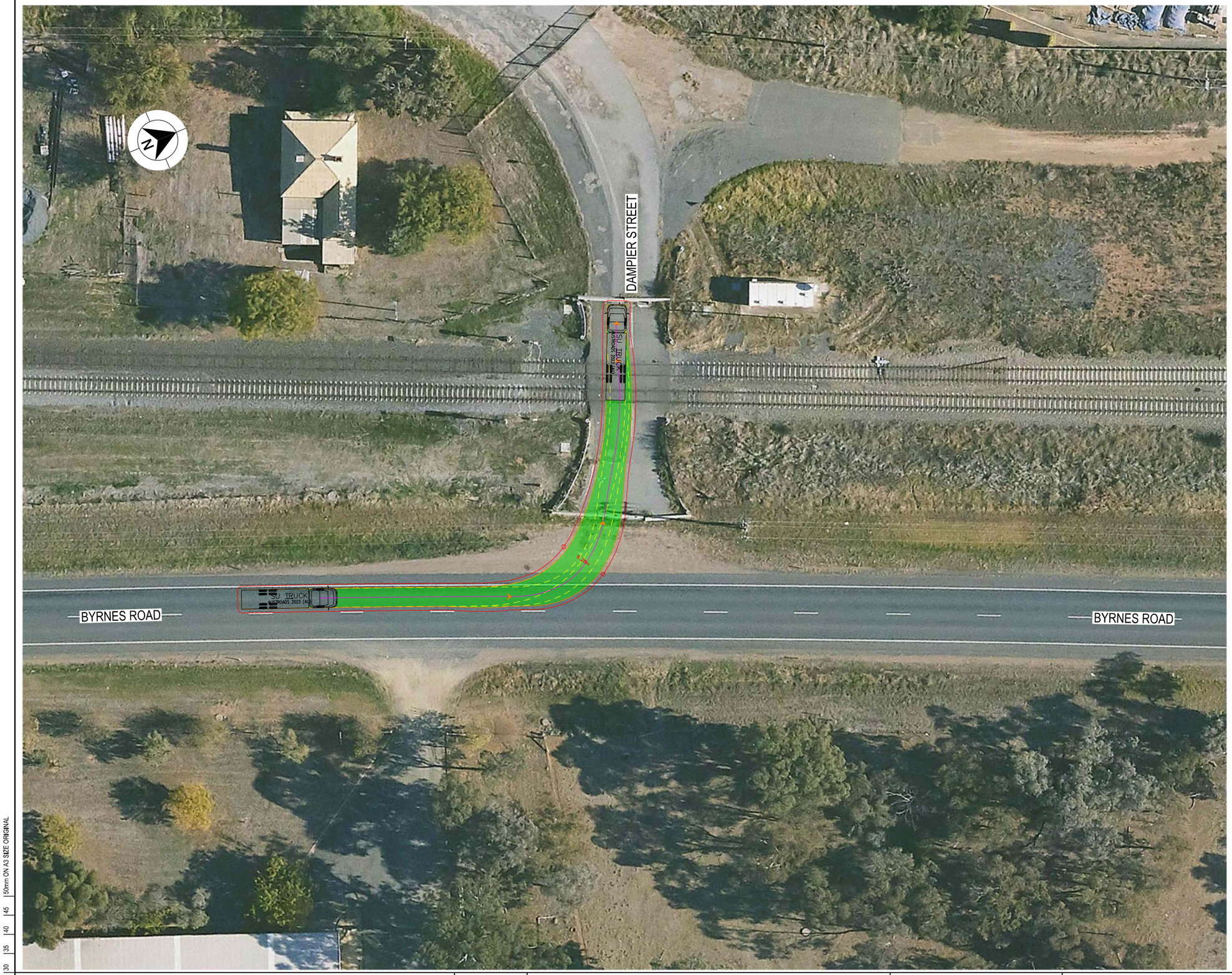


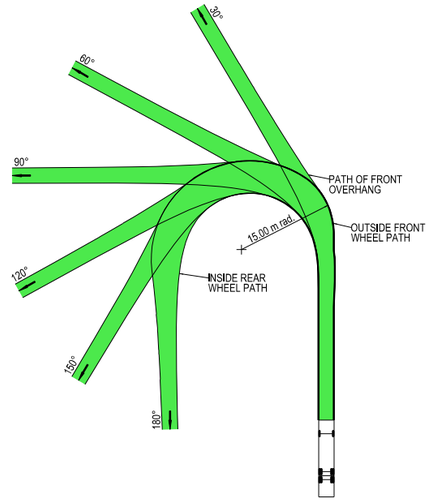
LEGEND

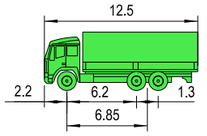
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B3 - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-024
ISSUE 1

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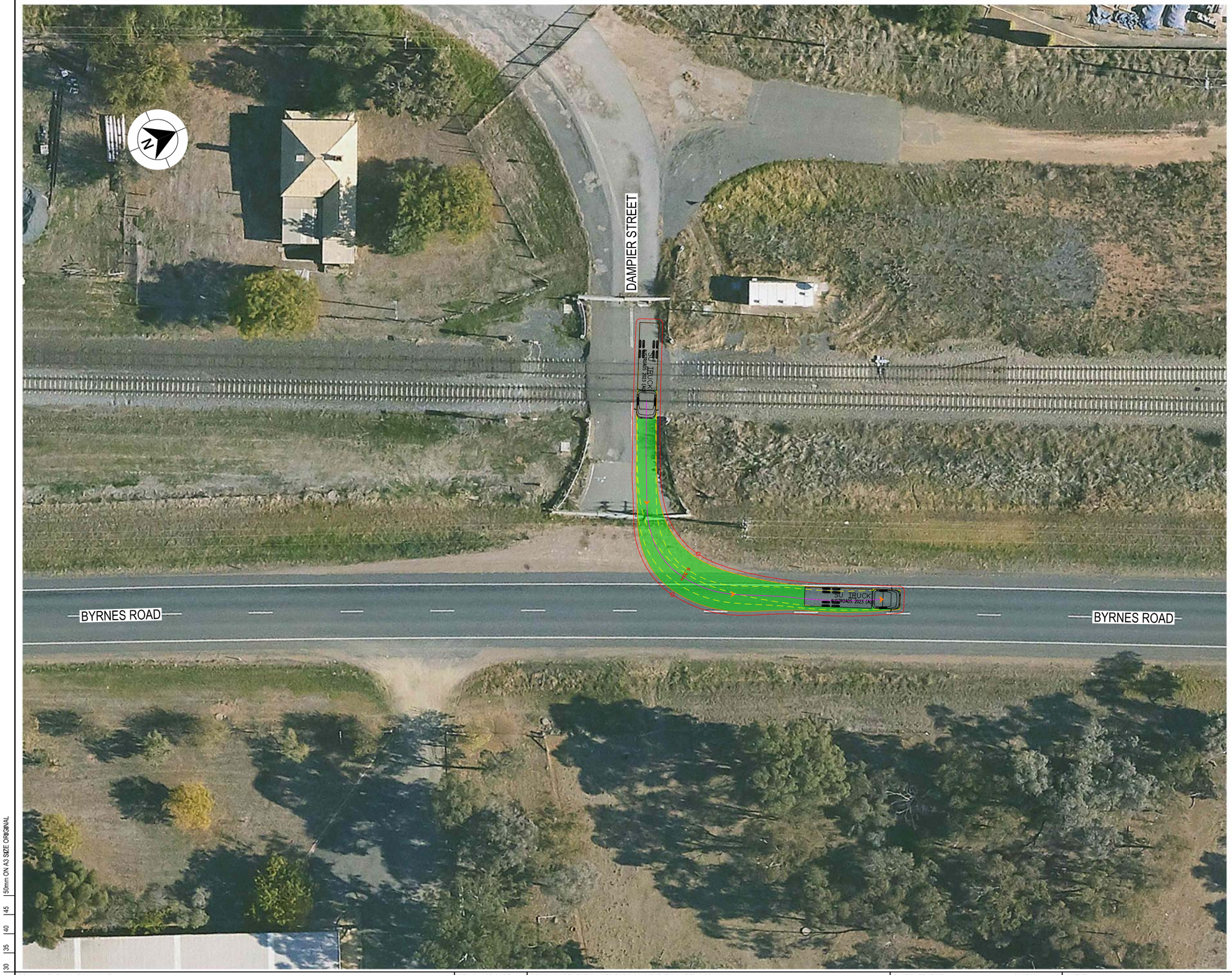


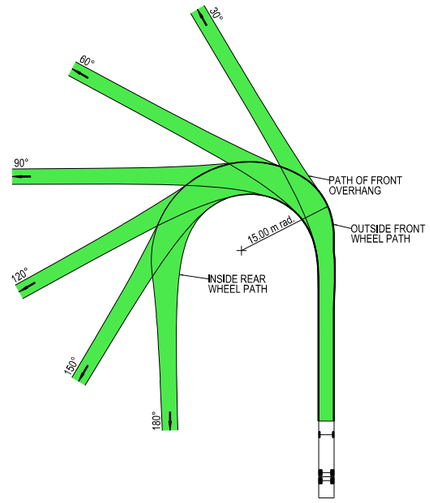
LEGEND

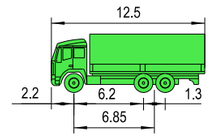
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B3 - LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-025
ISSUE 1

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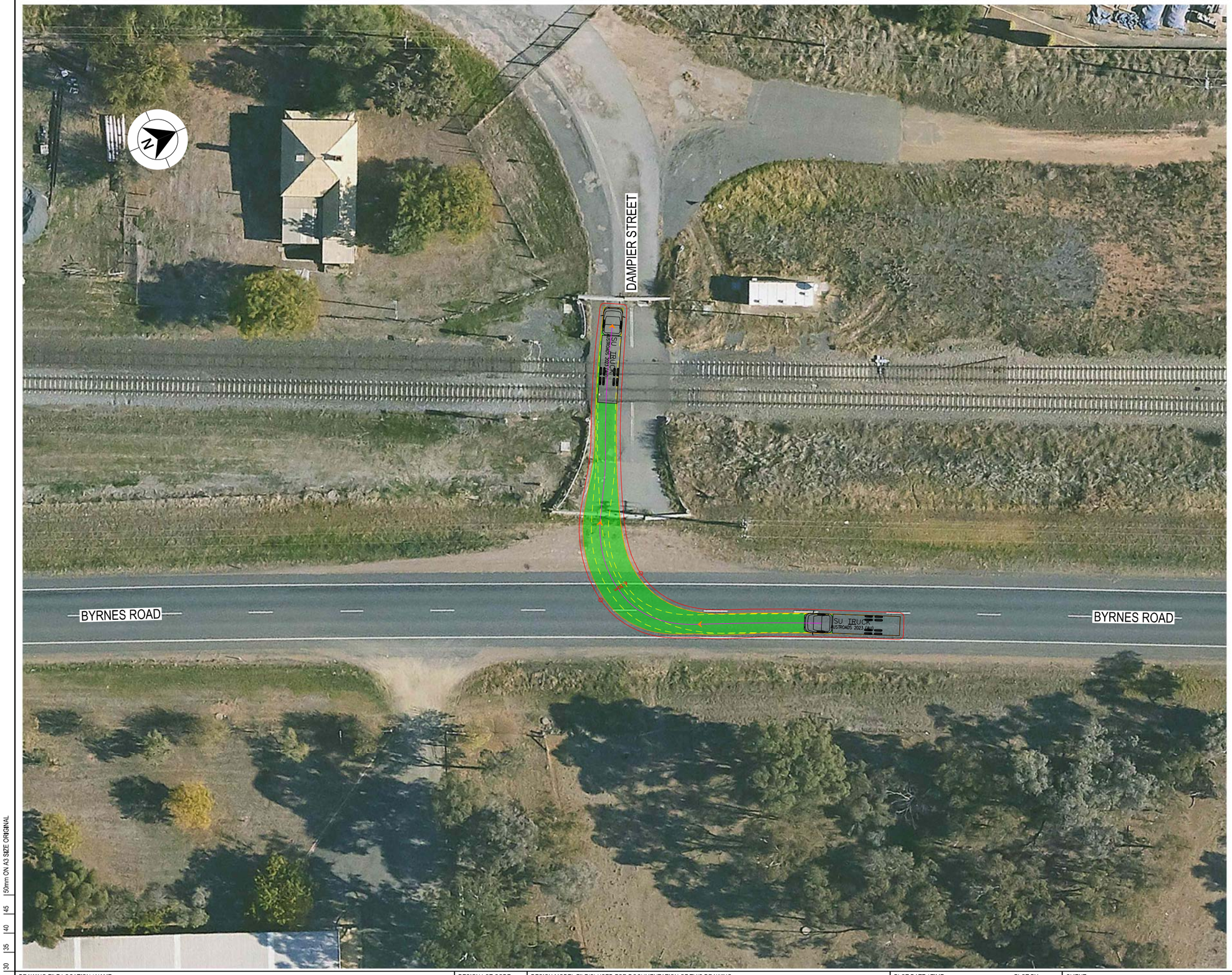


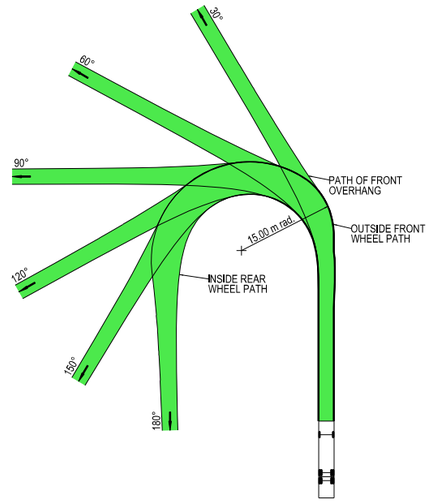
LEGEND

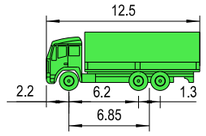
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B13

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B3 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-026 — ISSUE 1

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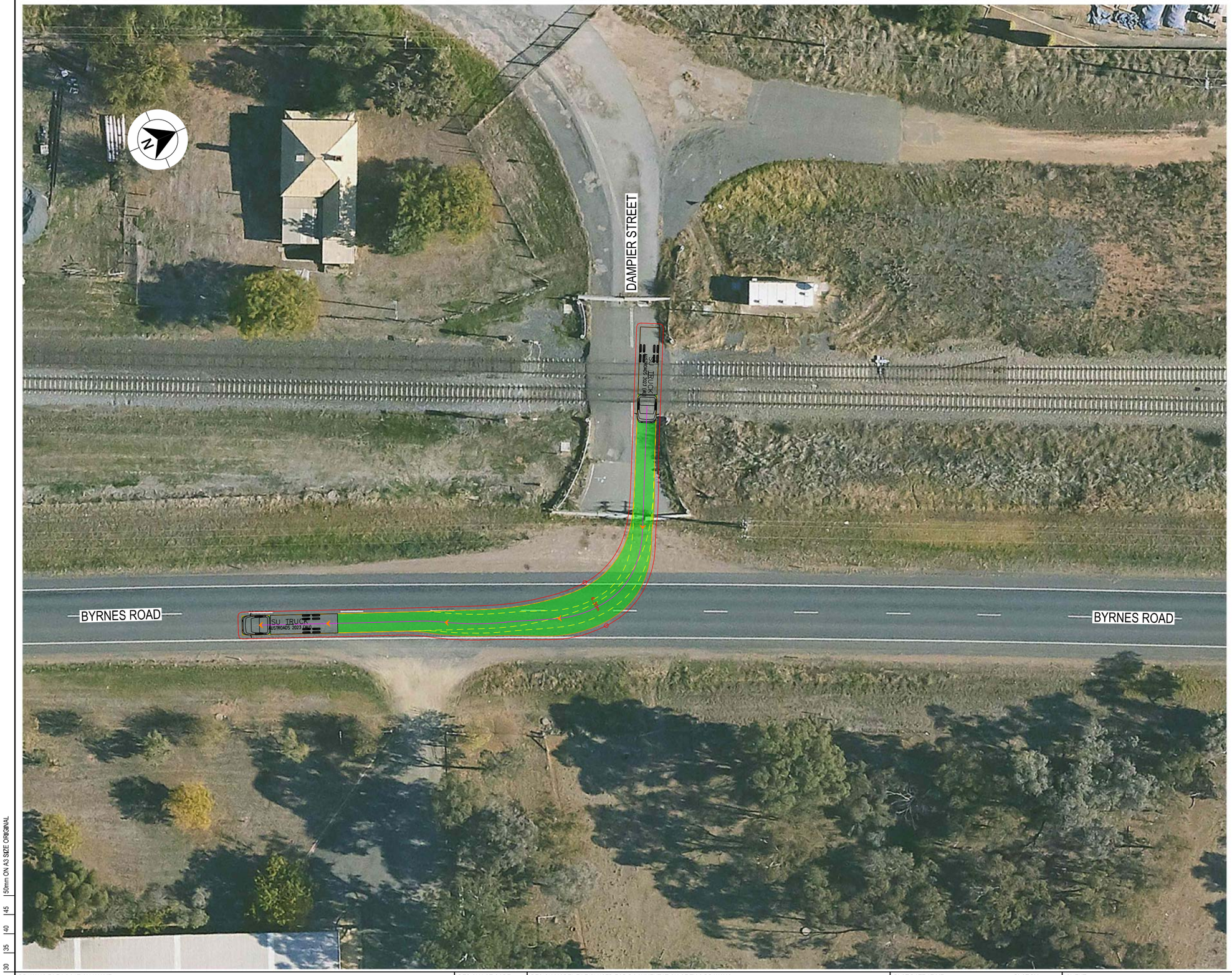


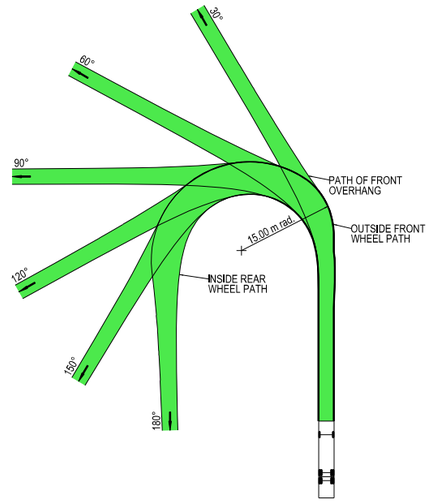
LEGEND

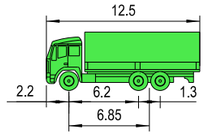
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 29/07/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - DAMPIER STREET GATE B3 - RO

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW5-027 — ISSUE: 1

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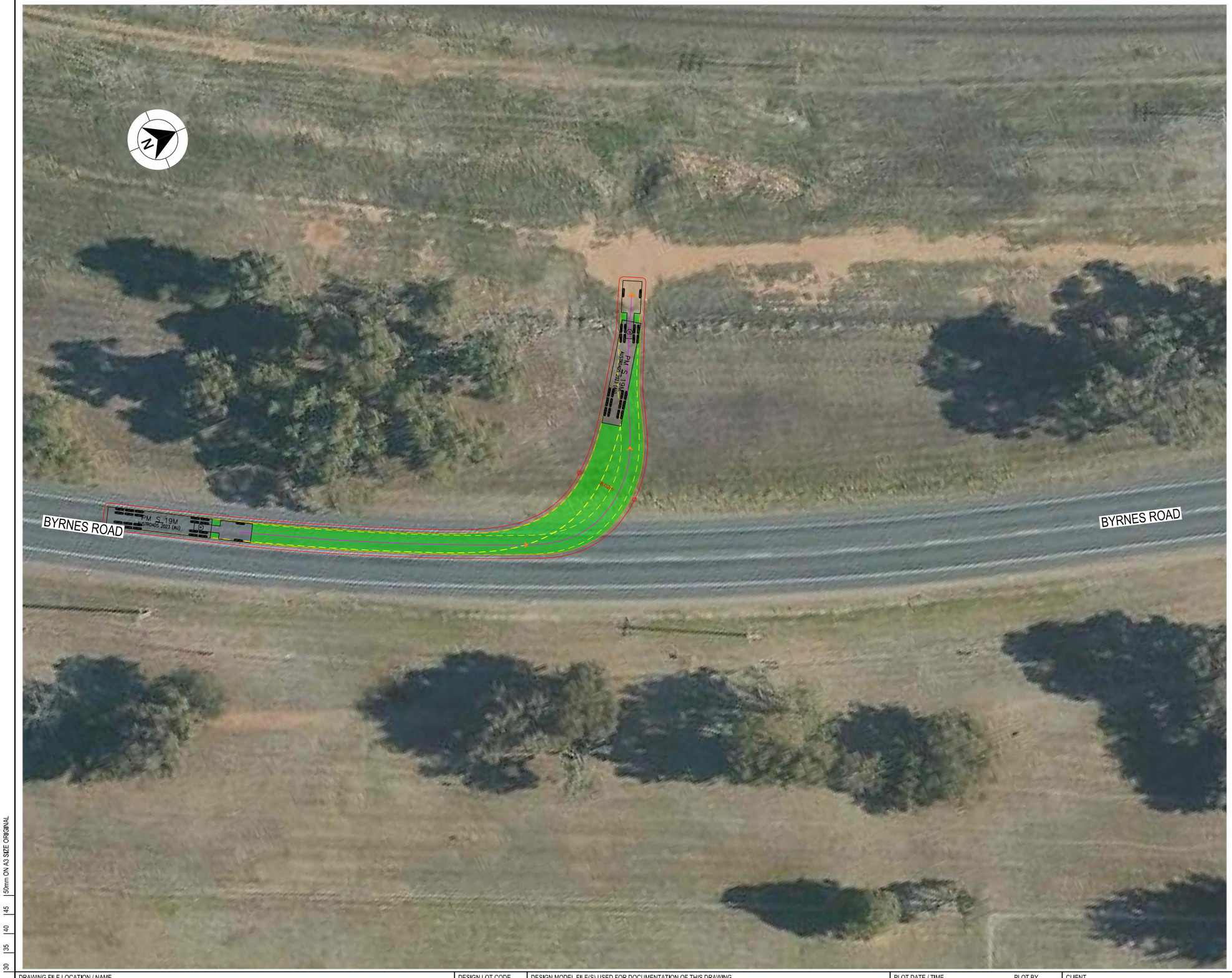


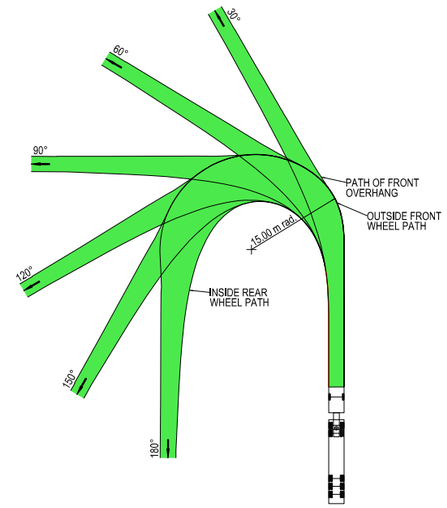
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BYRNES ROAD - ACCESS GATE B4
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW5-028
ISSUE 1

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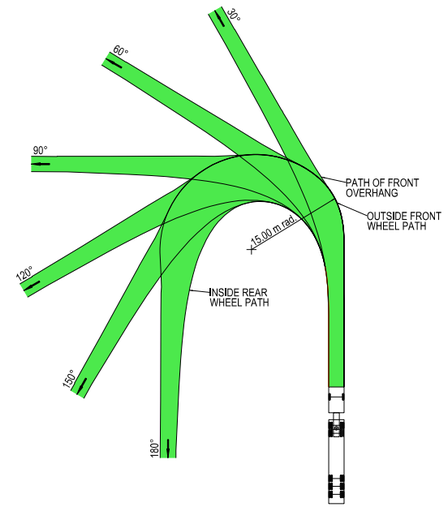
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BYRNES ROAD - ACCESS GATE B4

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-029 — ISSUE 1

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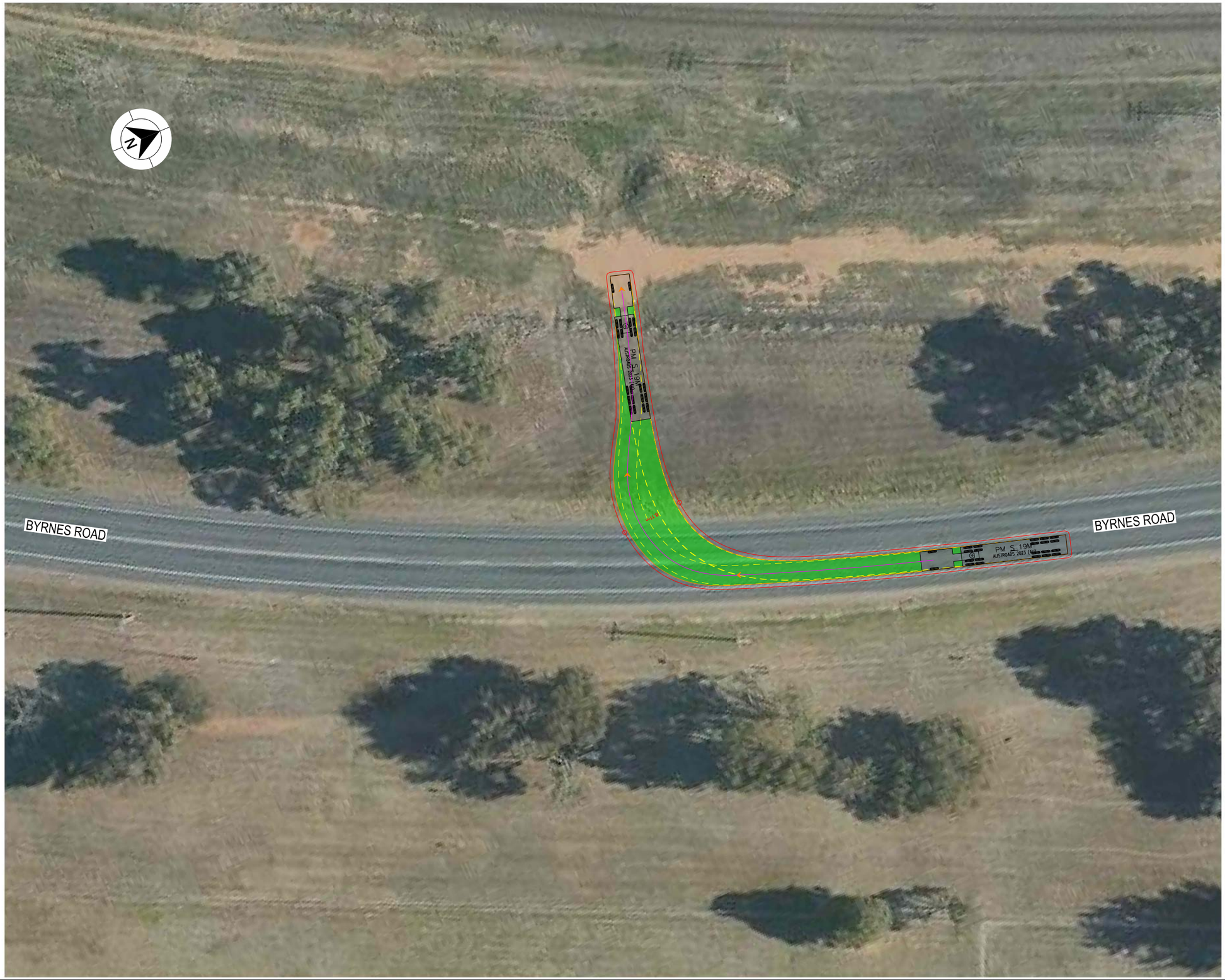


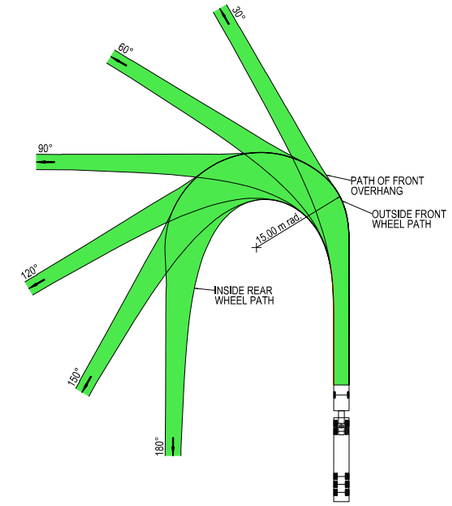
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BYRNES ROAD - ACCESS GATE B4

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-030 — ISSUE 1

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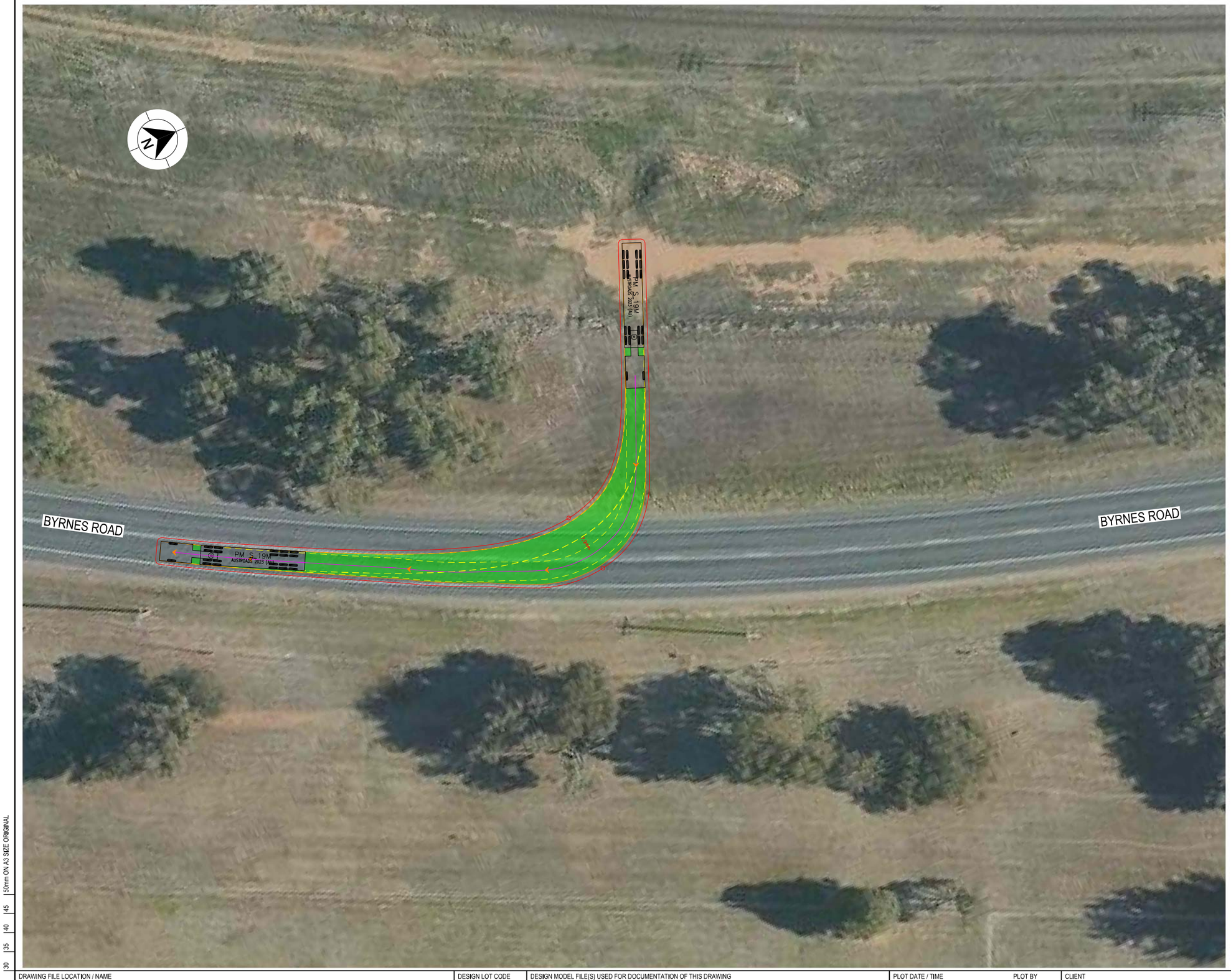


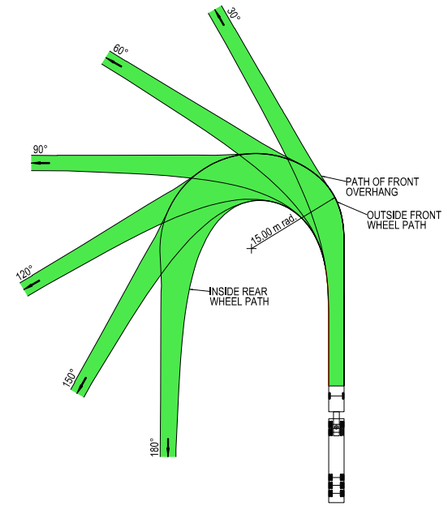
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BYRNES ROAD - ACCESS GATE B4

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B4 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW5-031 — ISSUE 1

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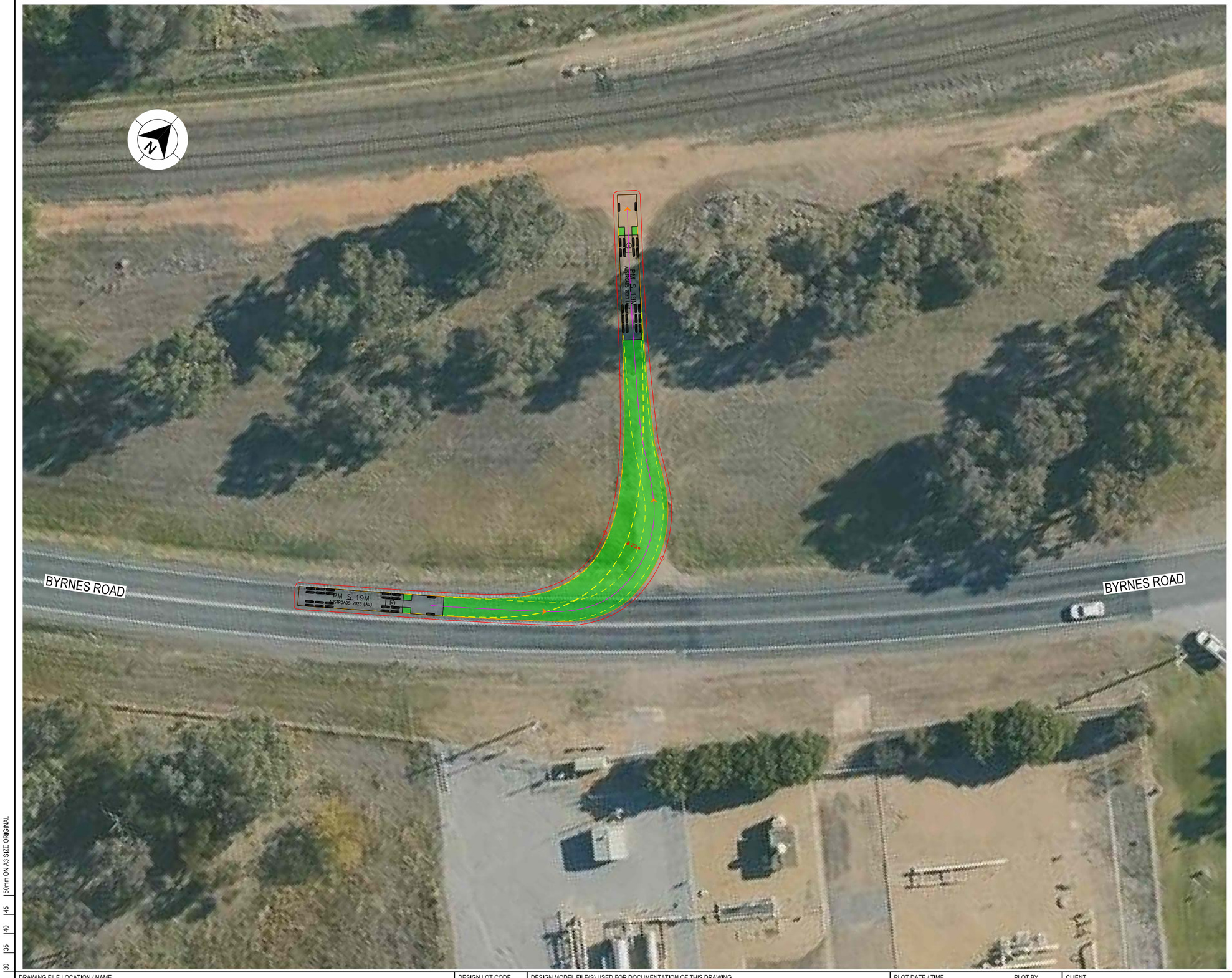

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
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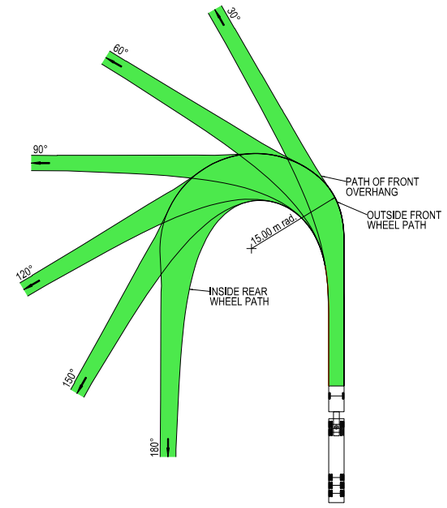
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 29/07/2025 PLOT BY: ThomHunter

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B5

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B5 - LI

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS | SHEET No. SW5-032 | ISSUE 1

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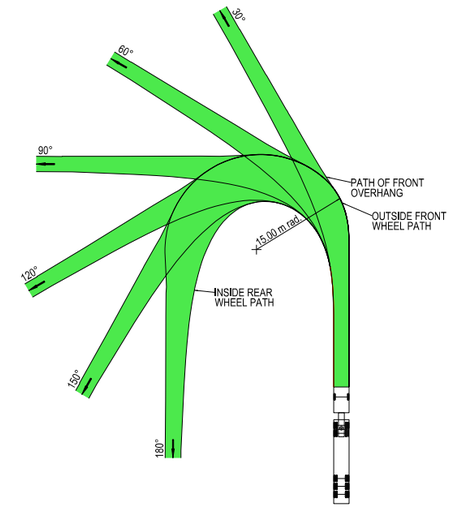
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME 29/07/2025 PLOT BY ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B5

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B5 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW5-033 ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
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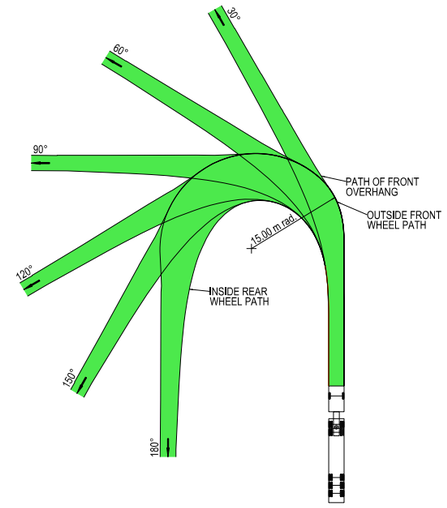
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B5

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BRYNES ROAD GATE B5 - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW5-034
ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
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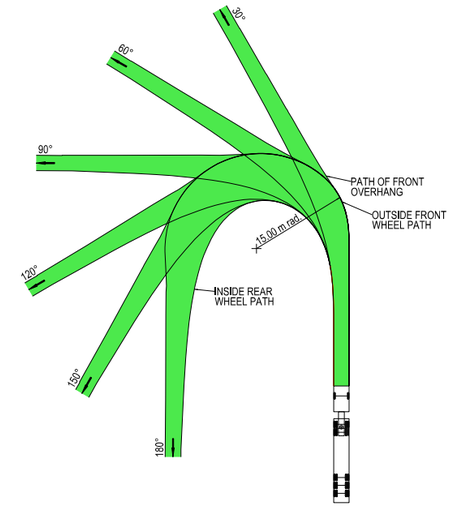
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 29/07/2025
PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
DAMPIER STREET - ACCESS GATE B5

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - BRYNES ROAD GATE B5 - RO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

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PART 1
ISSUE STATUS
SHEET No. SW5-035
ISSUE 1

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CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT

SWEPT PATH ANALYSIS
YARRAGUNDRY STREET
DETOUR ROUTE

LOCALITY PLAN

© GOOGLE MAPS

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PREPARED BY RIGORE ENGINEERING SERVICES	DESIGNED SIGNED NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED SIGNED NAME J. COLES TITLE LEAD DESIGNER DATE	PROJECT MANAGER SIGNED NAME J.GORRIE TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE SIGNED NAME P.BILLINGHAM TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE PROJECT No. RES 2501.78.207	CLIENT PROJECT No.		
PMO REGISTRATION No. RES2501.78.207		STAGE 1	
	SHEET No. SW6-001	ISSUE 1	

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1				
	DD	31				
	MM	7				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW6	SWEPT PATH ANALYSIS (11 SHEETS)					
SW6-001	COVER SHEET					
SW6-002	INDEX					
SW6-003	KEY PLAN					
SW6-004	SWEPT PATH - SEMI - URANA STREET AND OLYMPIC HIGHWAY - LI RO					PASS
SW6-005	SWEPT PATH - SEMI - FORD STREET AND URANA STREET - LI RO					CONDITIONAL PASS
SW6-006	SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - LI					PASS
SW6-007	SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - LO					CONDITIONAL PASS
SW6-008	SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - RI					PASS
SW6-009	SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - RO					PASS
SW6-010	SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND LOCKHART ROAD - LI RO					PASS
SW6-011	SWEPT PATH - SEMI - LOCKHART ROAD AND STURT HIGHWAY - LI RO					PASS

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 06/11/2025 9:48:16 AM

PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
SHEET INDEX
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW6-002

ISSUE 1

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LEGEND

GDA 2020

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FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Detour Route.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 07/11/2025 9:48:16 AM		PLOT BY ThomHunter	CLIENT
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	MARTINUS
						NOT TO SCALE	RIGORE ENGINEERING SERVICES	DRAWN	T.HUNTER	30/07/2025	
								DRG CHECK	J.COLES	30/07/2025	
								DESIGN	T.HUNTER	30/07/2025	
								DESIGN CHECK	J.COLES	30/07/2025	
								DESIGN MNGR	J.GORRIE	30/07/2025	
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	PROJECT MNGR	J.GORRIE	30/07/2025	

WAGGA WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: DETAILED DESIGN — SHEET No. SW6-003 — ISSUE 1

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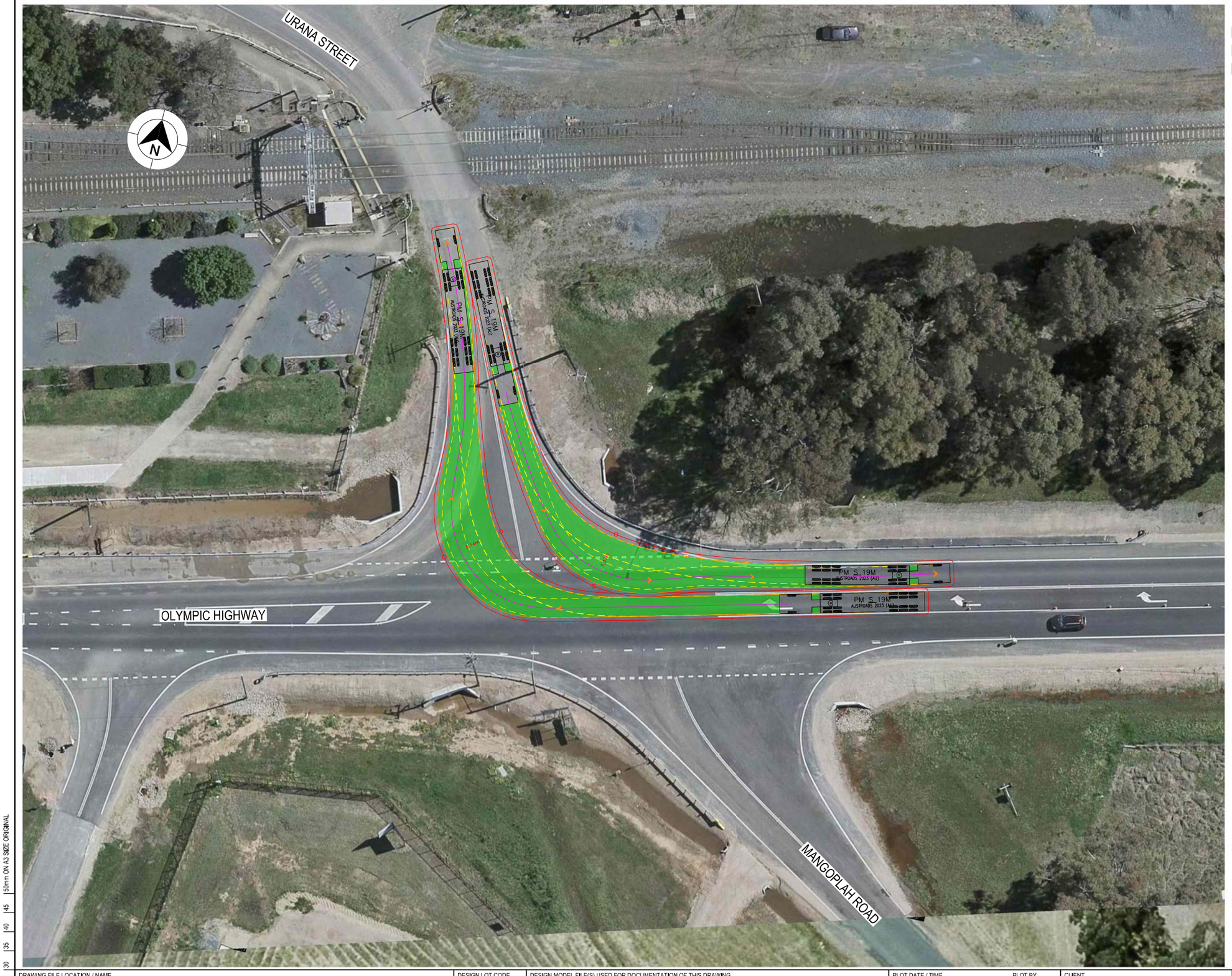


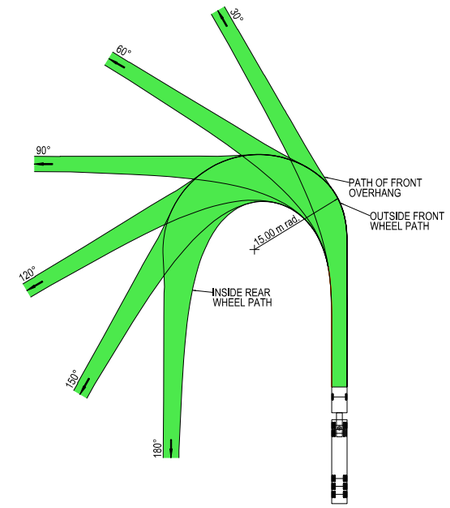
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 01/08/2025 — 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET AND OLYMPIC HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - URANA STREET AND OLYMPIC HIGHWAY- LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW6-004 — ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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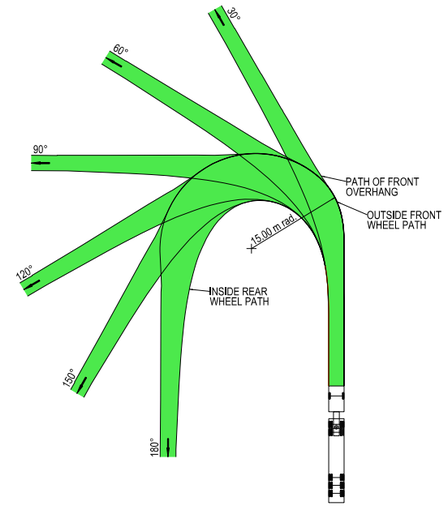
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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: 01/08/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
FORD STREET AND URANA STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - FORD STREET AND URANA STREET- LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW6-005 | ISSUE 1

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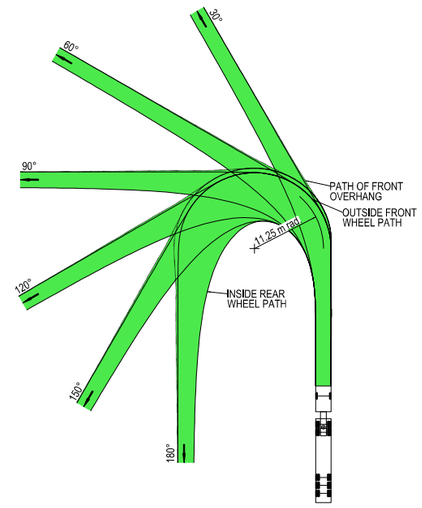
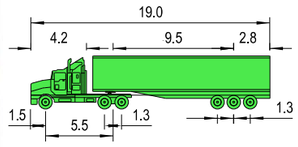
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 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: 07/11/2025 PLOT BY: ThomHunter

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - L

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW6-006 | ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
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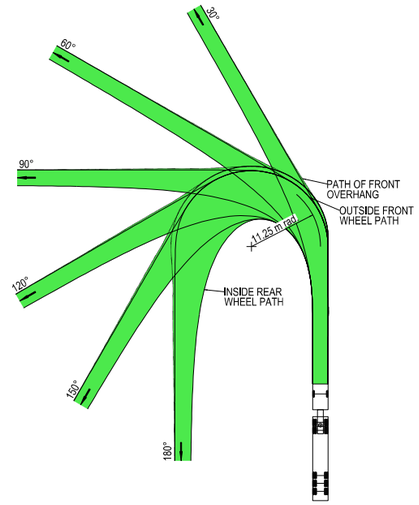
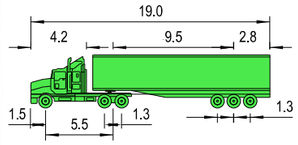
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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OVERALL LENGTH	19.00 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 07/11/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - L

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW6-007 ISSUE 1

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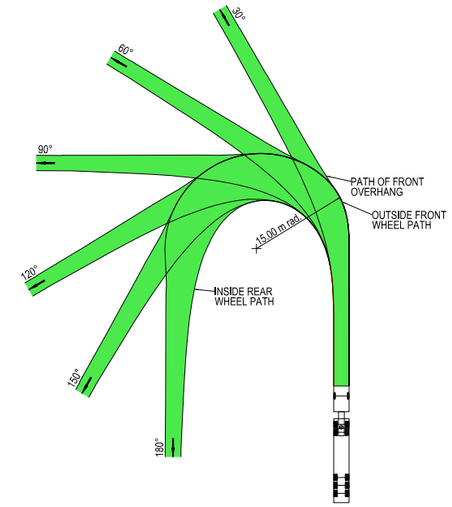
LEGEND

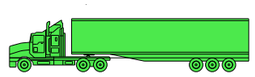
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 07/11/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - R

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PART 1
ISSUE STATUS
SHEET No. SW6-008
ISSUE 1

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LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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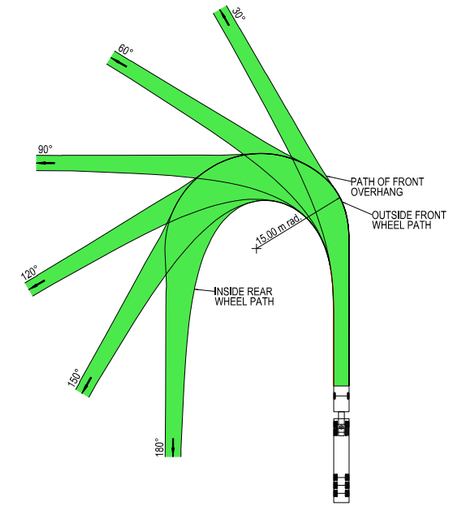

VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Uranquinty Detour Route.dgn

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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 07/11/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND URANQUINTY CROSS ROAD - R

RIGORE REGISTRATION No. RES2501.78.207 PART 1

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LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
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FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

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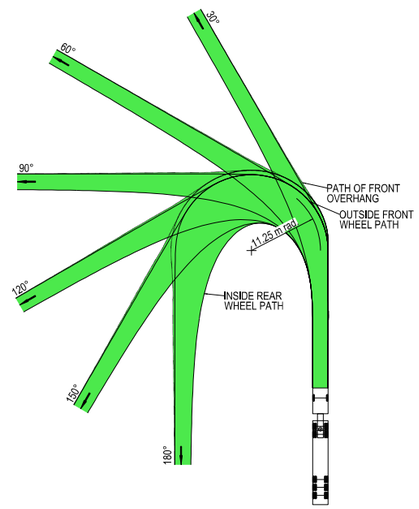

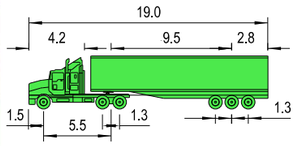

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 01/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
THE ROCK COLLINGULLIE AND LOCKHART ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - THE ROCK COLLINGULLIE AND LOCKHART ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW6-010
ISSUE 1

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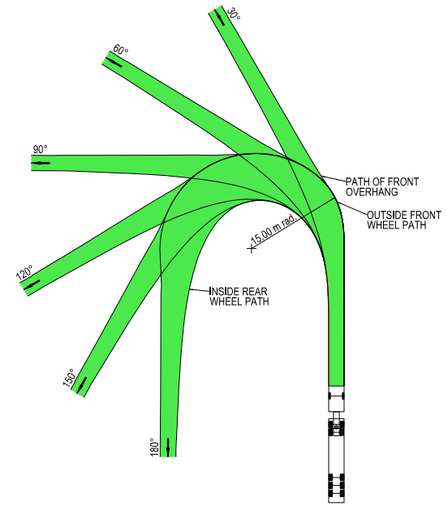
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 01/08/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LOCKHART ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - LOCKHART ROAD AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW6-011
ISSUE 1

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MARTINUS

WAGGA WAGGA CITY COUNCIL
CTTAMP MITIGATIONS
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
WAGGA STATION AND SURROUNDS

LOCALITY PLAN

© GOOGLE MAPS

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LINEAR REFERENCING START: N/A FINISH: N/A

PLOT DATE / TIME 22/07/2025 9:48:16 AM PLOT BY ThomHunter

CLIENT

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
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE PROJECT No. RES 2501.78.207
CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
SHEET No. SW10-001
ISSUE 1

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CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				
	ISSUE NUMBER	1				PASS/FAIL
	DD	22				
	MM	1				
	YY	26				
SHEET NUMBER	SHEET DESCRIPTION	AMENDMENT				
SW10	SWEPT PATH ANALYSIS (123 SHEETS)					
SW10-001	COVER SHEET					
SW10-002	INDEX					
SW10-003	KEY PLAN					
SW10-004	SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - LI					PASS
SW10-005	SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - RI					PASS
SW10-006	SWEPT PATH - TD - BOURKE STREET AND WOODEN STREET - LI					PASS
SW10-007	SWEPT PATH - TD - WOODEN STREET AND TREVOR STREET - LI					PASS
SW10-008	SWEPT PATH - TD - TREVOR STREET AND COLEMAN STREET - RO					PASS
SW10-009	SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - RI					PASS
SW10-010	SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - LI					PASS
SW10-011	SWEPT PATH - SEMI - NORMAN STREET AND COLEMAN STREET - RI					PASS
SW10-012	SWEPT PATH - TD - NORMAN ROAD AND CASSIDY PARADE - RI					PASS
SW10-013	SWEPT PATH - SEMI - NORMAN ROAD AND CASSIDY PARADE - RI					PASS
SW10-014	SWEPT PATH - TD - CASSIDY PARADE AND KILDARE STREET - RI					PASS
SW10-015	SWEPT PATH - SEMI - CASSIDY PARADE AND KILDARE STREET - RI					PASS
SW10-016	SWEPT PATH - TD - KILDARE STREET AND COLEMAN STREET - LO					PASS
SW10-017	SWEPT PATH - SEMI - KILDARE STREET AND COLEMAN STREET - LO					PASS
SW10-018	SWEPT PATH - TD - COLEMAN STREET AND EDMONSON STREET - LO RI					PASS
SW10-019	SWEPT PATH - SEMI - COLEMAN STREET AND EDMONSON STREET - LO RI					PASS
SW10-020	SWEPT PATH - TD - EDMONDSON STREET AND ERIN STREET - LI RO					PASS
SW10-021	SWEPT PATH - TD - EDMONDSON STREET AND ERIN STREET - RI LO					PASS
SW10-022	SWEPT PATH - SEMI - EDMONDSON STREET AND ERIN STREET - RI LO					PASS
SW10-023	SWEPT PATH - SEMI - EDMONDSON STREET AND ERIN STREET - LI RO					PASS
SW10-024	SWEPT PATH - TD - ERIN STREET AND MACLEAY STREET - RI LO					PASS
SW10-025	SWEPT PATH - SEMI - ERIN STREET AND MACLEAY STREET - RI LO					PASS
SW10-026	SWEPT PATH - TD - MACLEAY STREET AND RAILWAY STREET - RI LO					PASS
SW10-027	SWEPT PATH - SEMI - MACLEAY STREET AND RAILWAY STREET - RI LO					PASS
SW10-028	SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - LO RI					PASS
SW10-029	SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RO					PASS
SW10-030	SWEPT PATH - SEMI - RAILWAY STREET AND LAKE ALBERT ROAD - LO RI					CONDITIONAL PASS
SW10-031	SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO					PASS
SW10-032	SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW10-033	SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO					PASS
SW10-034	SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW10-035	SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI					PASS
SW10-036	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - NORTH LEG					PASS
SW10-037	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - EAST LEG					PASS
SW10-038	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - SOUTH LEG					PASS
SW10-039	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - WEST LEG					PASS
SW10-040	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH NW					PASS
SW10-041	SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH EW					PASS
SW10-042	SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - LI RO					CONDITIONAL PASS
SW10-043	SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - RI LO					CONDITIONAL PASS
SW10-044	SWEPT PATH - TD - COPLAND STREET AND TASMAN ROAD - RI LO					PASS
SW10-045	SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO					PASS
SW10-046	SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - RI LO					PASS
SW10-047	SWEPT PATH - TD - KOORINGAL ROAD AND VINCENT ROAD - RO LI					PASS
SW10-048	SWEPT PATH - TD - VINCENT ROAD - THROUGH					PASS
SW10-049	SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO					PASS
SW10-050	SWEPT PATH - TD - VINCENT ROAD AND KYEAMBA AVENUE - LI RO					PASS
SW10-051	SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD - RI LO					PASS
SW10-052	SWEPT PATH - TD - GREGADOO WASTE MANAGEMENT FACILITY - RI LO					PASS
SW10-053	SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - LI RO					PASS
SW10-054	SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - RI LO					PASS
SW10-055	SWEPT PATH - SEMI - STURT HIGHWAY AND MURRAY STREET - LI RO					PASS
SW10-055	SWEPT PATH - SEMI - STURT HIGHWAY AND MURRAY STREET - RI LO					PASS
SW10-057	SWEPT PATH - TD - MURRAY STREET AND BROOKONG AVENUE - RI LO					PASS
SW10-058	SWEPT PATH - SEMI - MURRAY STREET AND BROOKONG AVENUE - RI LO					CONDITIONAL PASS
SW10-059	SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - RI LO					CONDITIONAL PASS
SW10-060	SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - LI RO					CONDITIONAL PASS

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				
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	MM	7				
	YY	25				
SHEET NUMBER	SHEET DESCRIPTION	AMENDMENT				
SW10-061	SWEPT PATH - TD - FOX STREET AND LITTLE BEST STREET - THROUGH					PASS
SW10-062	SWEPT PATH - TD - EDMONDSON STREET AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW10-063	SWEPT PATH - TD - EDMONDSON STREET AND STURT HIGHWAY - LI RO					PASS
SW10-064	SWEPT PATH - SEMI - EDMONDSON STREET AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW10-065	SWEPT PATH - SEMI - EDMONDSON STREET AND STURT HIGHWAY - LI RO					CONDITIONAL PASS
SW10-066	SWEPT PATH - TD - STATION PLACE AND STURT HIGHWAY - LI RO					CONDITIONAL PASS
SW10-067	SWEPT PATH - TD - STATION PLACE AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW10-068	SWEPT PATH - SEMI - STATION PLACE AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW10-069	SWEPT PATH - SEMI - STATION PLACE AND STURT HIGHWAY - LI RO					PASS
SW10-070	SWEPT PATH - SU - RAILWAY STREET GATE W1 - LI					PASS
SW10-071	SWEPT PATH - SU - RAILWAY STREET GATE W1 - LO					PASS
SW10-072	SWEPT PATH - SU - RAILWAY STREET GATE W1 - RI					PASS
SW10-073	SWEPT PATH - SU - RAILWAY STREET GATE W1 - RO					PASS
SW10-074	SWEPT PATH - TD - RAILWAY STREET GATE W1 - LI					PASS
SW10-075	SWEPT PATH - TD - RAILWAY STREET GATE W1 - LO					PASS
SW10-076	SWEPT PATH - TD - RAILWAY STREET GATE W1 - RI					PASS
SW10-077	SWEPT PATH - TD - RAILWAY STREET GATE W1 - RO					PASS
SW10-078	SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - LI					PASS
SW10-079	SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - LO					PASS
SW10-080	SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - RI					PASS
SW10-081	SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - RO					PASS
SW10-082	SWEPT PATH - PV - DONNELLY AVENUE GATE W2 - LO					PASS
SW10-083	SWEPT PATH - PV - DONNELLY AVENUE GATE W2 - RI					PASS
SW10-084	SWEPT PATH - SU - STATION PLACE GATE W3 - LI					PASS
SW10-085	SWEPT PATH - SU - STATION PLACE GATE W3 - LO					PASS
SW10-086	SWEPT PATH - TD - STATION PLACE GATE W3 - LI					PASS
SW10-087	SWEPT PATH - TD - STATION PLACE GATE W3 - LO					PASS
SW10-088	SWEPT PATH - SEMI - STATION PLACE GATE W3 - LOOP					PASS
SW10-089	SWEPT PATH - LV - RAILWAY STREET GATE W4 - LI LO					PASS
SW10-090	SWEPT PATH - SU - RAILWAY STREET GATE W4 - LO					PASS
SW10-091	SWEPT PATH - SU - RAILWAY STREET GATE W4 - RI					PASS
SW10-092	SWEPT PATH - TD - RAILWAY STREET GATE W4 - LO					PASS
SW10-093	SWEPT PATH - TD - RAILWAY STREET GATE W4 - RI					PASS
SW10-094	SWEPT PATH - SEMI - RAILWAY STREET GATE W4 - RI					PASS
SW10-095	SWEPT PATH - SEMI - RAILWAY STREET GATE W4 - LO					PASS
SW10-096	SWEPT PATH - SU - BROOKONG AVENUE GATE W5 - LO					PASS
SW10-097	SWEPT PATH - SU - BROOKONG AVENUE GATE W5 - RI					PASS
SW10-098	SWEPT PATH - TD - BROOKONG AVENUE GATE W5 - LO					PASS
SW10-099	SWEPT PATH - TD - BROOKONG AVENUE GATE W5 - RI					PASS
SW10-100	SWEPT PATH - SEMI - BROOKONG AVENUE GATE W5 - RI					PASS
SW10-101	SWEPT PATH - SEMI - BROOKONG AVENUE GATE W5 - LO					PASS
SW10-102	SWEPT PATH - SU - FOX STREET GATE W6 - RI					PASS
SW10-103	SWEPT PATH - SU - FOX STREET GATE W6 - RO					PASS
SW10-104	SWEPT PATH - TD - FOX STREET GATE W6 - RI					PASS
SW10-105	SWEPT PATH - TD - FOX STREET GATE W6 - LO					PASS
SW10-106	SWEPT PATH - LV - RAILWAY STREET GATE W10 - LI					PASS
SW10-107	SWEPT PATH - LV - RAILWAY STREET GATE W10 - LO					PASS
SW10-108	SWEPT PATH - LV - RAILWAY STREET GATE W10 - RI					PASS
SW10-109	SWEPT PATH - LV - RAILWAY STREET GATE W10 - RO					PASS

GDA 2020

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50mm ON A3 SIZE ORIGINAL

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 09/03/2026 9:48:16 AM

PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	T.HUNTER	09/03/2026
DRG CHECK	J.GORRIE	09/03/2026
DESIGN	T.HUNTER	09/03/2026
DESIGN CHECK	J.GORRIE	09/03/2026
DESIGN MNGR	J.GORRIE	09/03/2026
PROJECT MNGR	P. BILLINGHAM	09/03/2026

WAGGA CITY COUNCIL
SHEET INDEX
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW10-002

ISSUE 1

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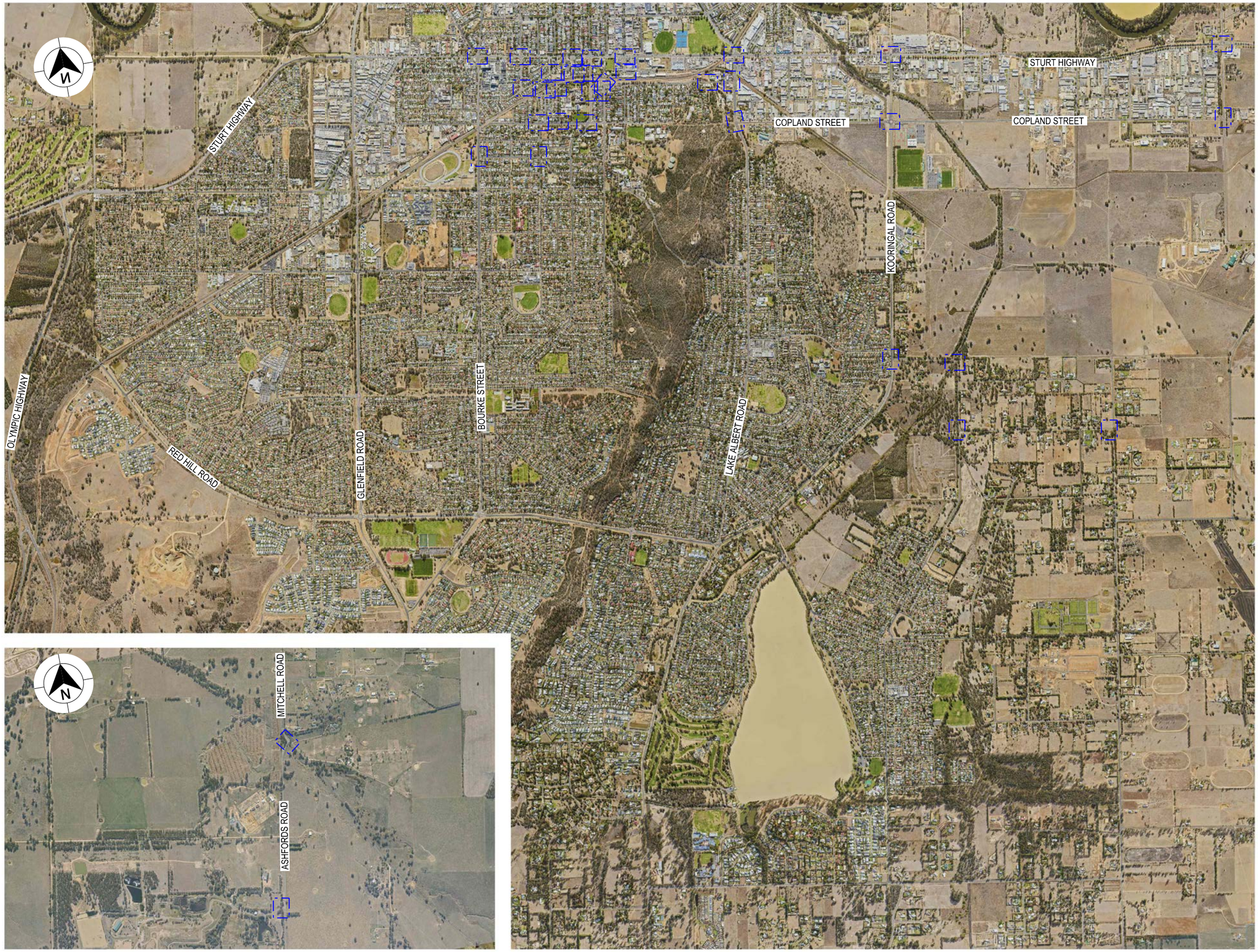

LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

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								DRG CHECK	J.GORRIE	06/11/2025	
								DESIGN	J.COLES	06/11/2025	
								DESIGN CHECK	J.GORRIE	06/11/2025	
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	DESIGN MNGR	J.GORRIE	06/11/2025	
								PROJECT MNGR	P. BILLINGHAM	06/11/2025	

WAGGA CITY COUNCIL
KEY PLAN
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS | SHEET No. SW10-003 | ISSUE 1

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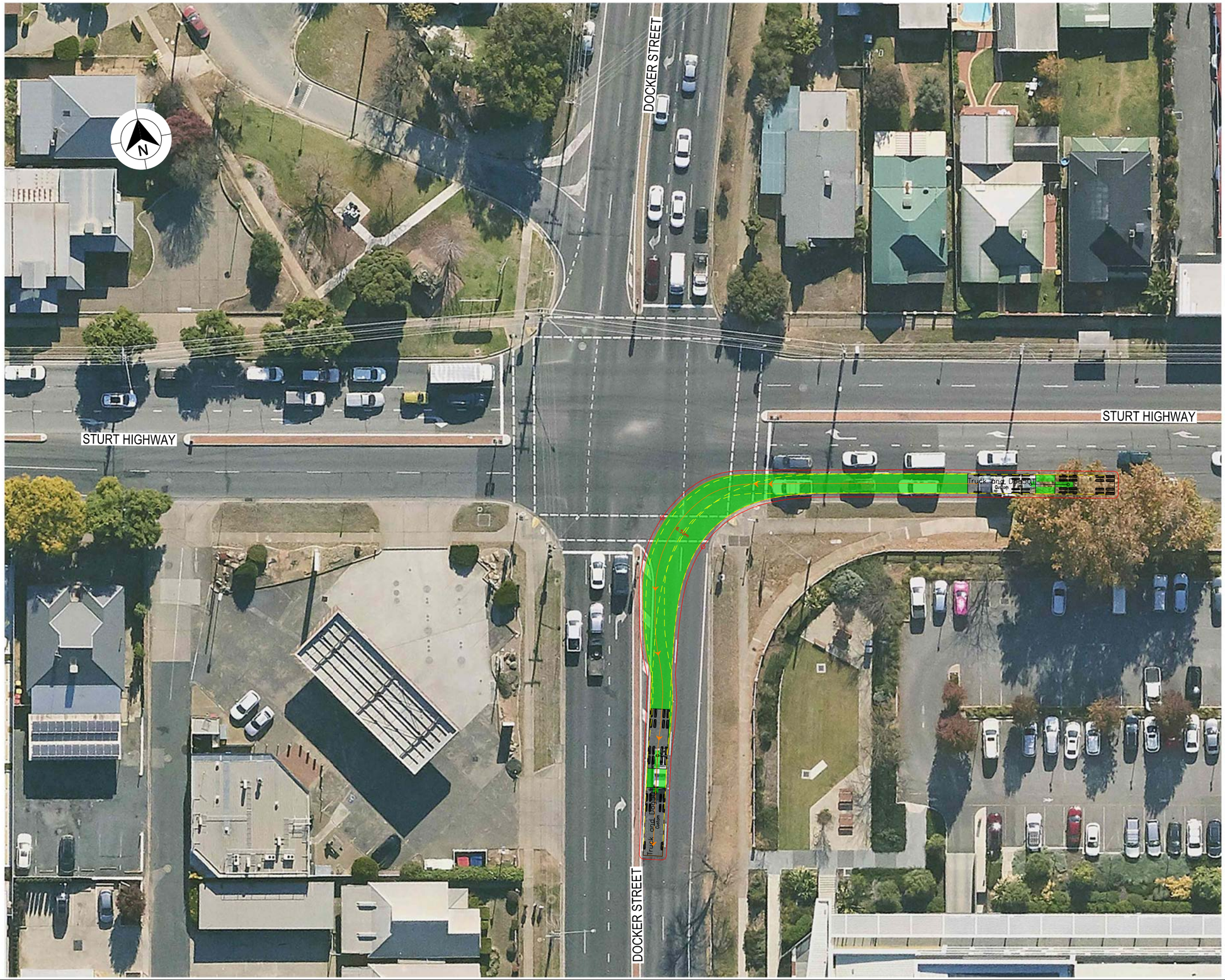
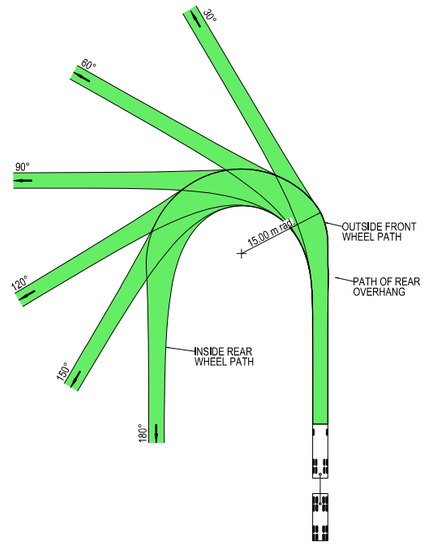


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DOCKER STREET AND STURT HIGHWAY

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-004 ISSUE 1

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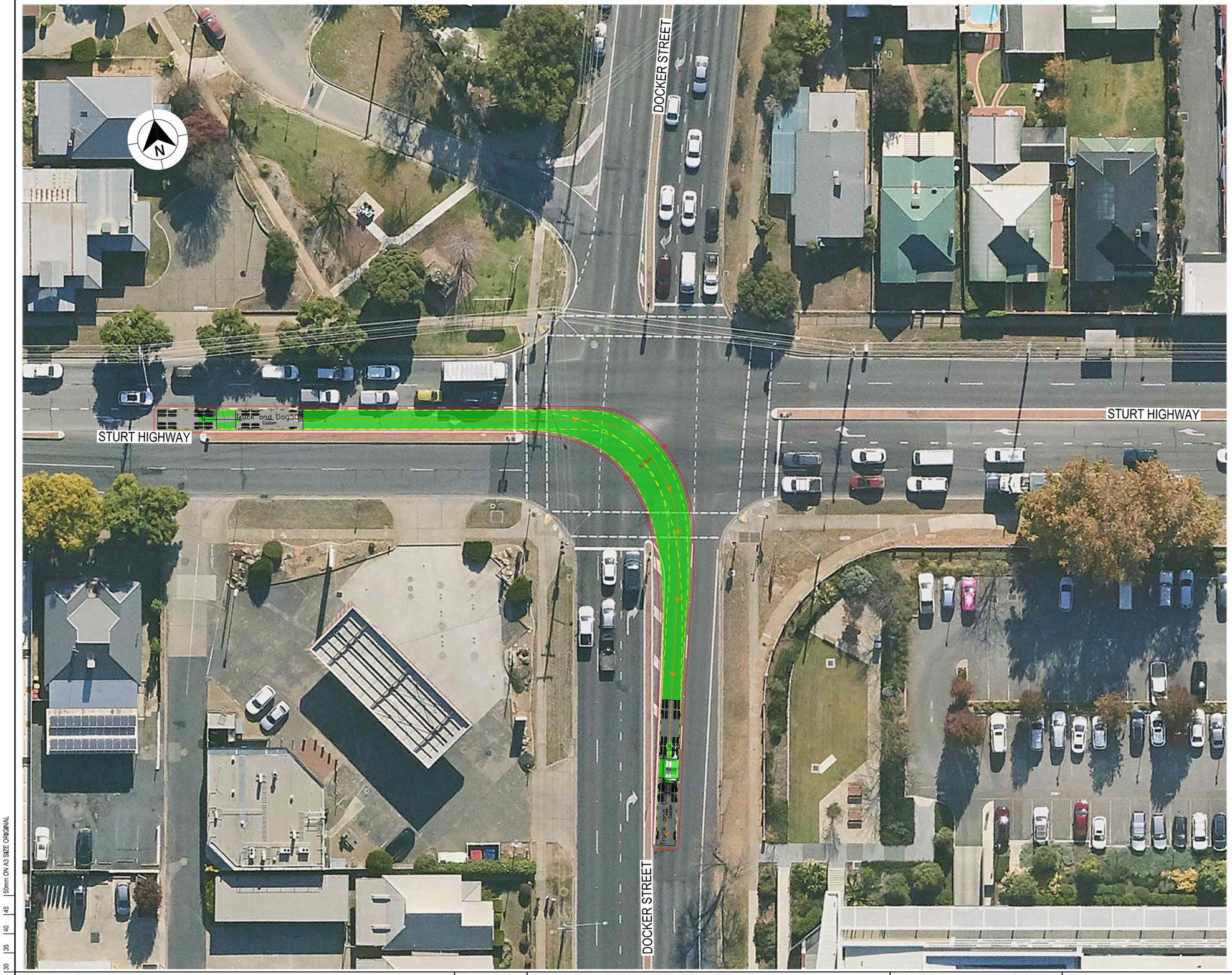
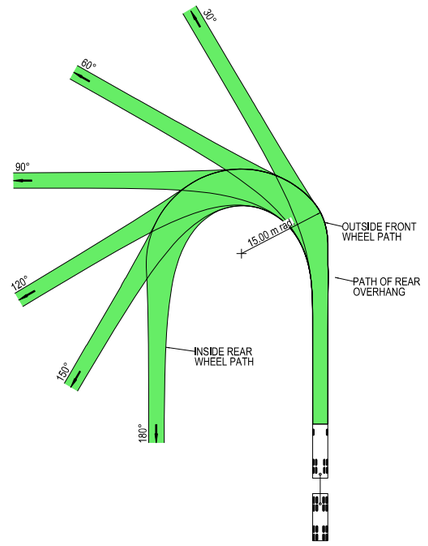


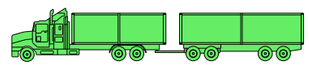
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DOCKER STREET AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - DOCKER STREET AND STURT HIGHWAY - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-005 ISSUE 1

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BOURKE STREET

WOODEN STREET

WSP Truck and Dog 30T_BD

WSP Truck and Dog 30T_BD

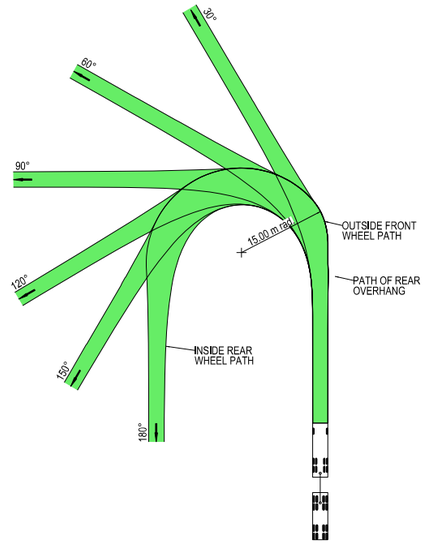
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY B.DENNETT

CLIENT

WAGGA CITY COUNCIL
BOURKE STREET AND WOODEN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - BOURKE STREET AND WOODEN STREET - LI

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-006 — ISSUE 1

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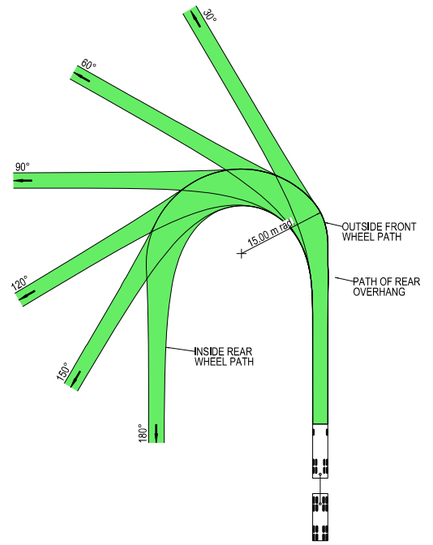
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 07/11/2025 — PLOT BY B.DENNETT

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WOODEN STREET AND TREVOR STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - WOODEN STREET AND TREVOR STREET - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-007 — ISSUE 1

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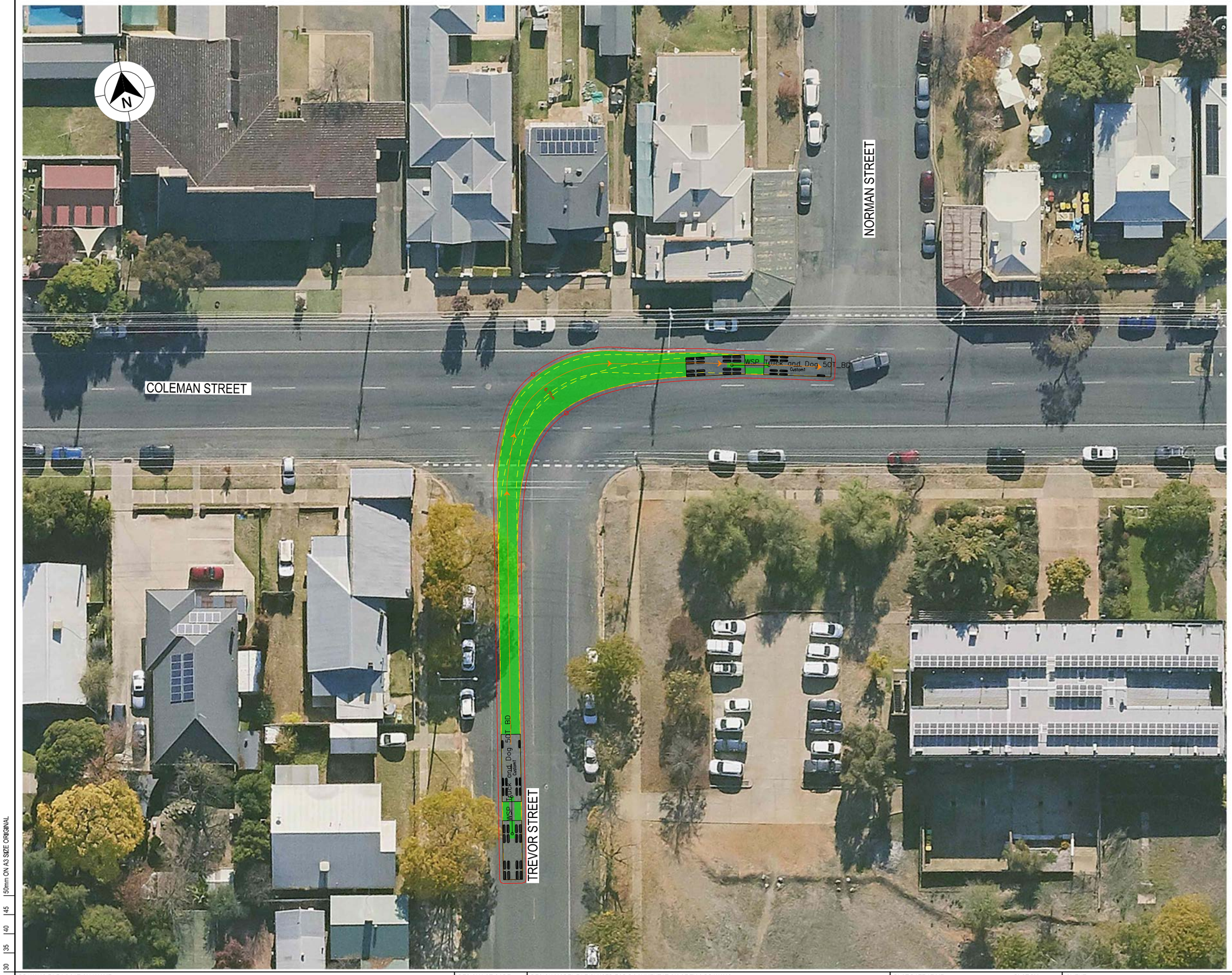


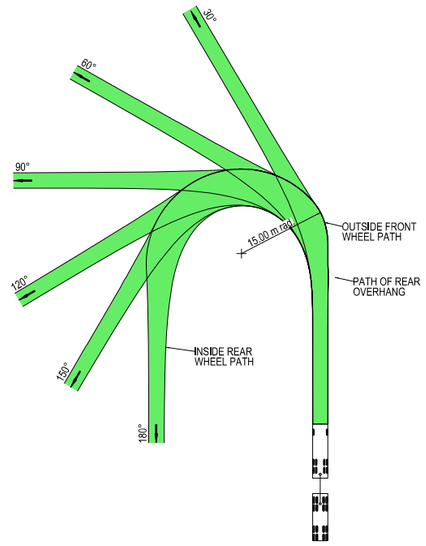
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY B.DENNETT

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
TREVOR STREET AND COLEMAN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - TREVOR STREET AND COLEMAN STREET- RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-008 ISSUE 1

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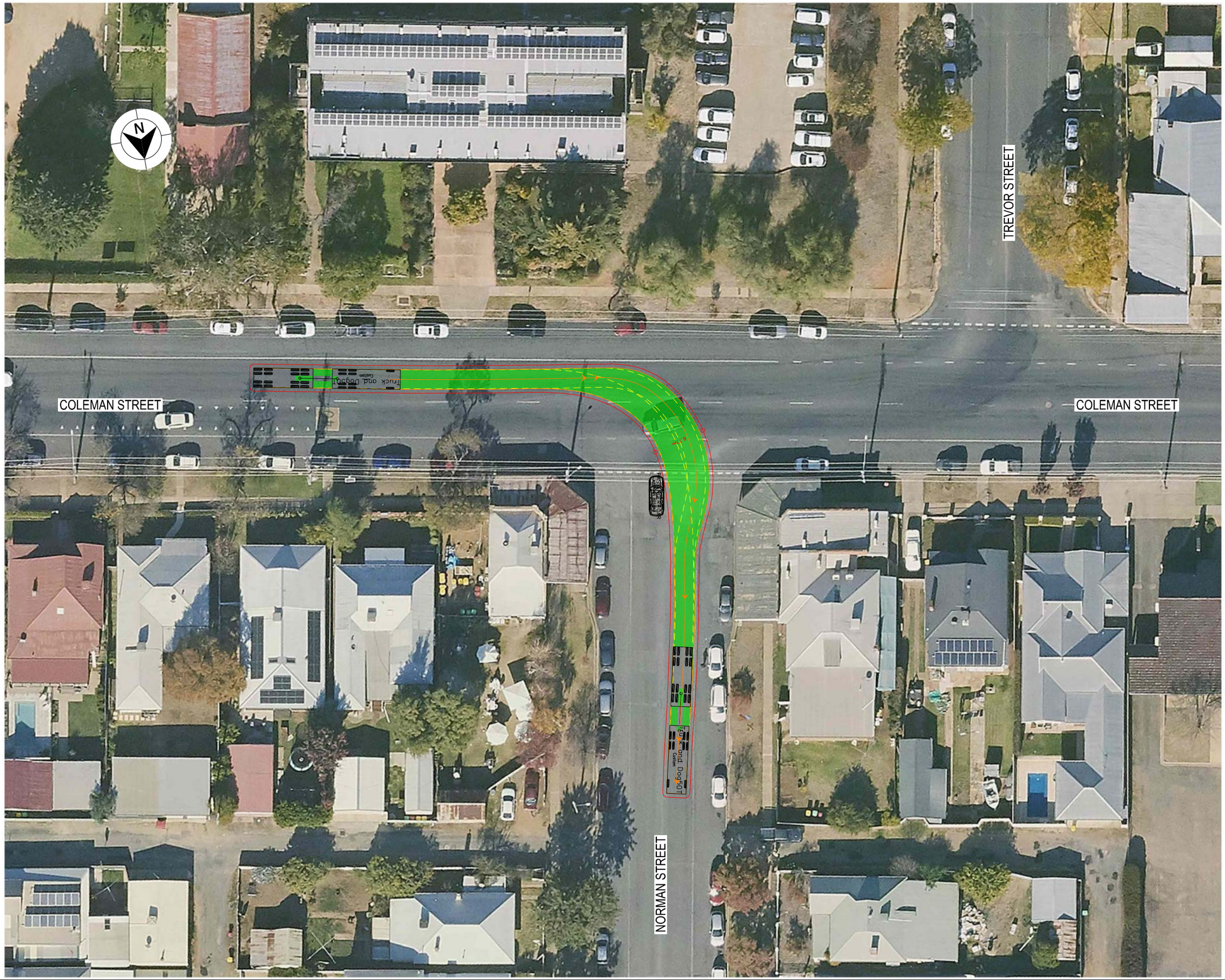


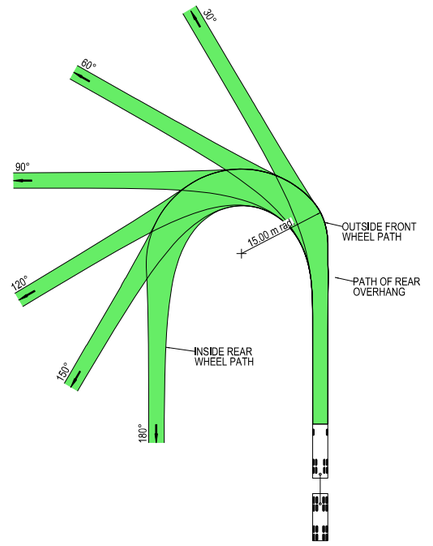
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-009 — ISSUE 1

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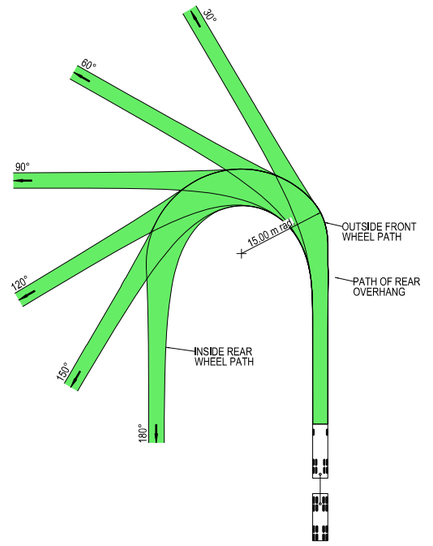
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - NORMAN STREET AND COLEMAN STREET - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-010 ISSUE 1

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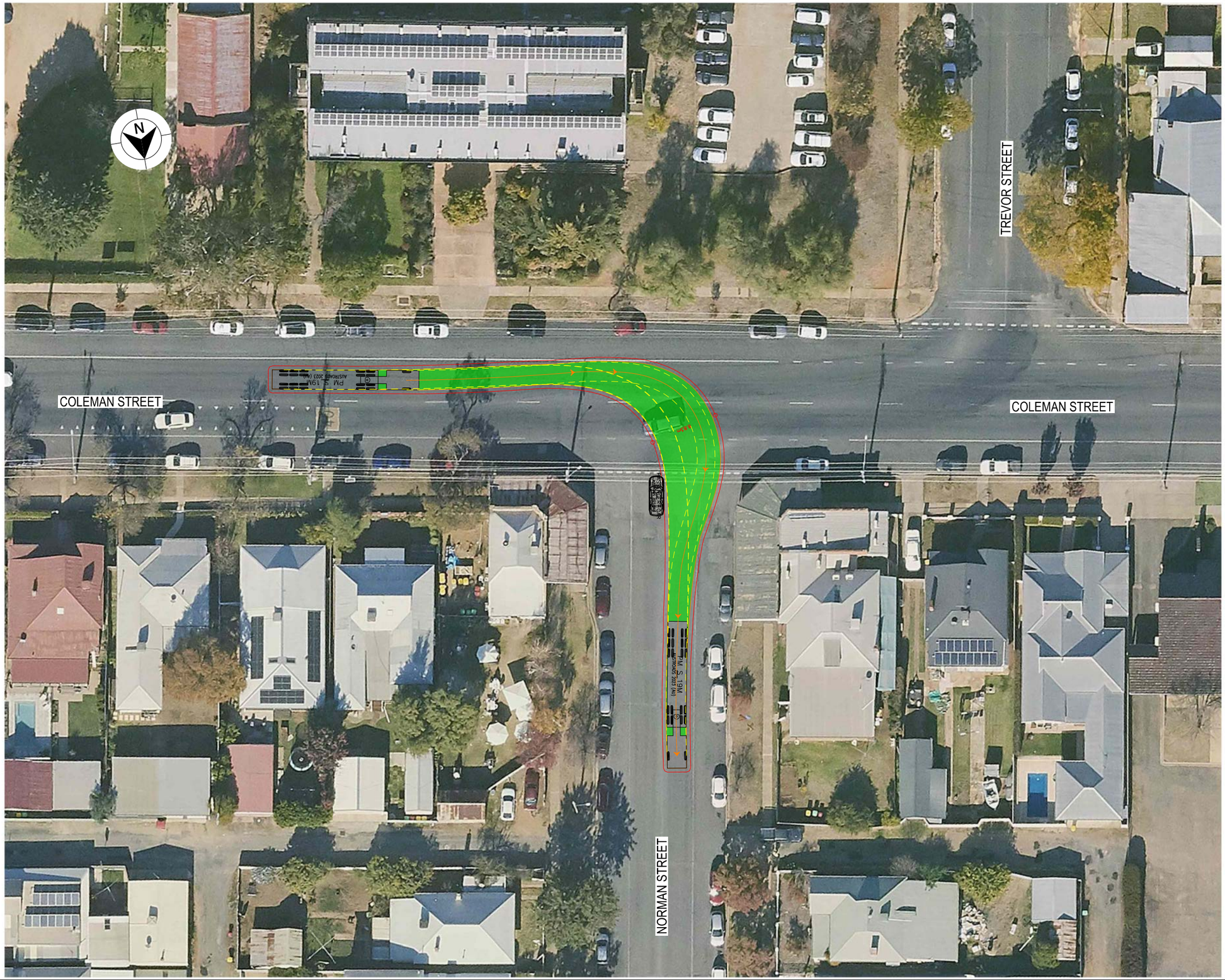


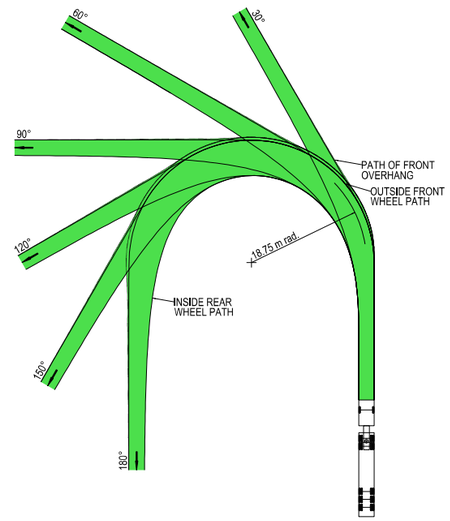
LEGEND

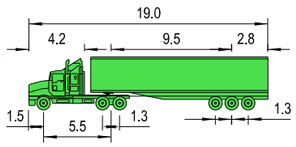
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
NORMAN STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - NORMAN STREET AND COLEMAN STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-011 ISSUE 1

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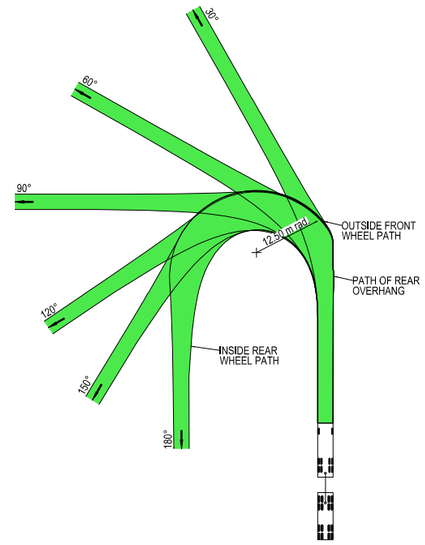
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
NORMAN ROAD AND CASSIDY PARADE
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - NORMAN ROAD AND CASSIDY PARADE - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-012 — ISSUE 1

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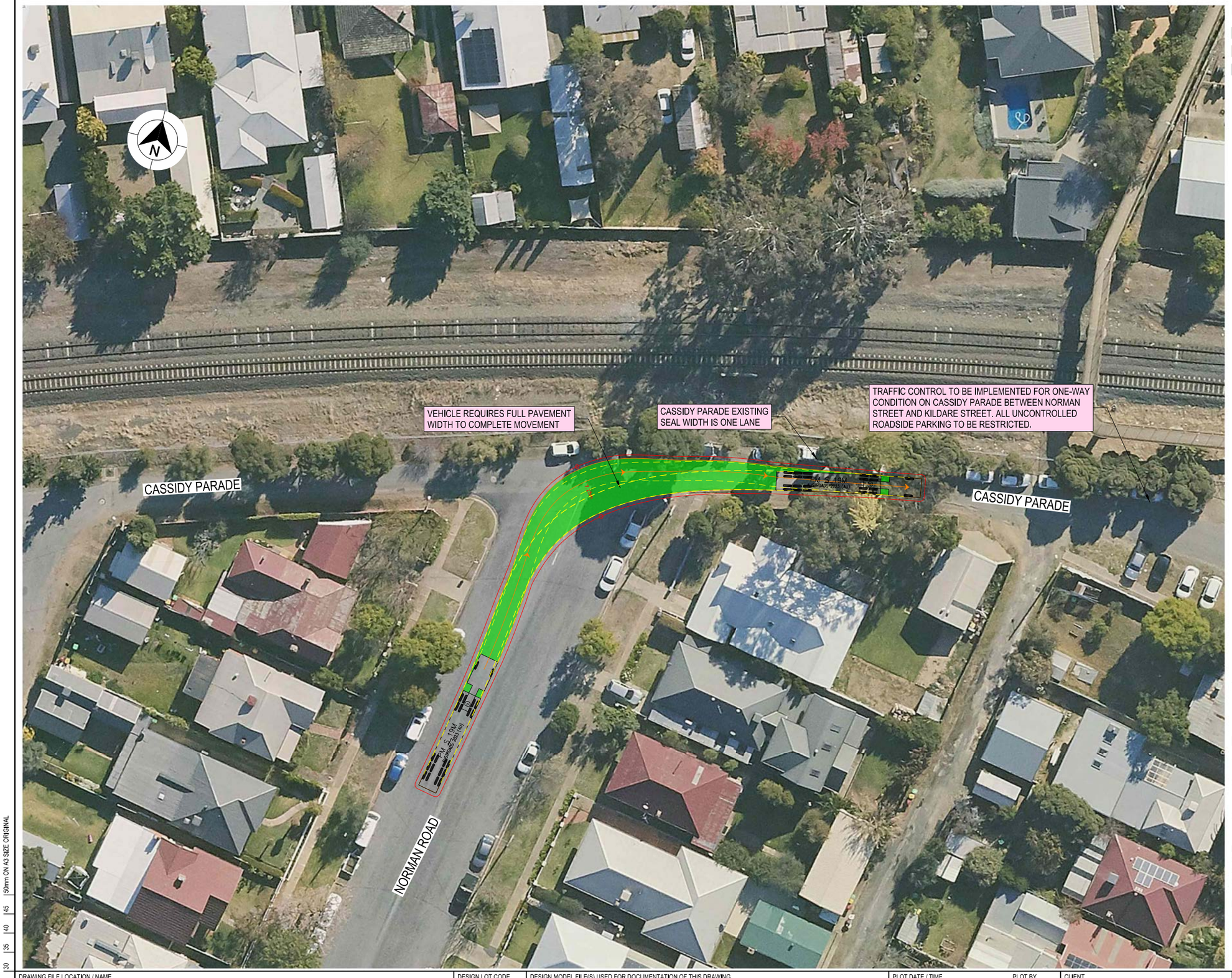
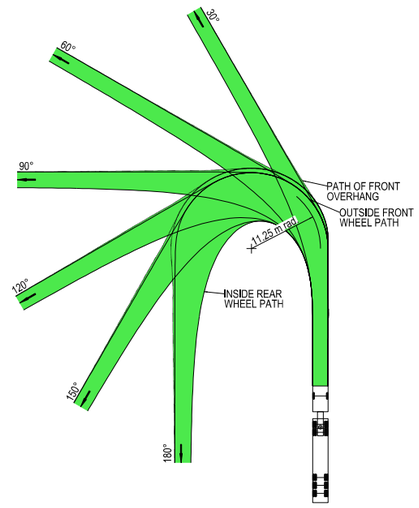


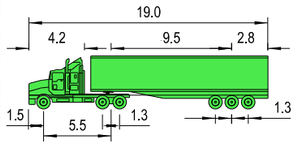
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
NORMAN ROAD AND CASSIDY PARADE
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - NORMAN ROAD AND CASSIDY PARADE - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-013
ISSUE 1

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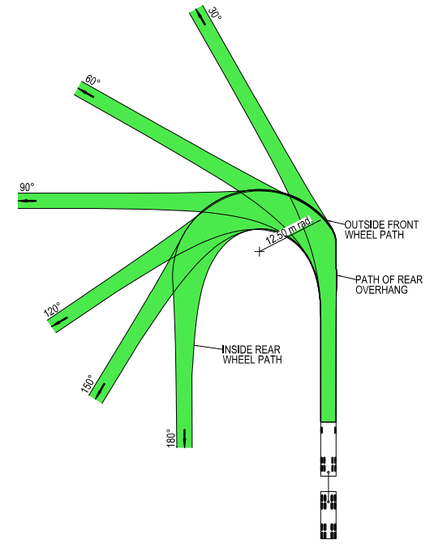
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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

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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 24/09/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
CASSIDY PARADE AND KILDARE STREET

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - CASSIDY PARADE AND KILDARE STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-014 — ISSUE 1

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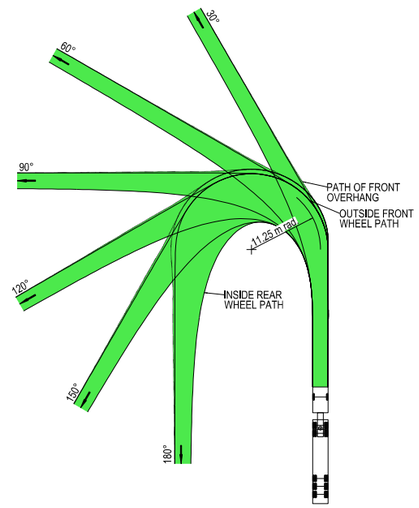
LEGEND

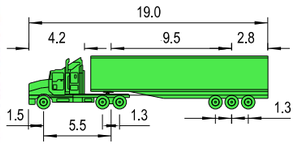
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN 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)	
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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 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
CASSIDY PARADE AND KILDARE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - CASSIDY PARADE AND KILDARE STREET - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-015 — ISSUE 1

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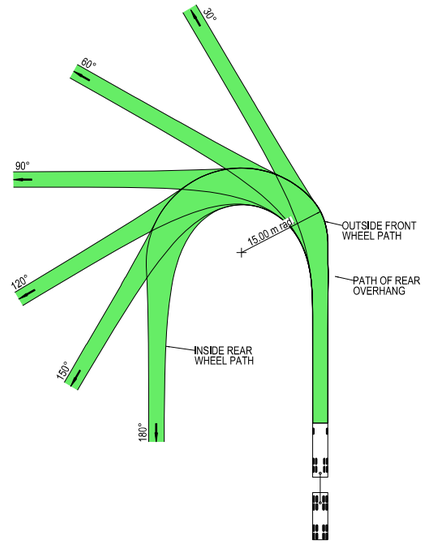
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KILDARE STREET AND COLEMAN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KILDARE STREET AND COLEMAN STREET - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-016 ISSUE 1

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COLEMAN STREET

COLEMAN STREET

KILDARE STREET

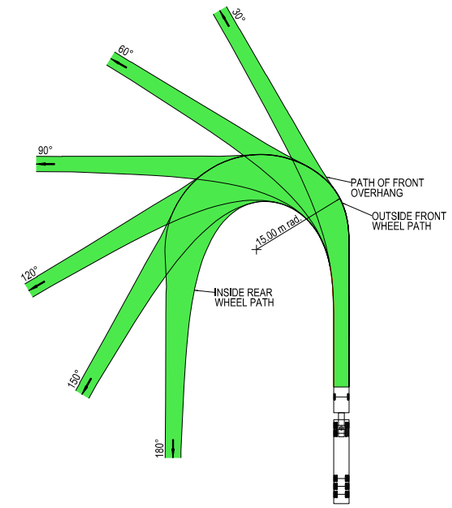
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KILDARE STREET AND COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - KILDARE STREET AND COLEMAN STREET- LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-017 — ISSUE 1

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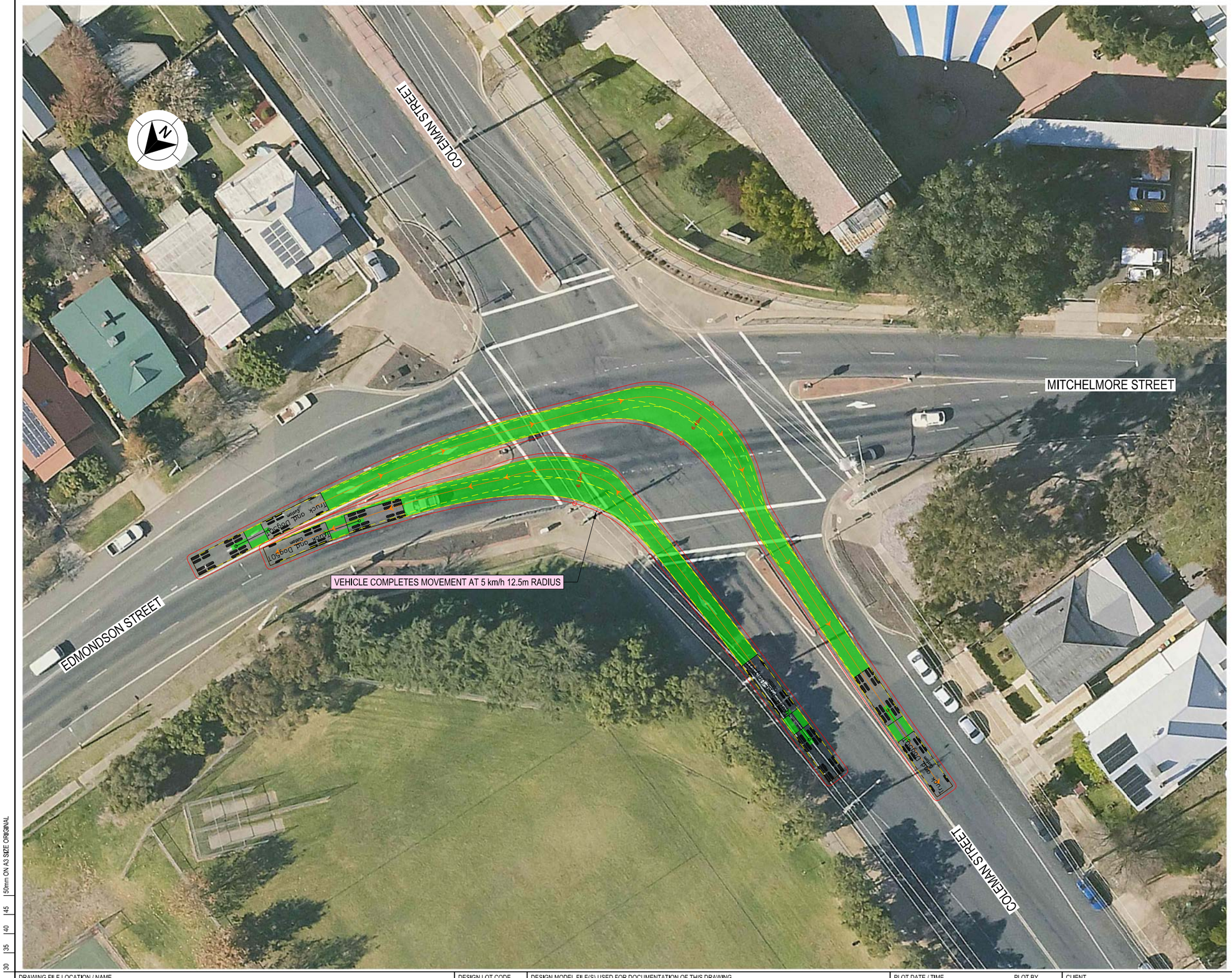
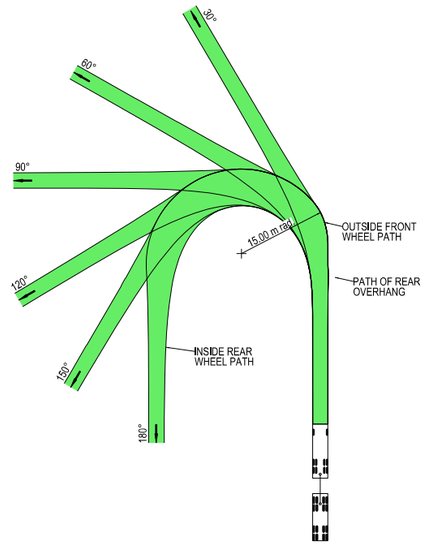


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
COLEMAN STREET AND EDMONSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - COLEMAN STREET AND EDMONSON STREET - LO RI

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-018
ISSUE 1

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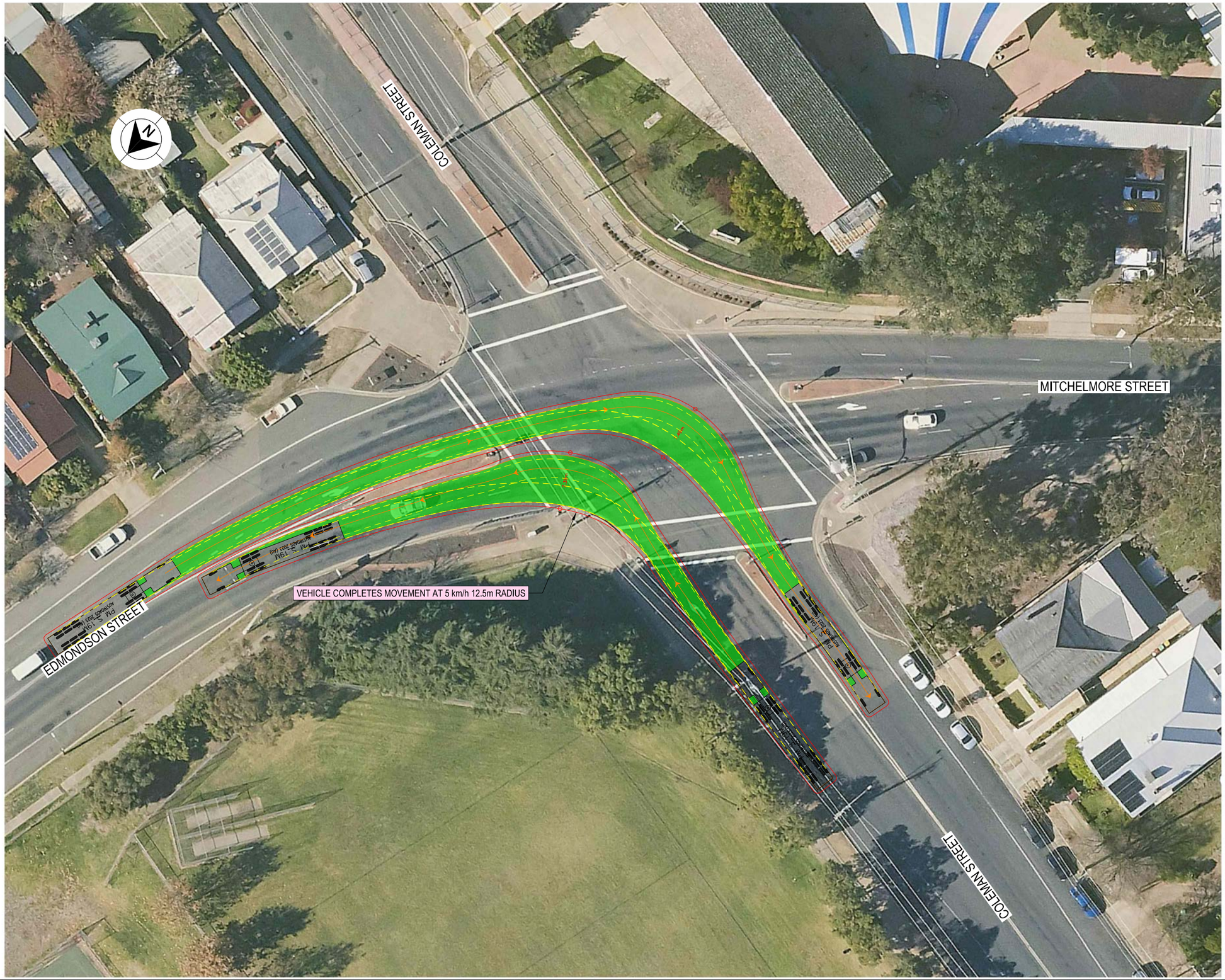

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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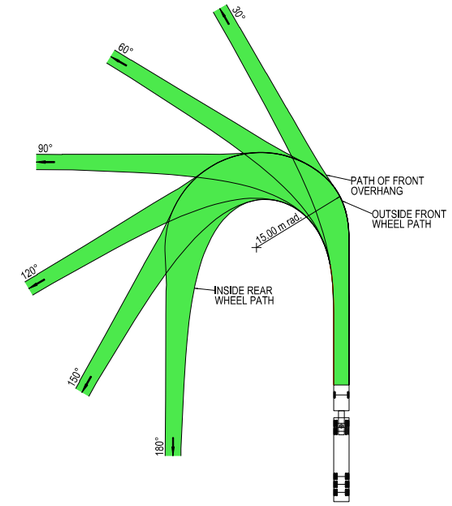
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025
PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COLEMAN STREET AND EDMONSON STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - COLEMAN STREET AND EDMONSON STREET - LO RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-019
ISSUE 1

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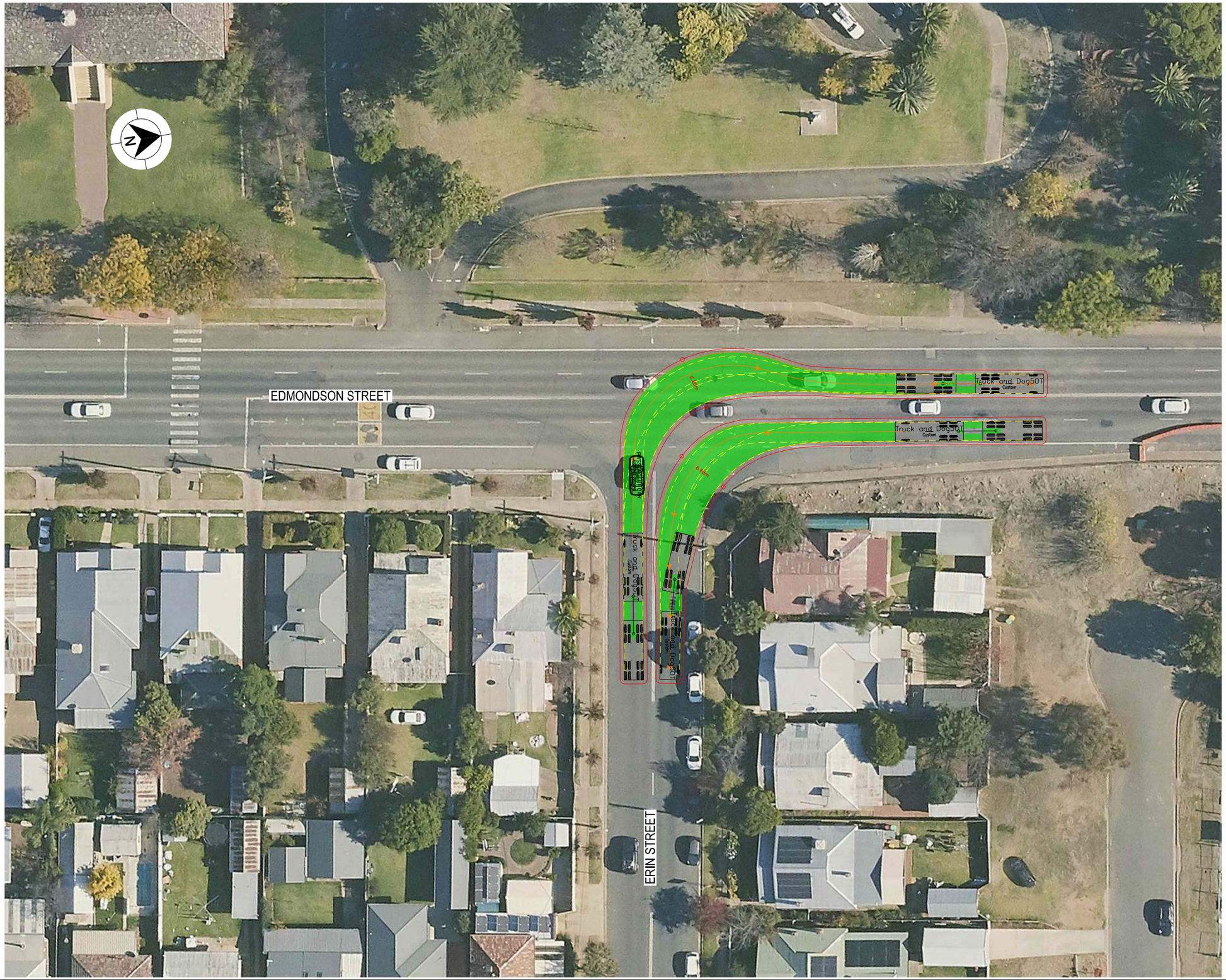


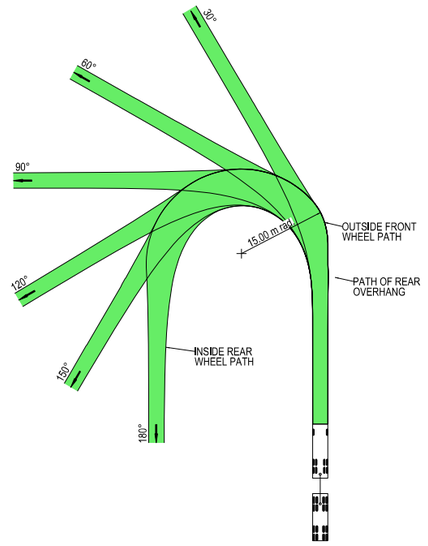
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

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WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EDMONDSON STREET AND ERIN STREET - LI RO

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ISSUE STATUS — SHEET No. SW10-020 — ISSUE 1

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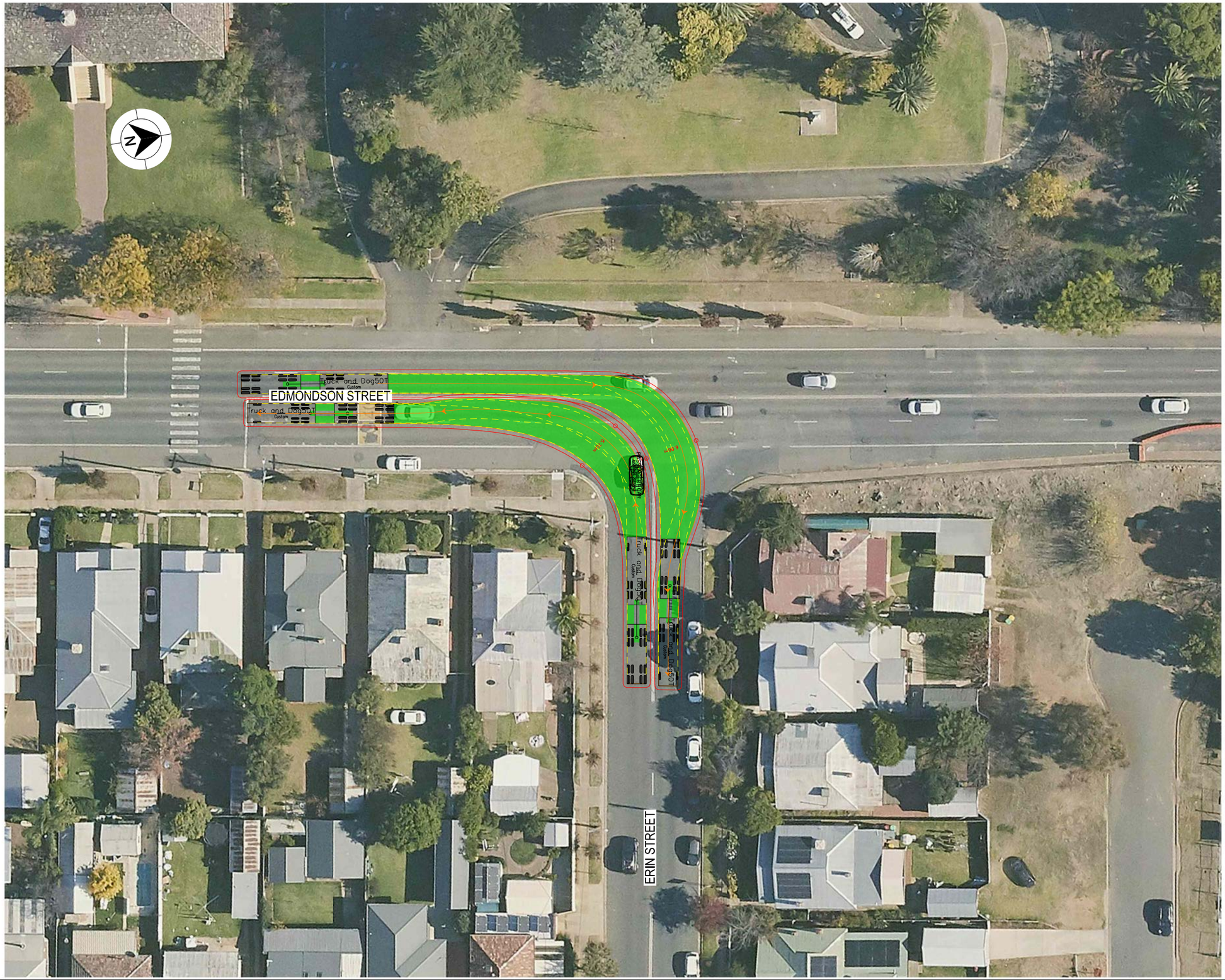


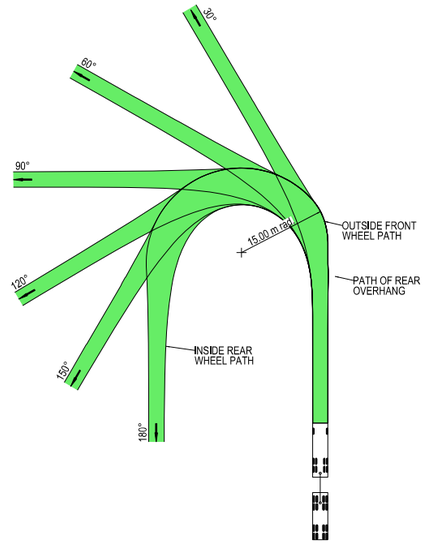
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

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WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EDMONDSON STREET AND ERIN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-021 — ISSUE 1

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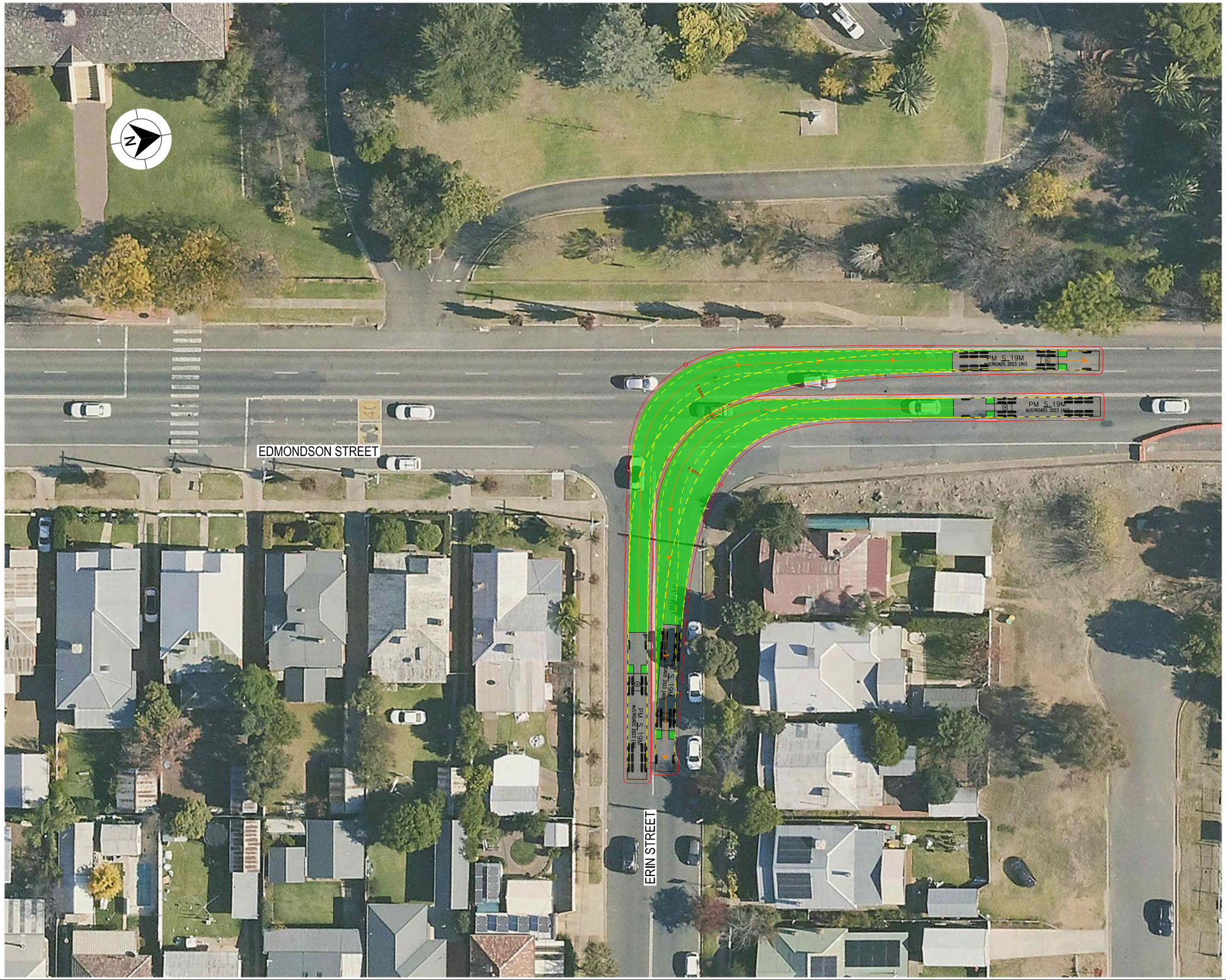


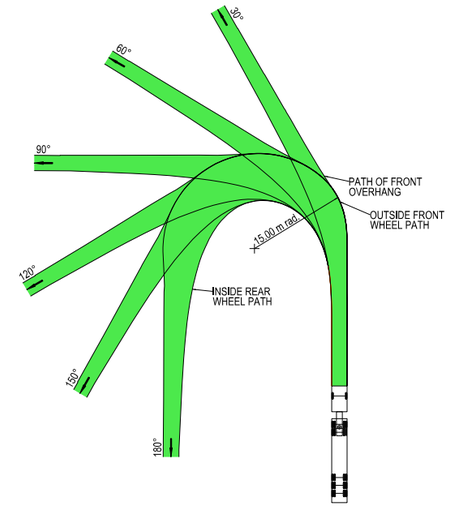
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
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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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

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RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
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DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EDMONDSON STREET AND ERIN STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-022 — ISSUE 1

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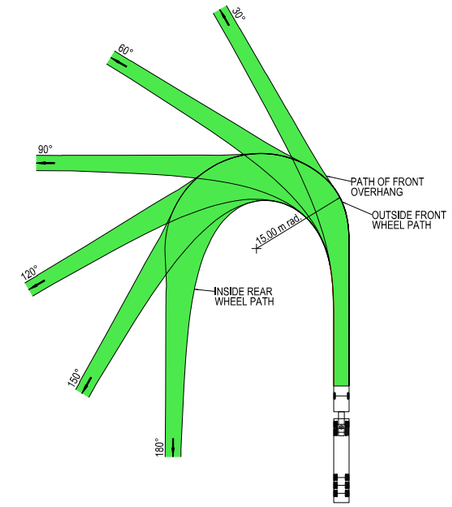
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET

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A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EDMONDSON STREET AND ERIN STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-023 — ISSUE 1

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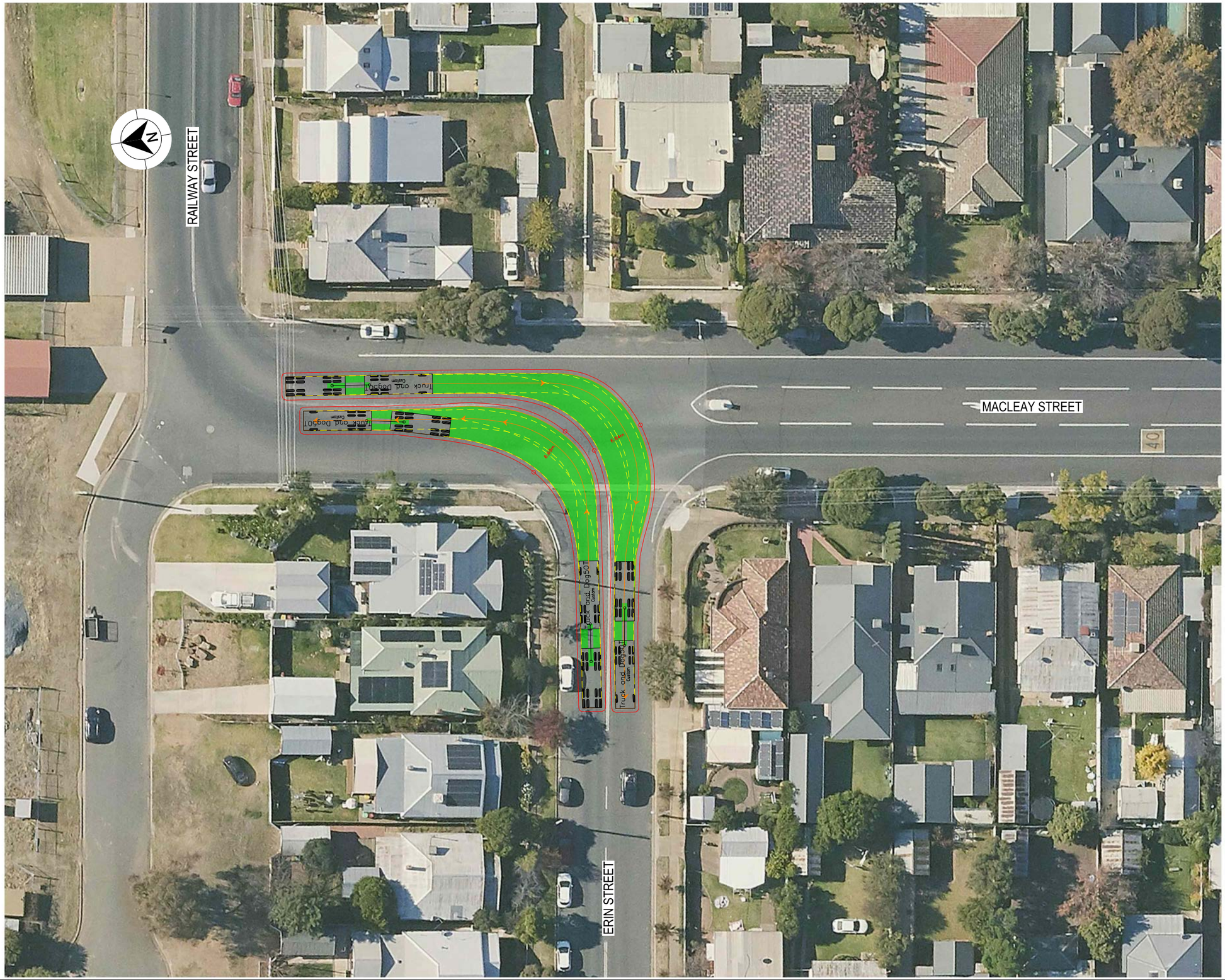

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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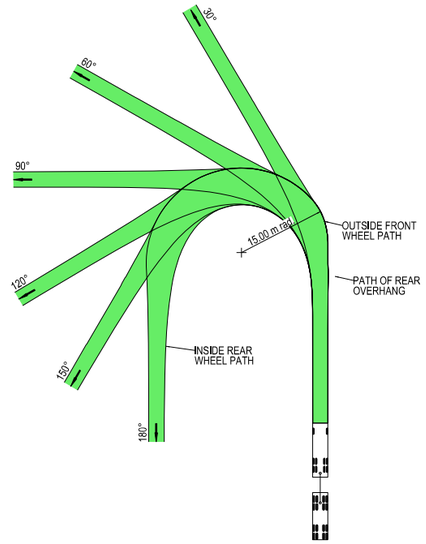
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

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WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - ERIN STREET AND MACLEAY STREET - RI LO

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW10-024 — ISSUE: 1

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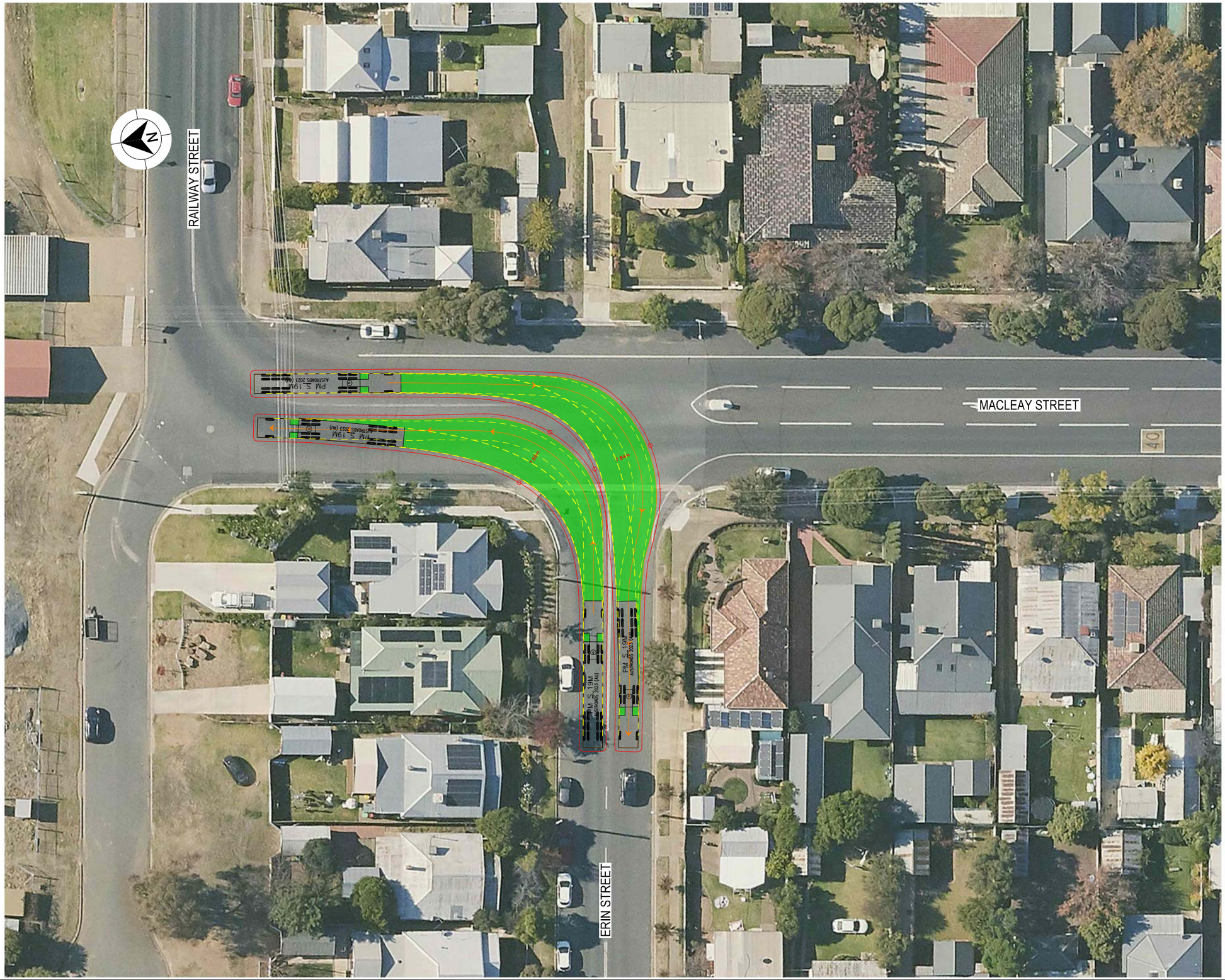

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
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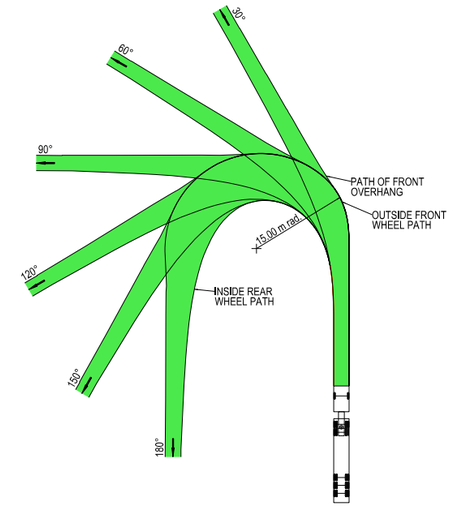
GDA 2020



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PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

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MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET

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WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - ERIN STREET AND MACLEAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-025 — ISSUE 1

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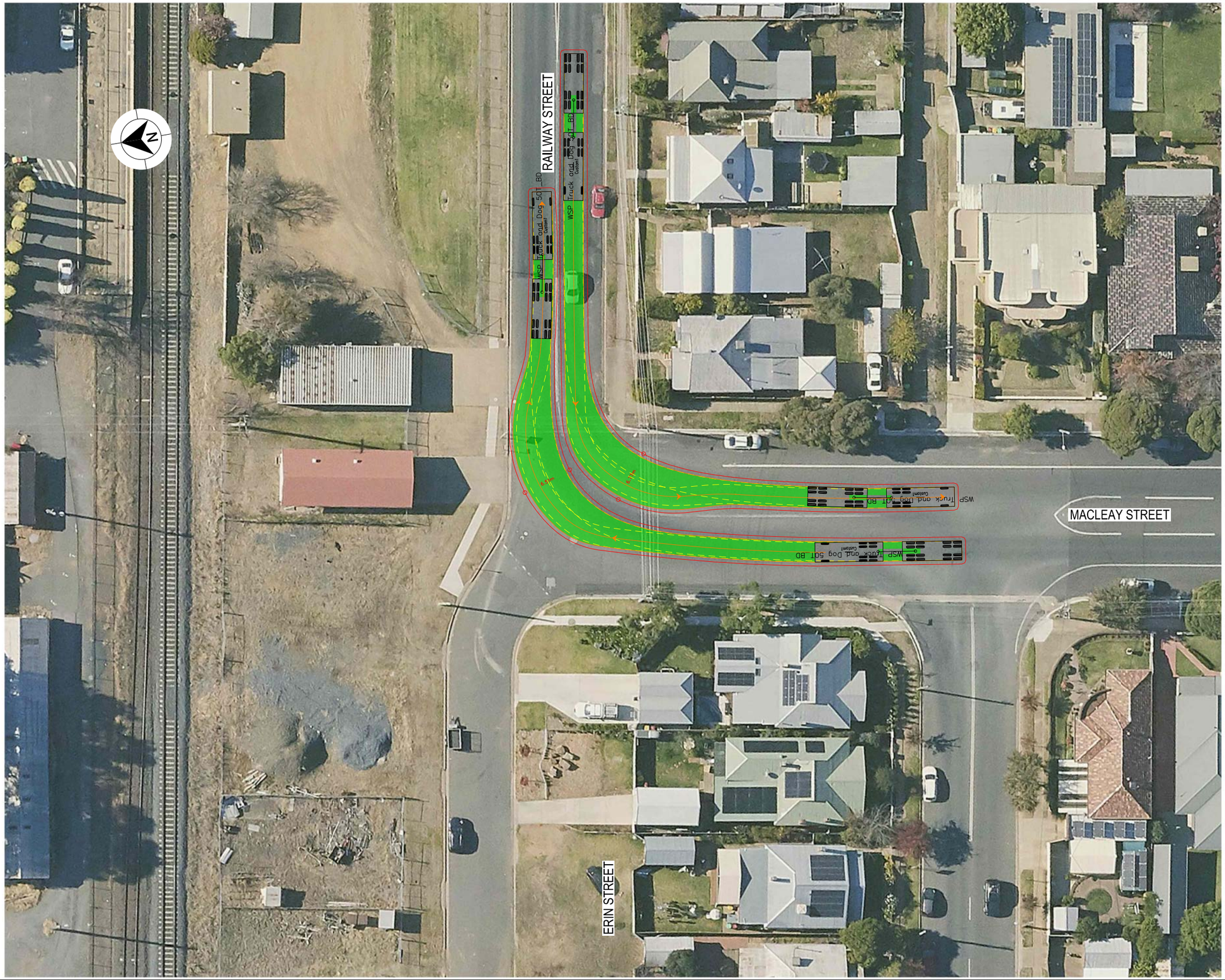

LEGEND

GDA 2020

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RADIUS 15 m
TURNING SPEED 5 - 15 km/h

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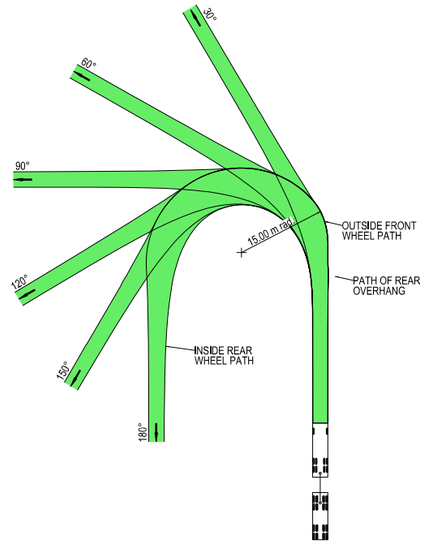

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - MACLEAY STREET AND RAILWAY STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-026 — ISSUE 1

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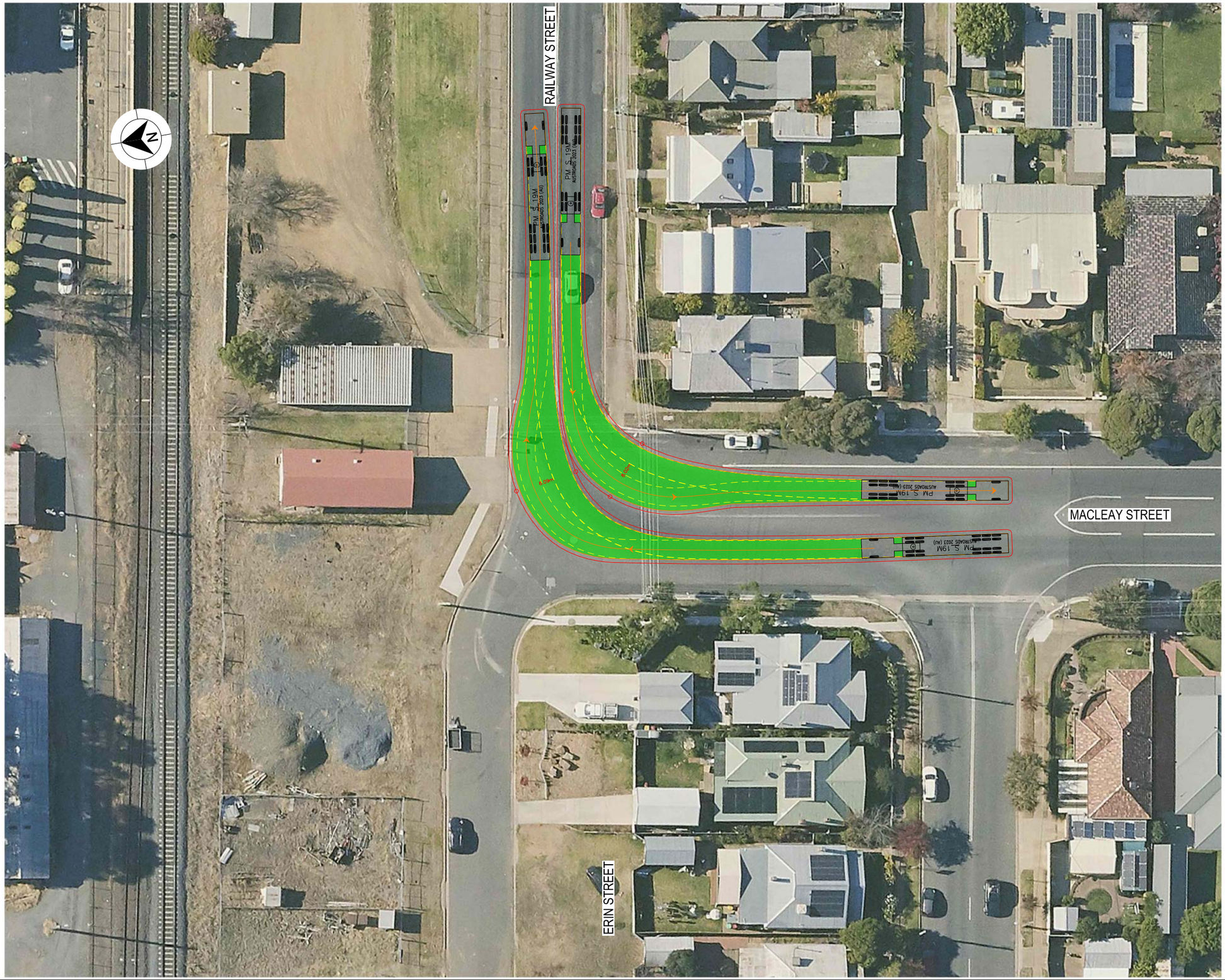


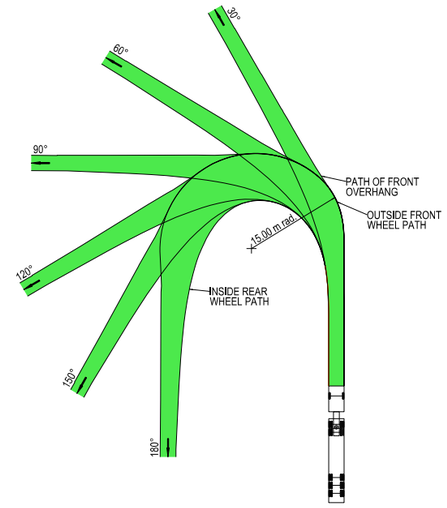
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
ERIN STREET AND MACLEAY STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - MACLEAY STREET AND RAILWAY STREET - RI LO

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS | SHEET No.: SW10-027 | ISSUE: 1

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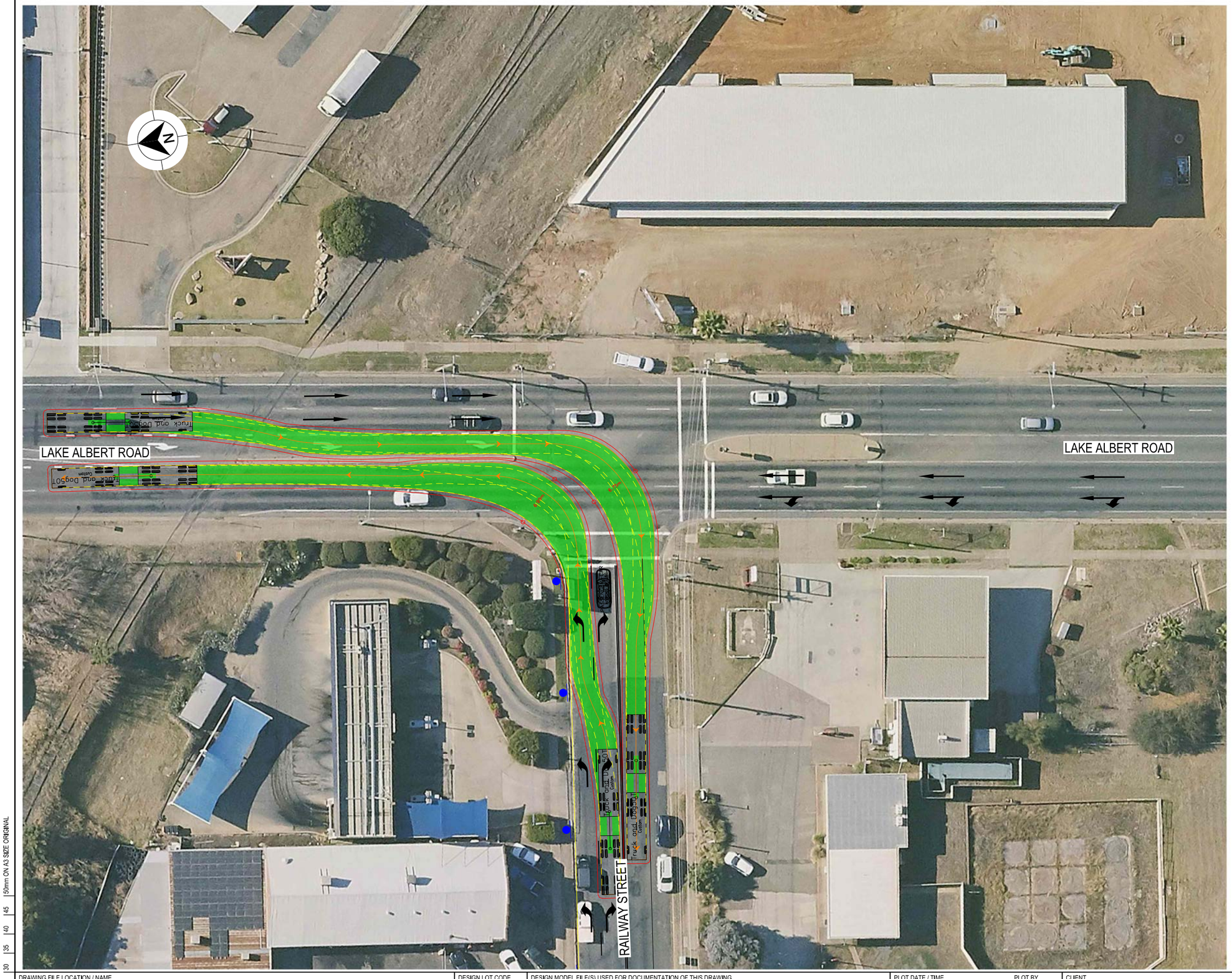


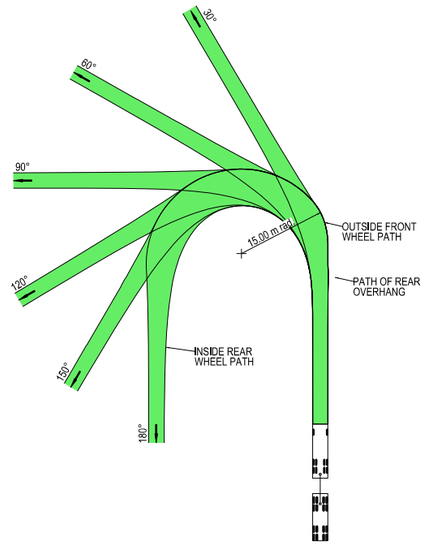
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 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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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - LO RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-028 — ISSUE 1

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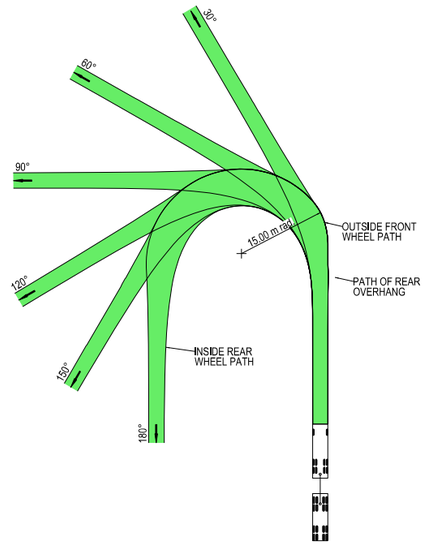
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET AND LAKE ALBERT ROAD - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-029 ISSUE 1

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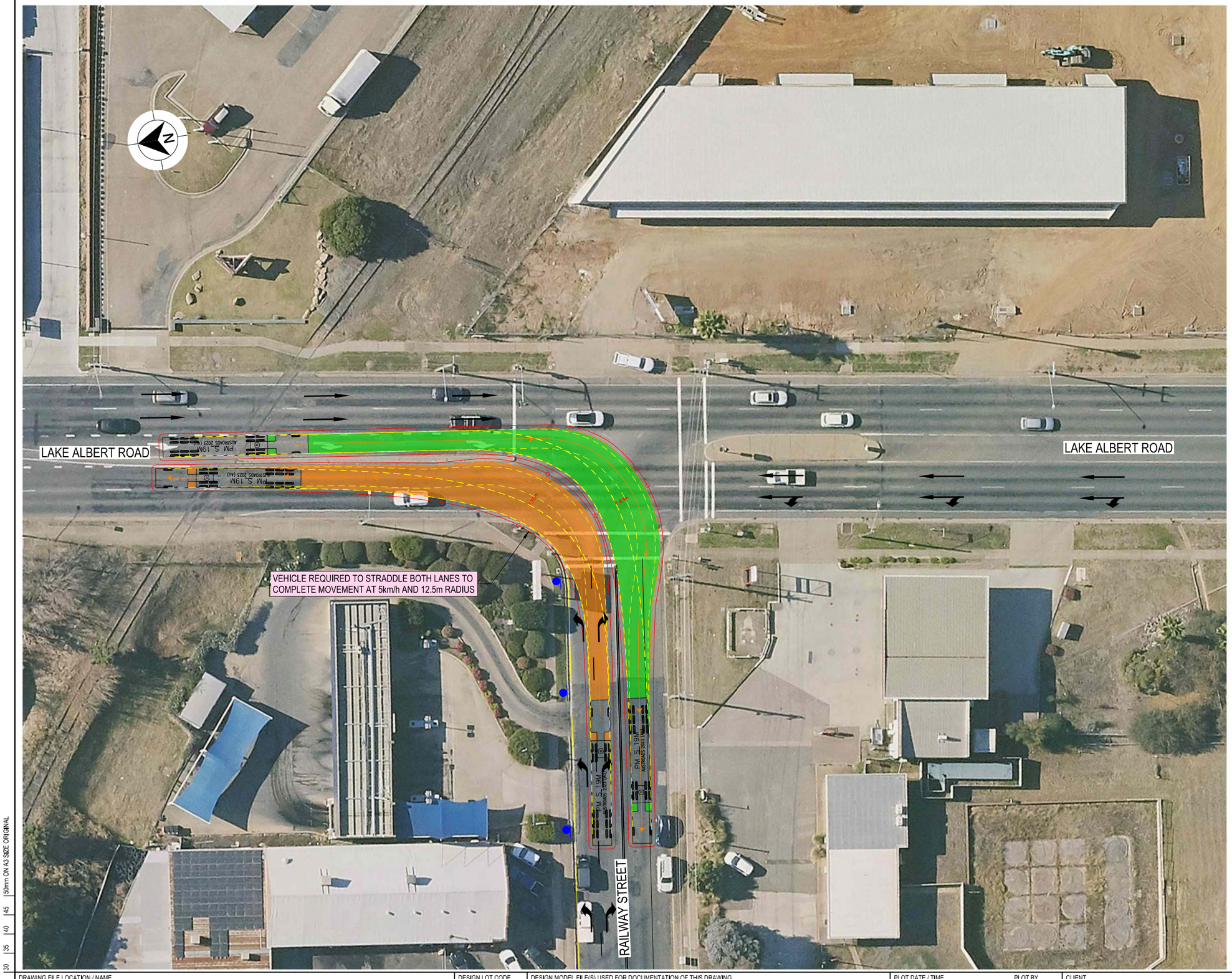


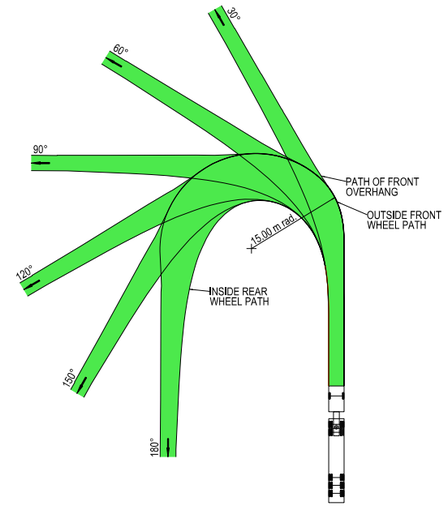
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - RAILWAY STREET AND LAKE ALBERT ROAD - LO RI

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-030 — ISSUE 1

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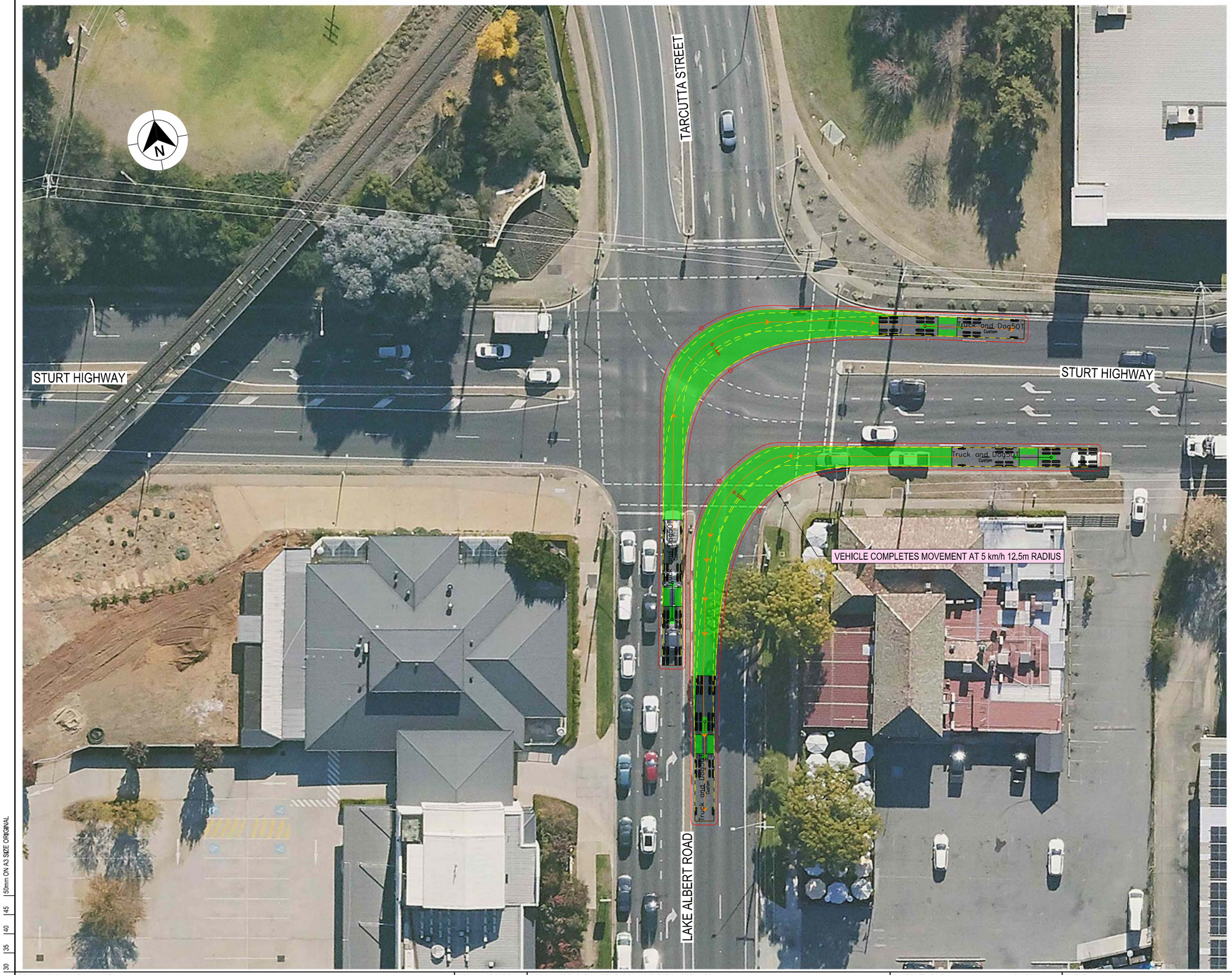


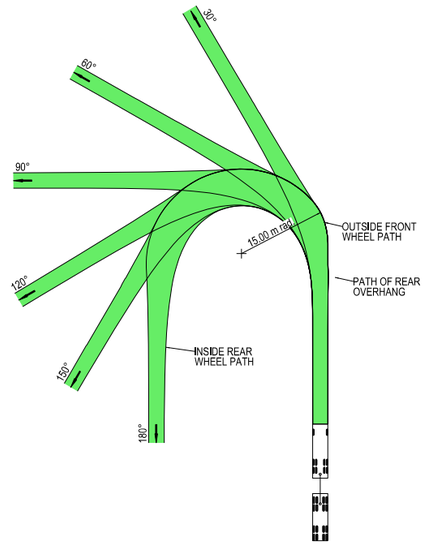
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-031 ISSUE 1

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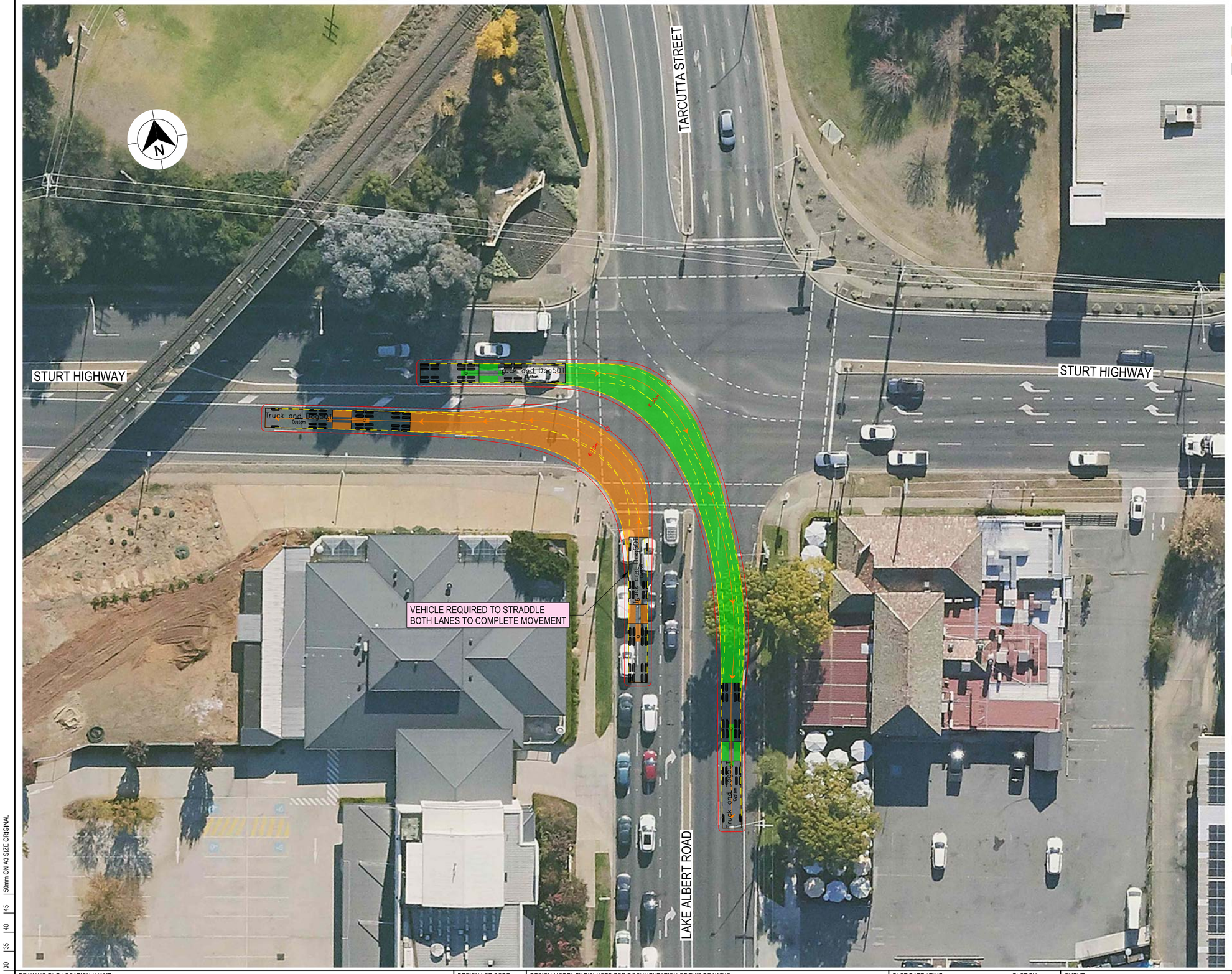

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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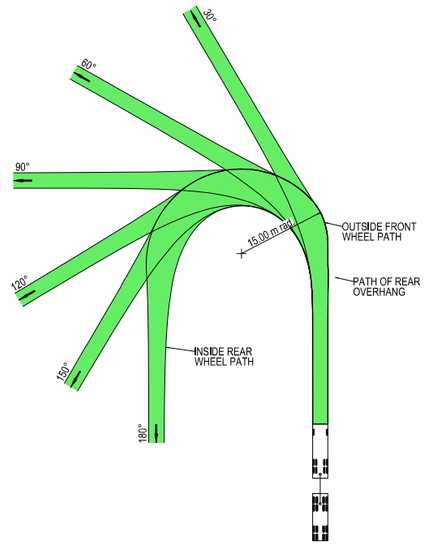
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-032
ISSUE 1

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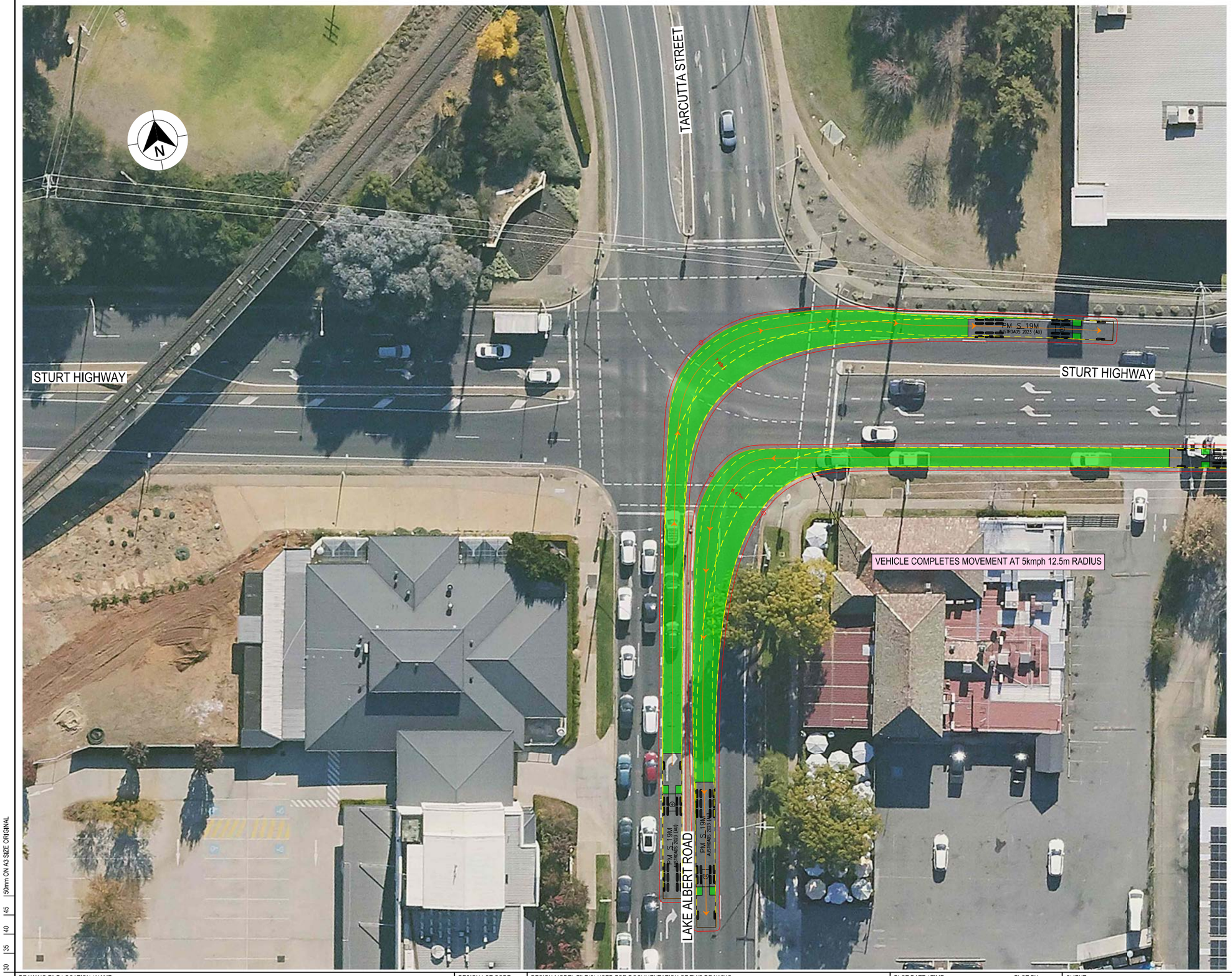

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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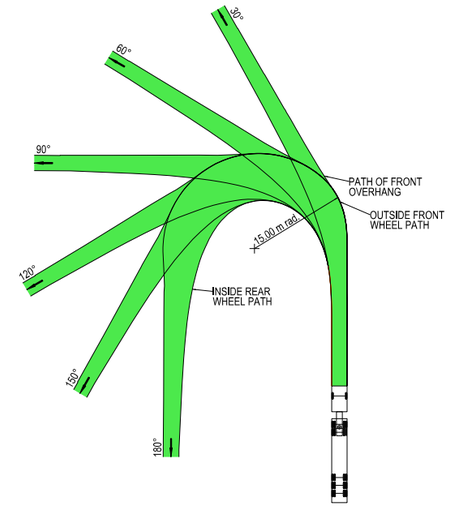
AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-033 ISSUE 1

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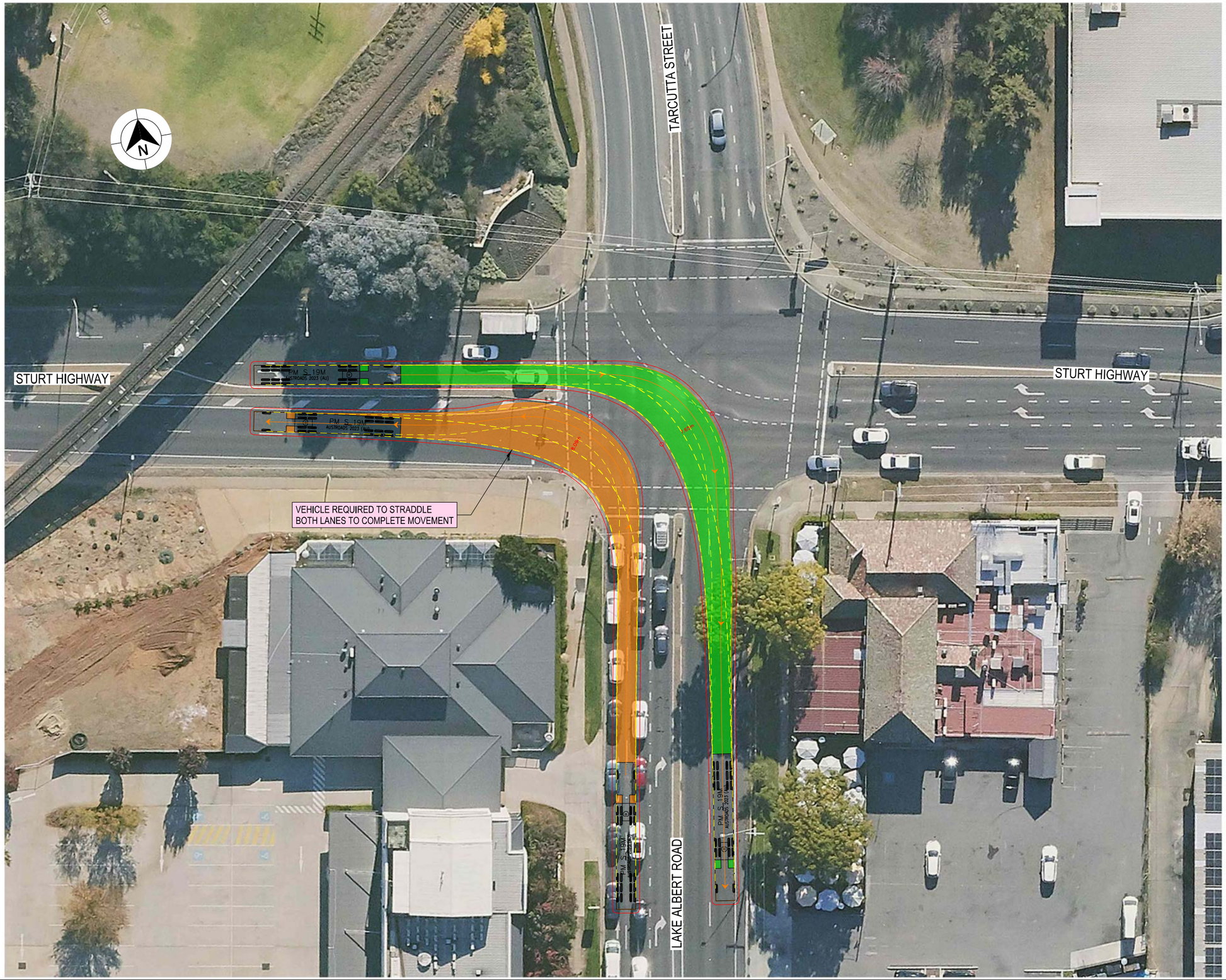


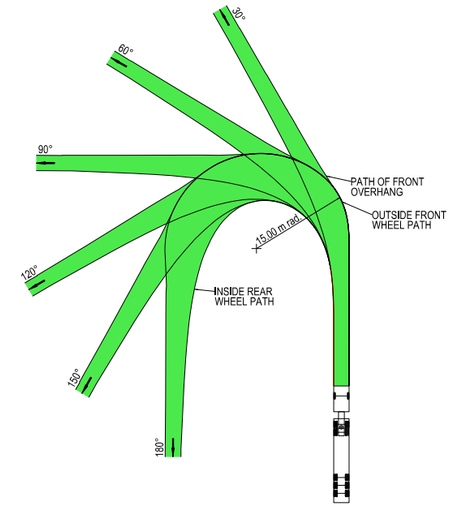
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025
PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-034
ISSUE 1

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LAKE ALBERT ROAD

LAKE ALBERT ROAD

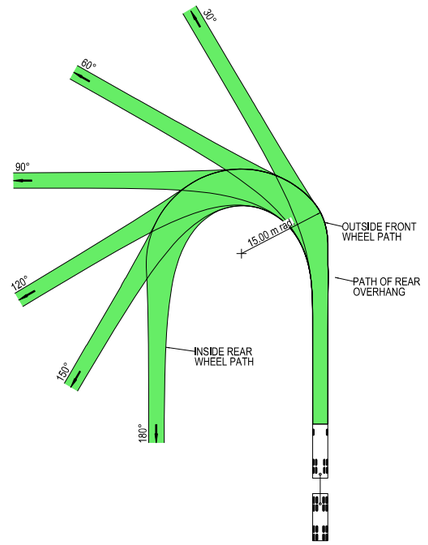
COPLAND STREET

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET AND LAKE ALBERT ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - COPLAND STREET AND LAKE ALBERT ROAD - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-035 — ISSUE 1

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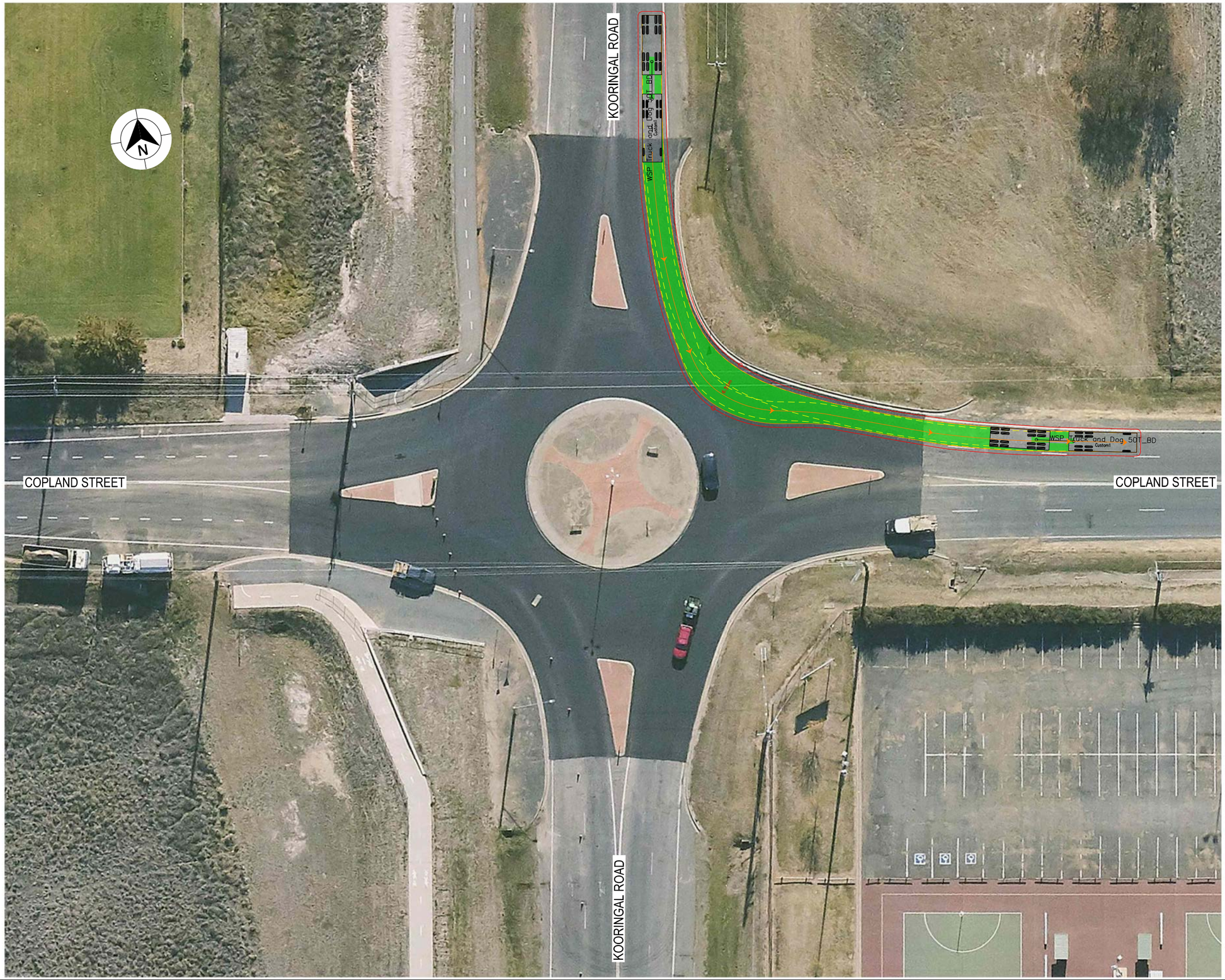

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
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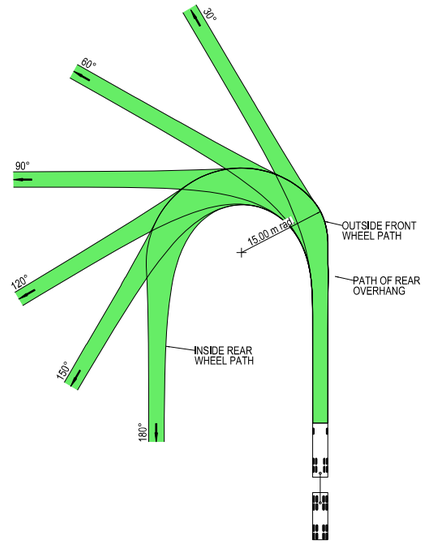
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - NORTH LEG

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-036
ISSUE 1

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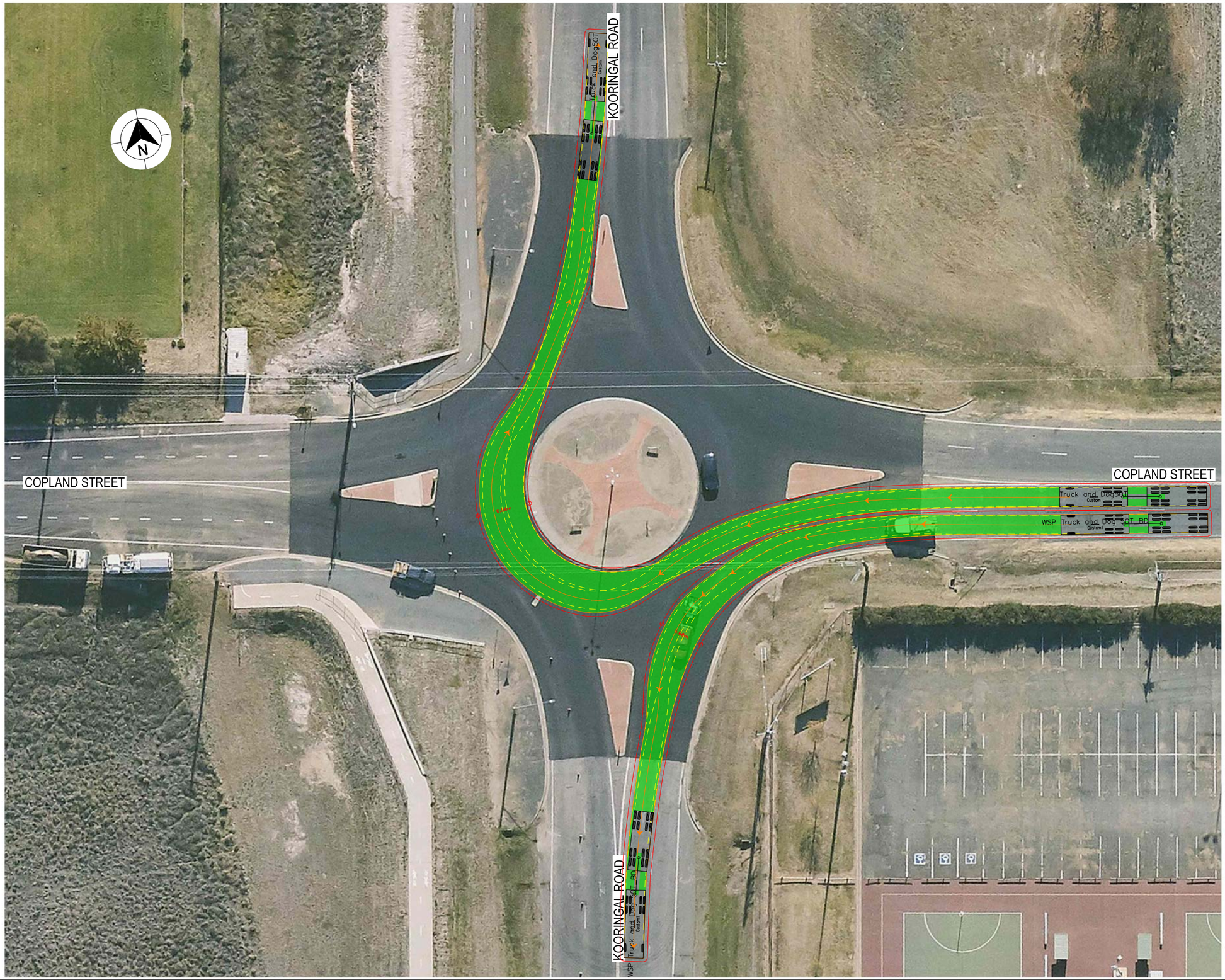


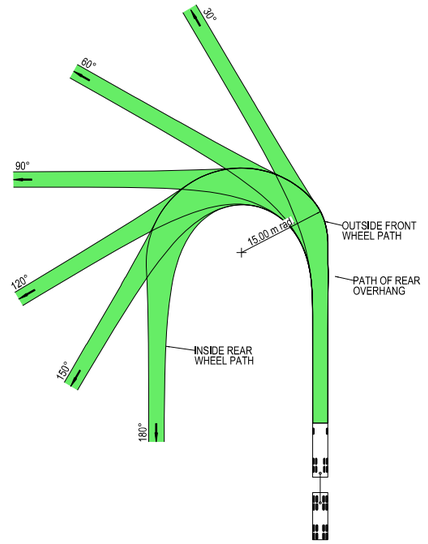
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - EAST LEG

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-037 ISSUE 1

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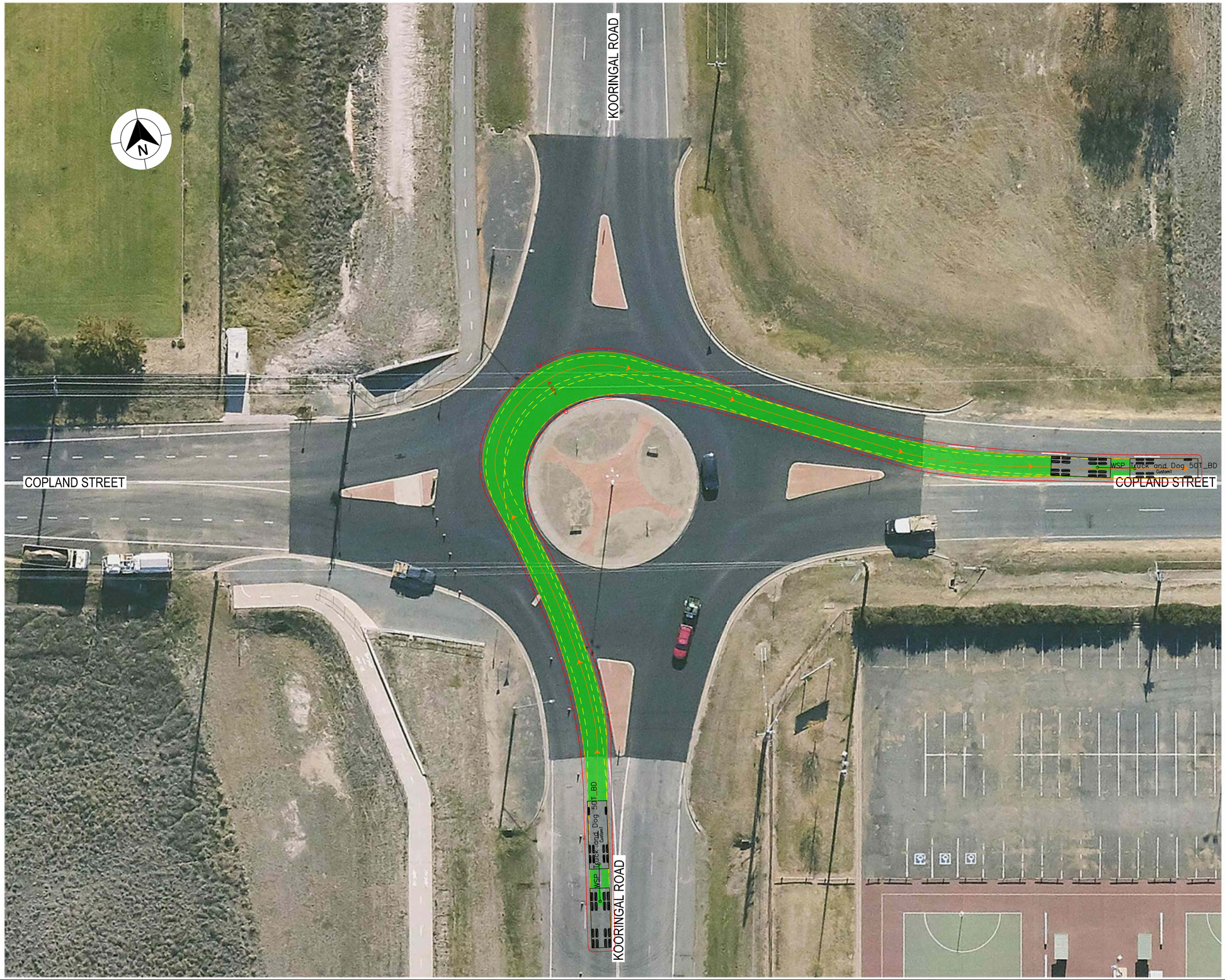


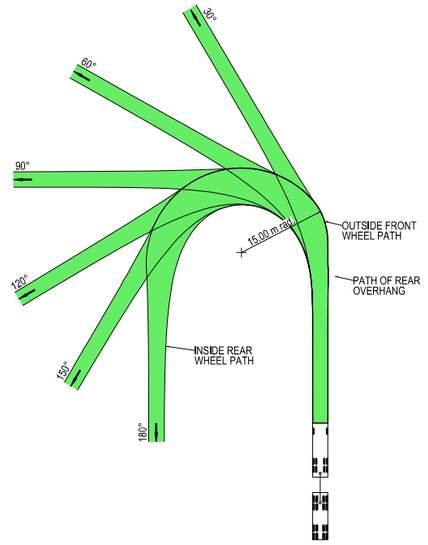
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - SOUTH LEG

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-038 — ISSUE 1

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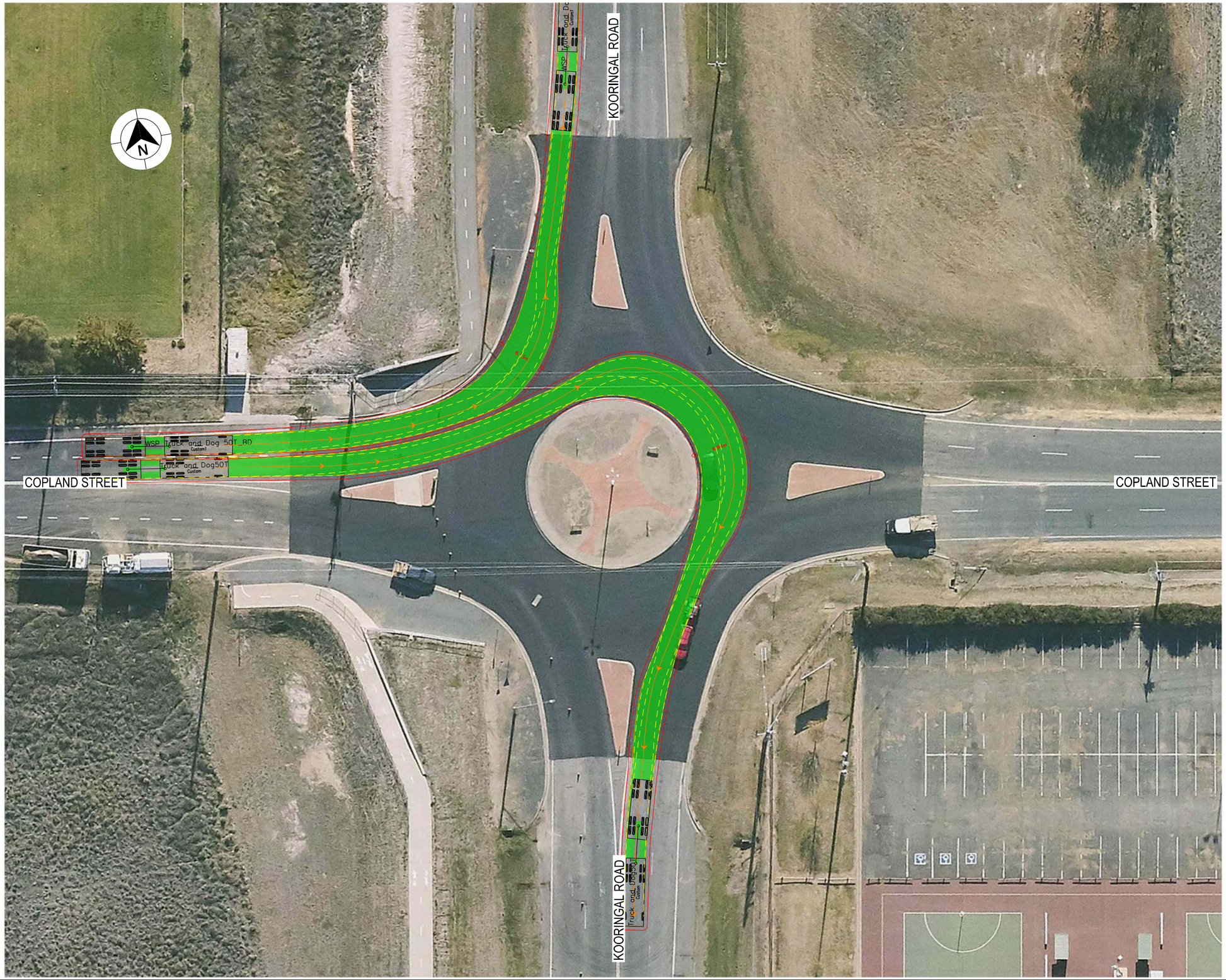


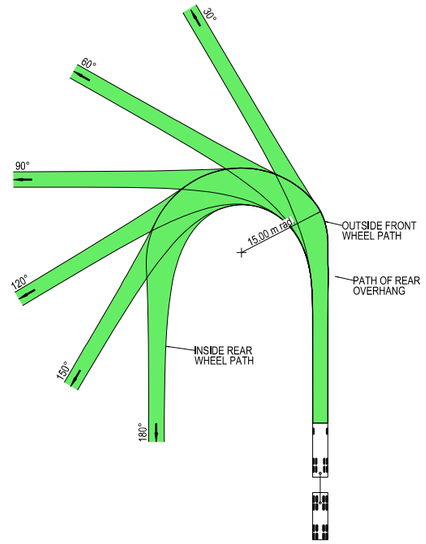
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - WEST LEG

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-039 — ISSUE 1

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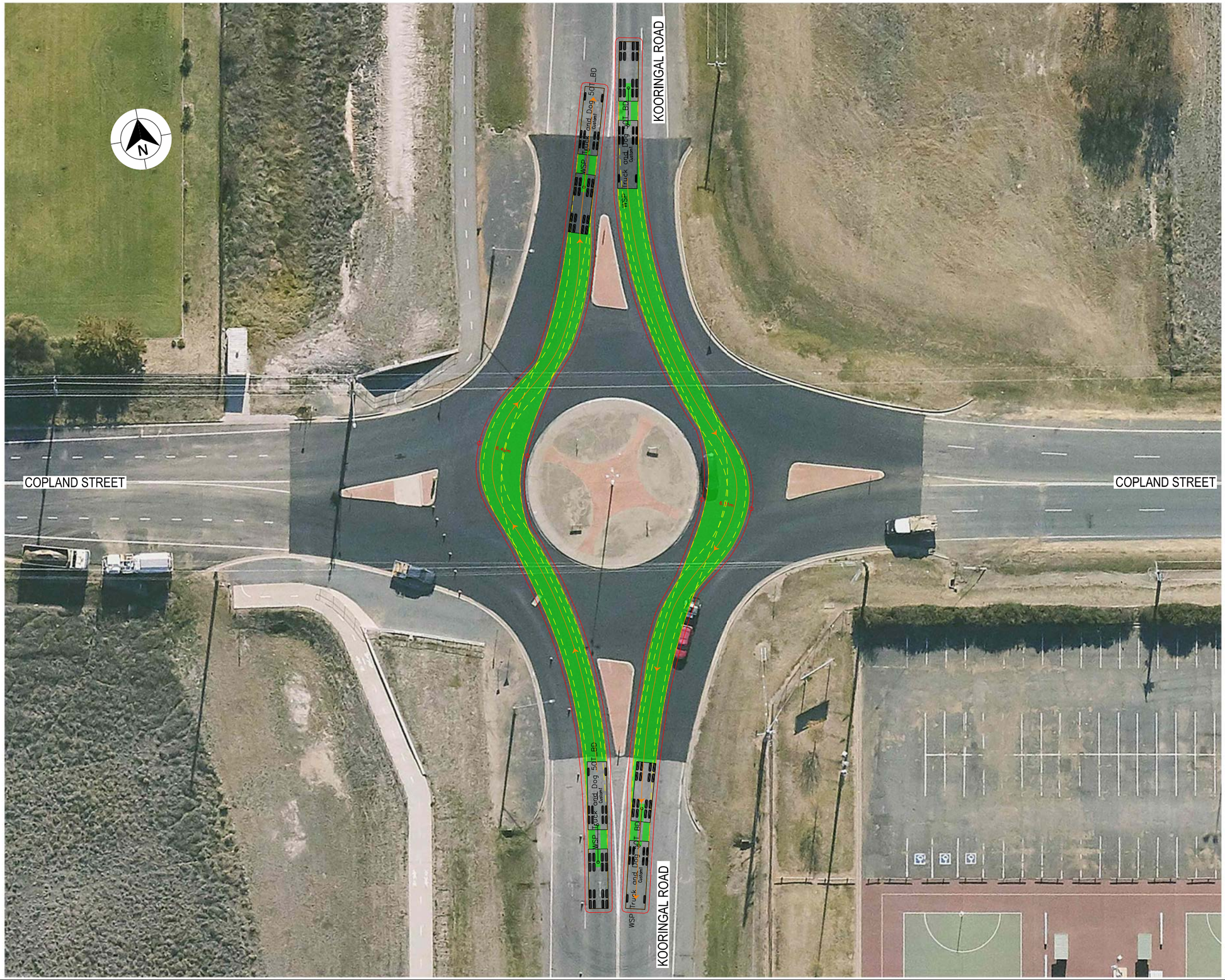

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
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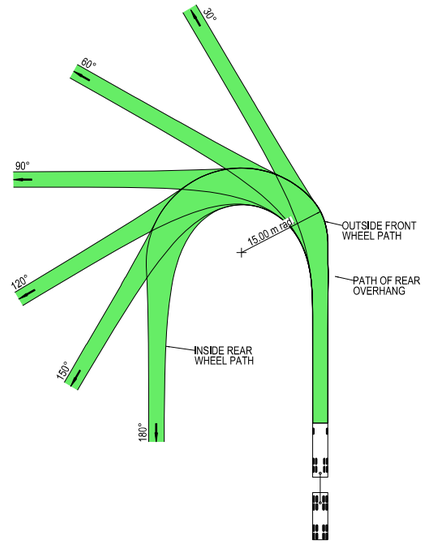
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
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DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH NS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-040 — ISSUE 1

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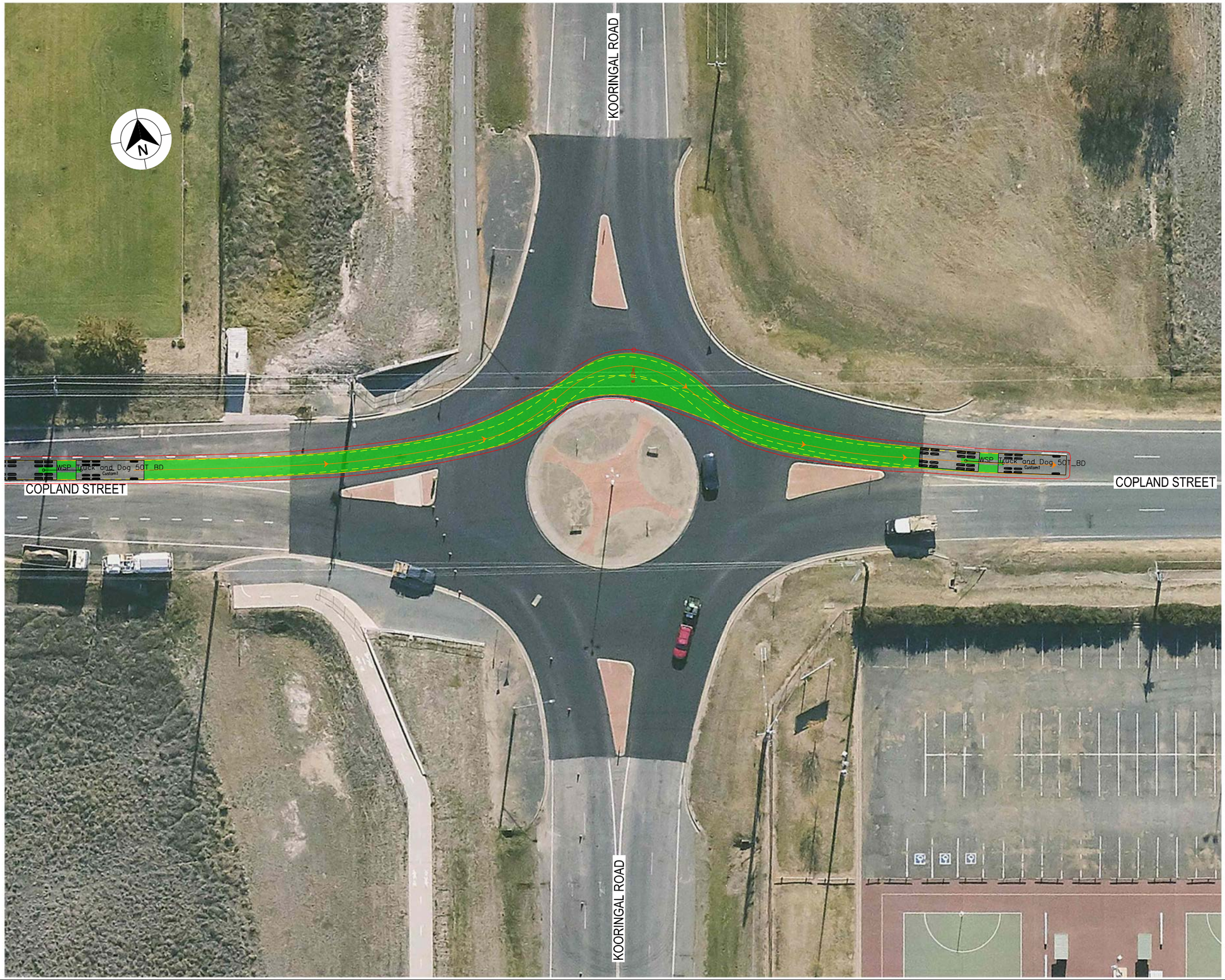


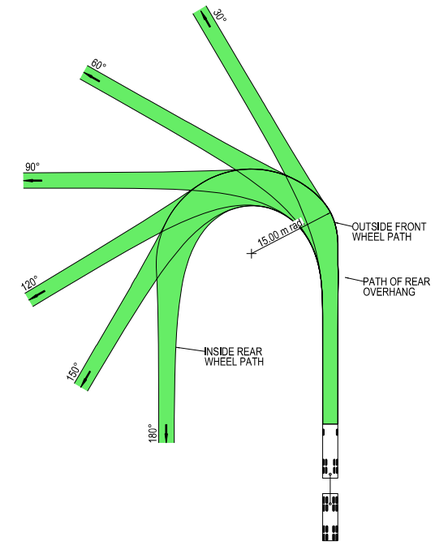
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - KOORINGAL ROAD AND COPLAND STREET - THROUGH EW

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-041
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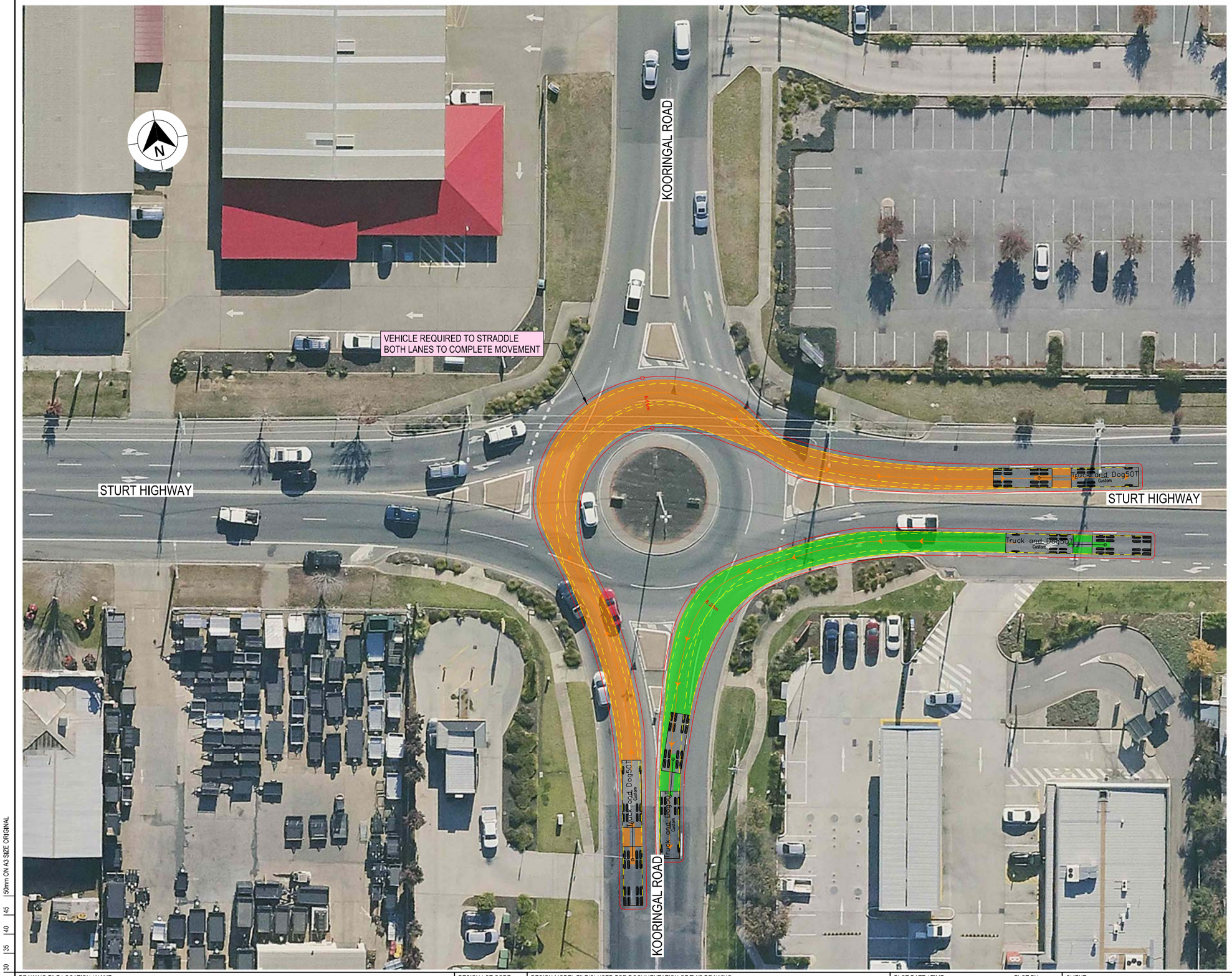

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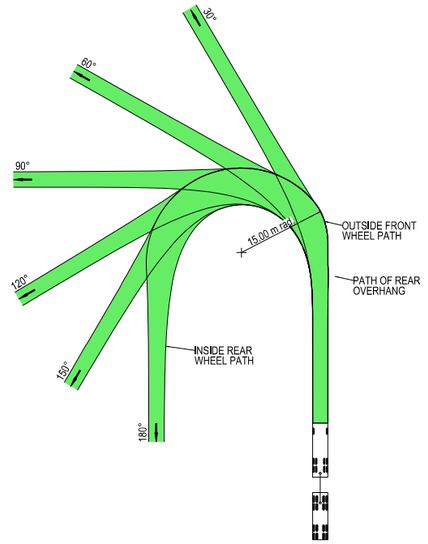

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CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND KOORINGAL ROAD

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-042 — ISSUE 1

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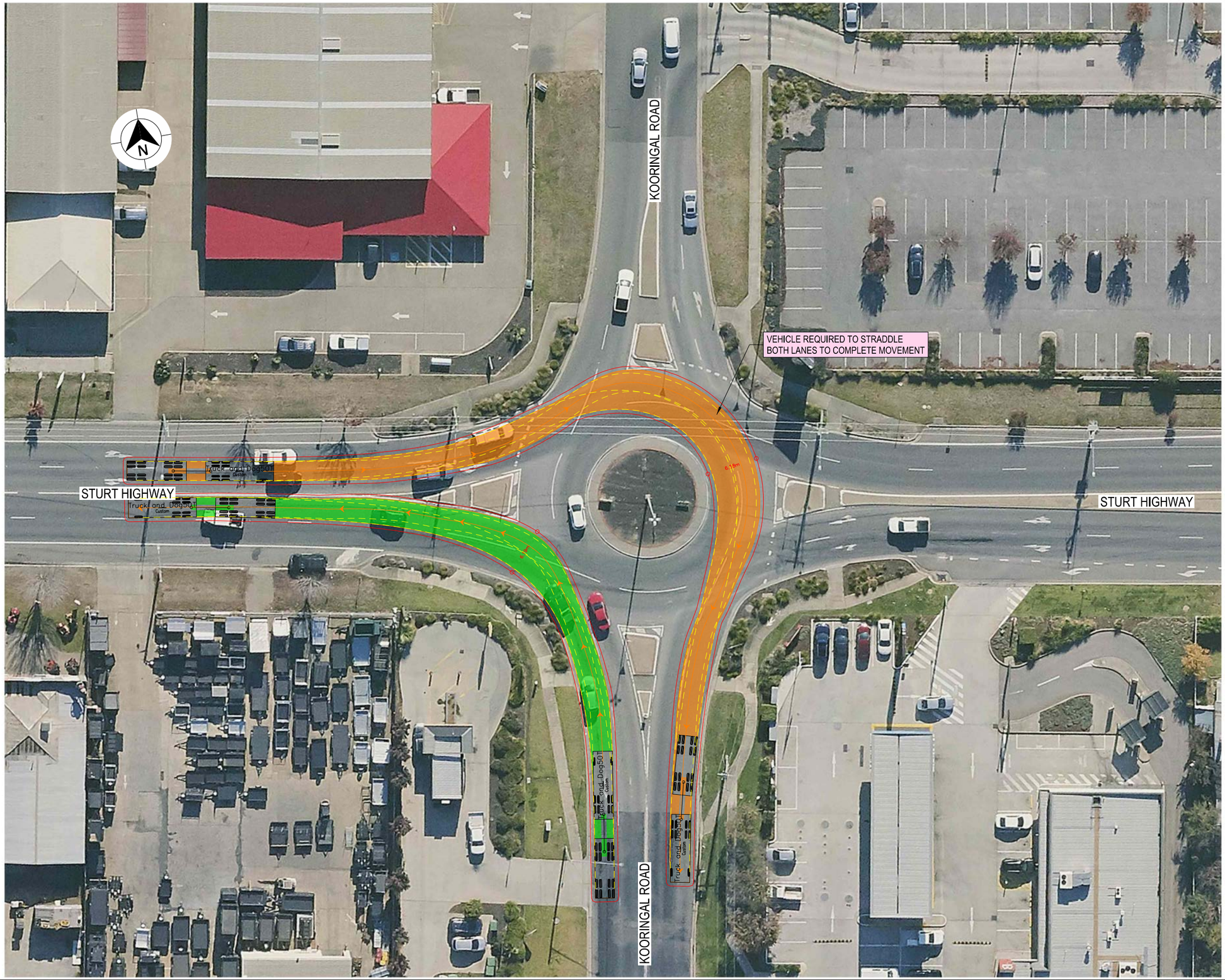

LEGEND

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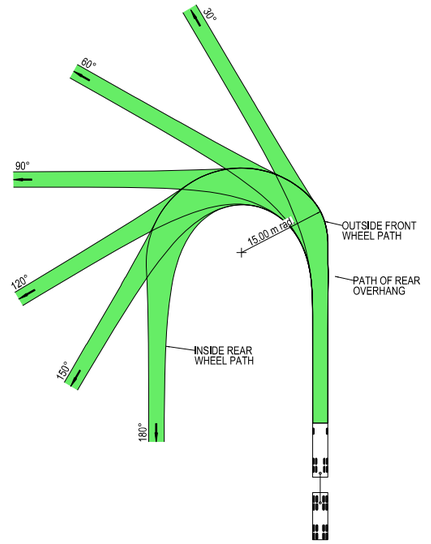

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CLIENT

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0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND KOORINGAL ROAD - RI LO

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ISSUE STATUS SHEET No. SW10-043 ISSUE 1

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TASMAN ROAD

TASMAN ROAD

COPLAND STREET

WSP Truck and Dog 90T RT

WSP Truck and Dog 90T

WSP Truck and Dog 90T

WSP Truck and Dog 90T RT

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
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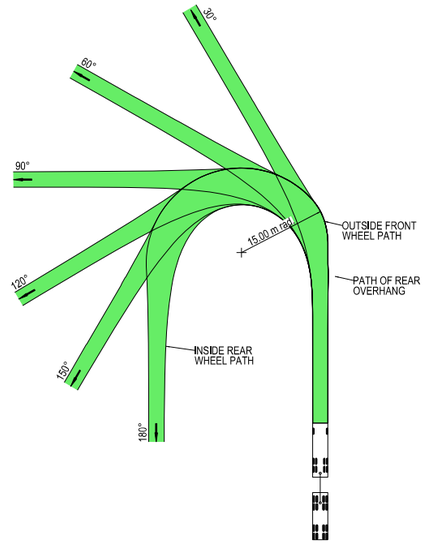

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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

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PLOT DATE / TIME: 24/09/2025 PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
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MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - COPLAND STREET AND TASMAN ROAD - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-044 ISSUE 1

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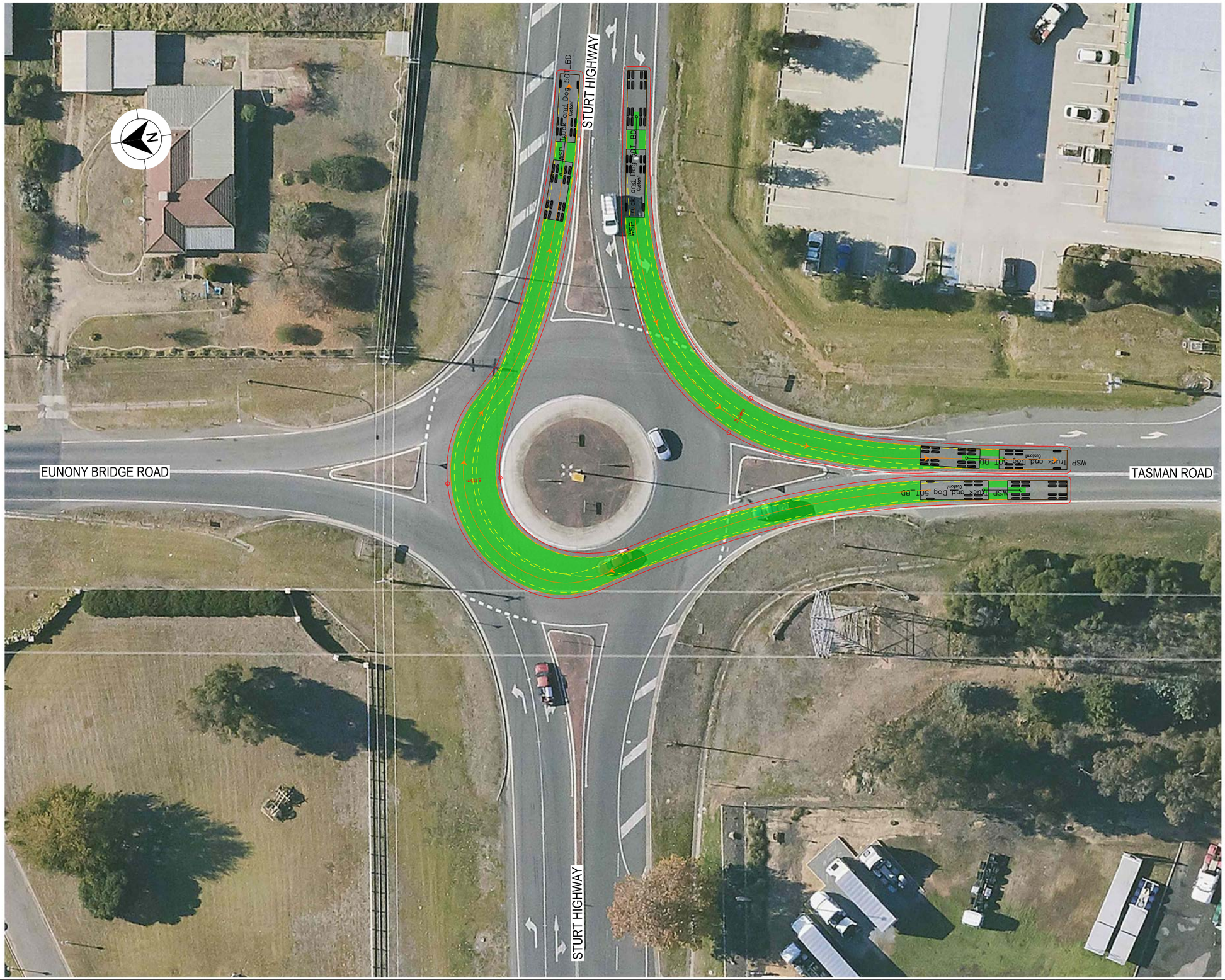

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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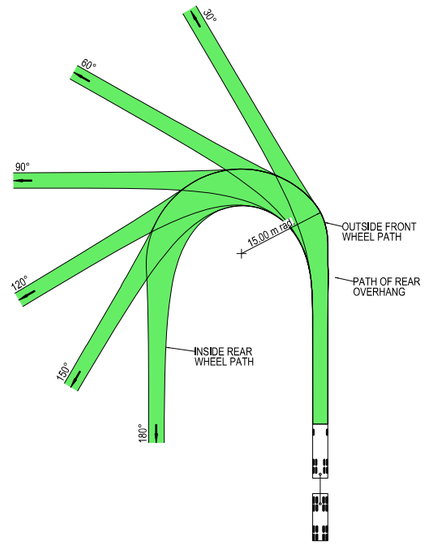

VEHICLE PROFILE NOT TO SCALE

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DESIGN LOT CODE

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PLOT DATE / TIME 07/11/2025
PLOT BY ThomHunter

CLIENT

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND TASMAN ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND TASMAN ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-045
ISSUE 1

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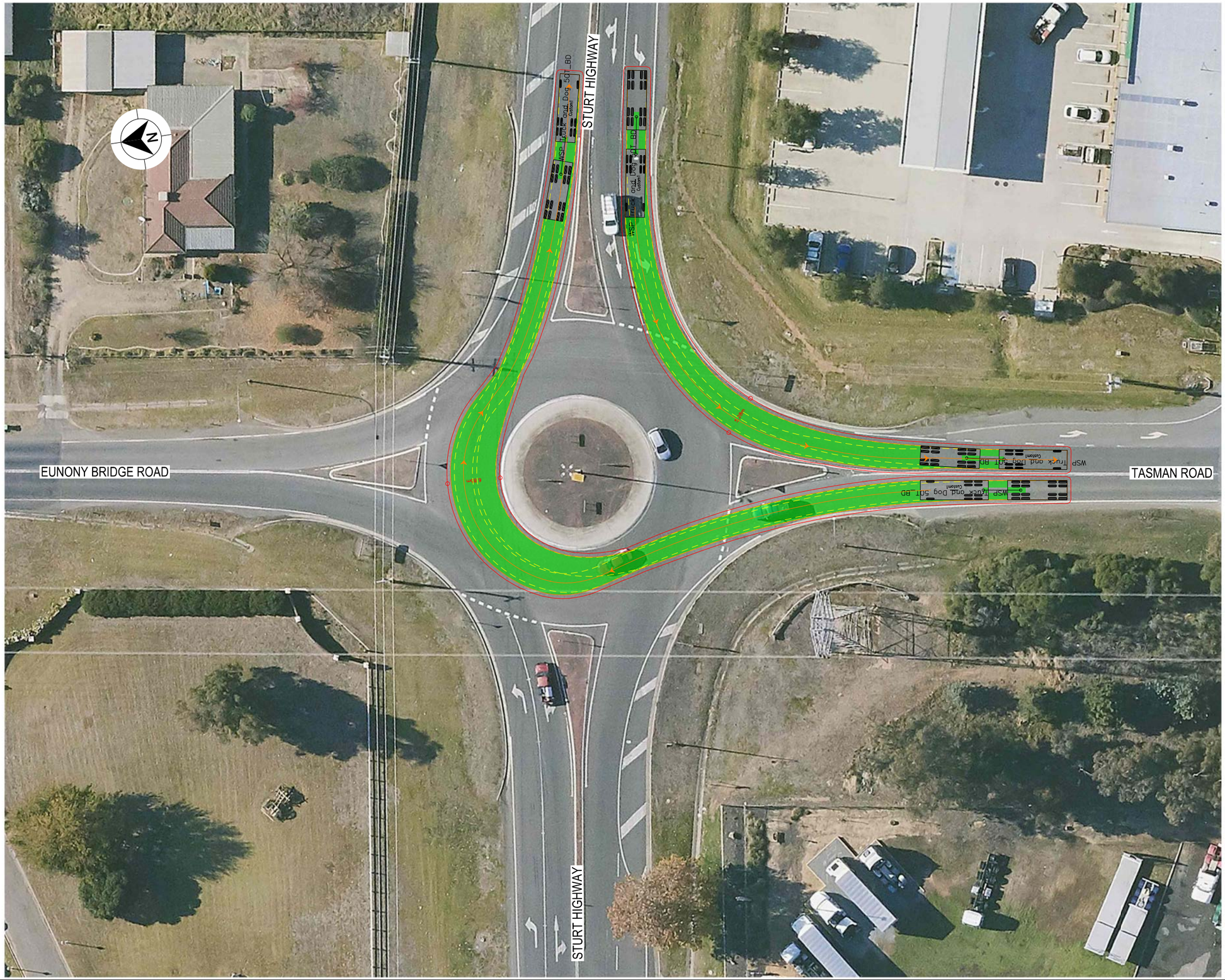

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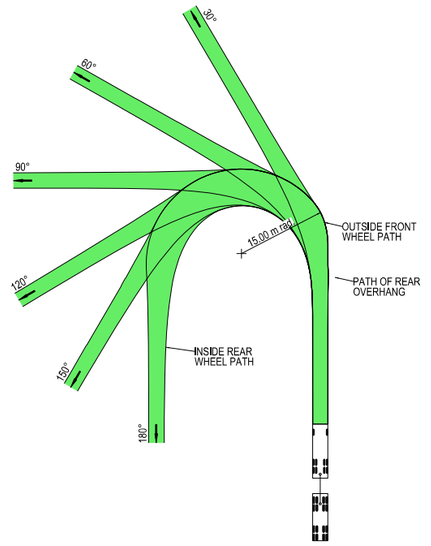

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MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND TASMAN ROAD

A3

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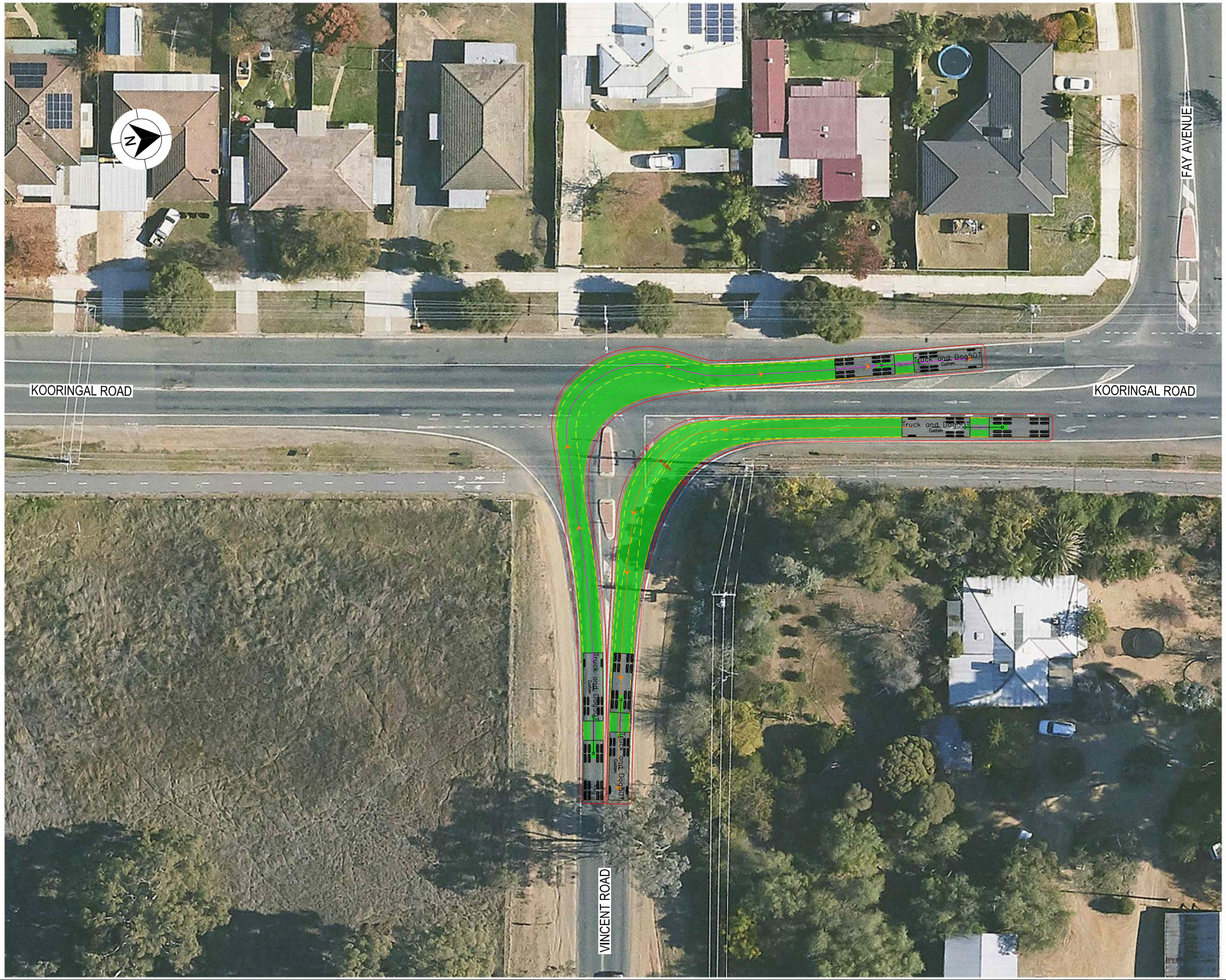

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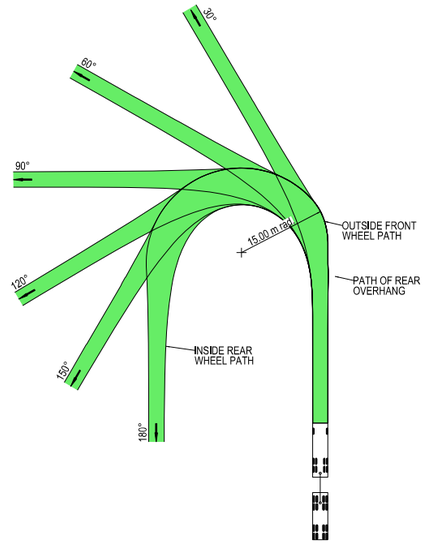

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PLOT DATE / TIME 24/09/2025 PLOT BY B.DENNETT

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MARTINUS

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A3

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ISSUE 1

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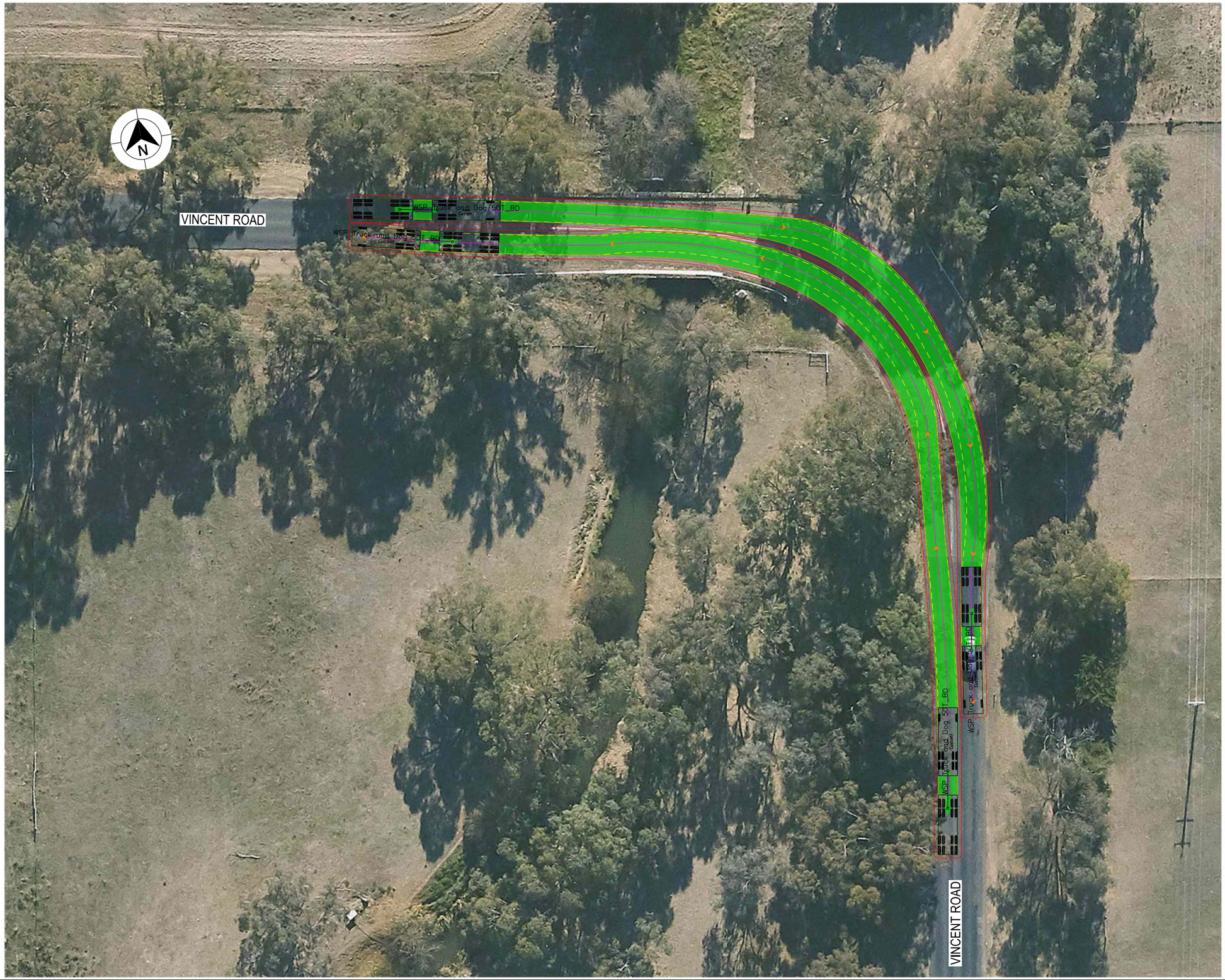


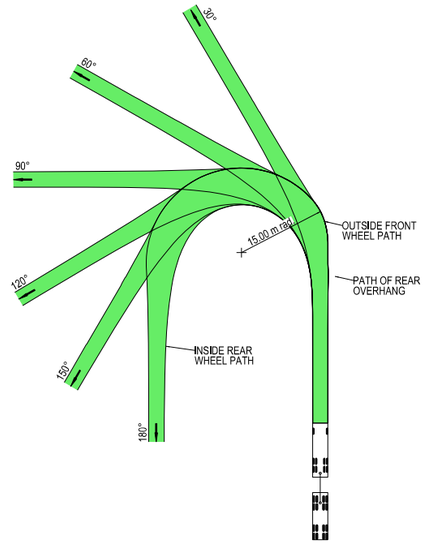
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: B.DENNETT

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
PLOT DATE / TIME	DRAWN	J.COLES	06/11/2025
	DRG CHECK	J.GORRIE	06/11/2025
	DESIGN	J.COLES	06/11/2025
	DESIGN CHECK	J.GORRIE	06/11/2025
	DESIGN MNGR	J.GORRIE	06/11/2025
	PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
VINCENT ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - VINCENT ROAD - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-048 — ISSUE 1

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VINCENT ROAD

KYEAMBA AVENUE

Truck and Dog50T
Custom

Truck and Dog50T
Custom

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
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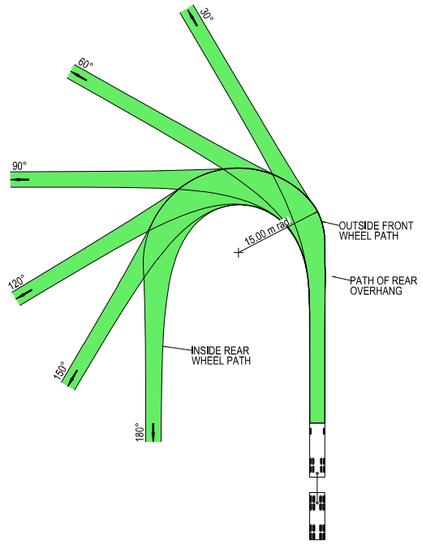
DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY B.DENNETT

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
VINCENT ROAD AND KYEAMBA AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - VINCENT ROAD AND KYEAMBA AVENUE - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-049
ISSUE 1

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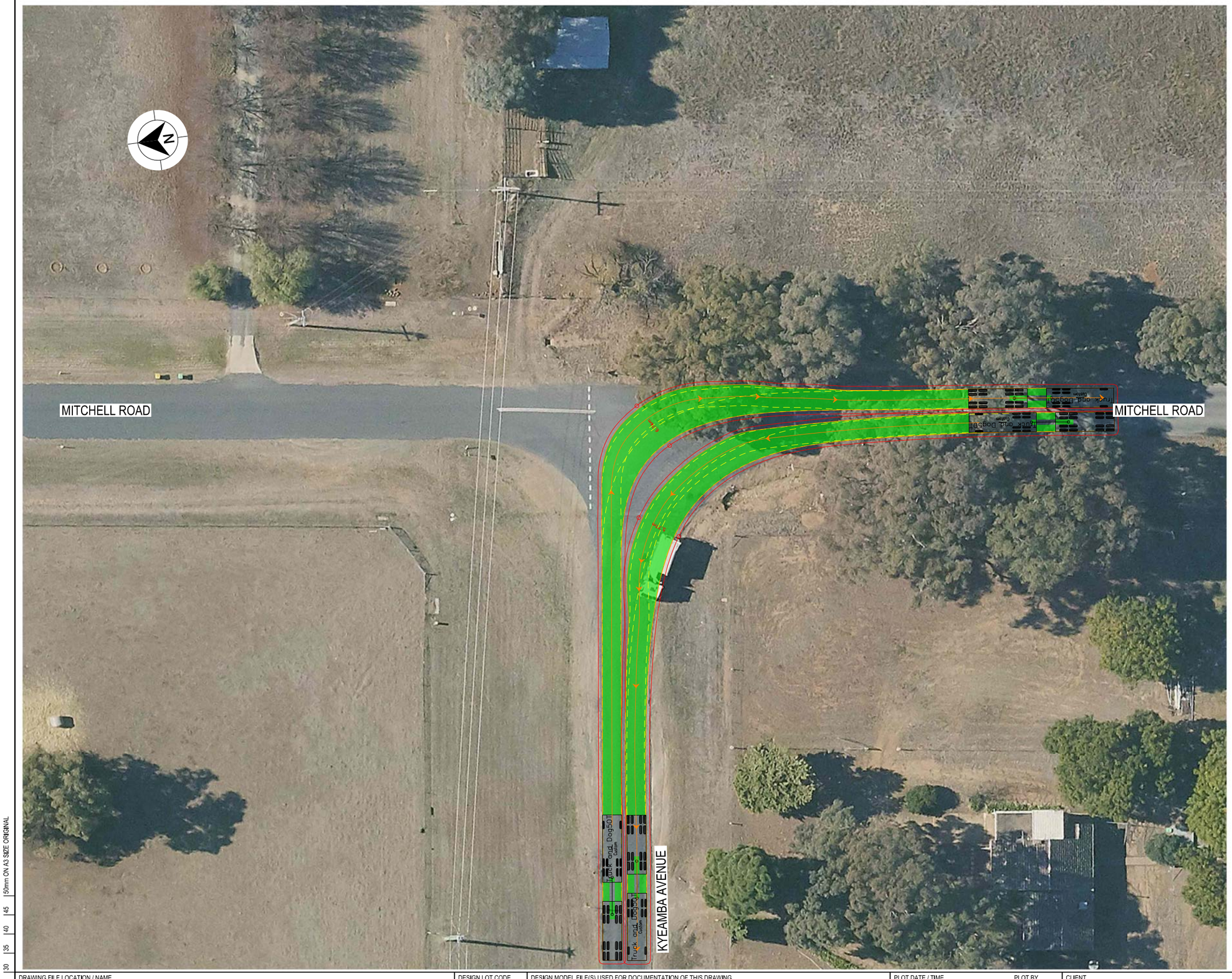

LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
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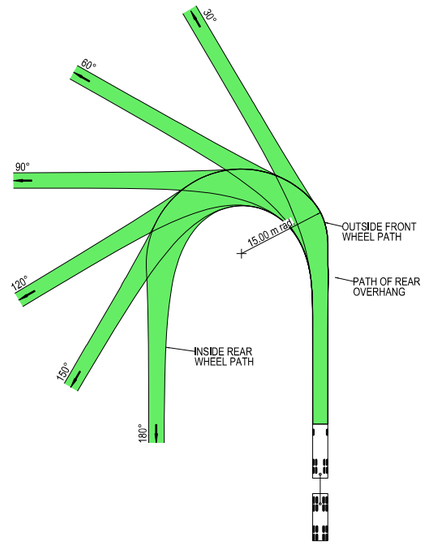

VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: B.DENNETT

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
KYEAMBA AVENUE AND MITCHELL ROAD

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MITCHELL ROAD AND KYEAMBA AVENUE - LI RO

A3

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW10-050 — ISSUE: 1

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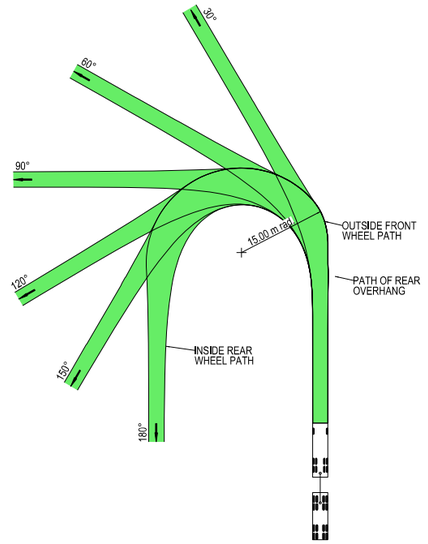
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

GDA 2020

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
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TRACK WIDTH	2.50 m
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CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MITCHELL ROAD AND ASHFORDS ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MITCHELL ROAD AND ASHFORDS ROAD- RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-051 ISSUE 1

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ASHFORDS ROAD

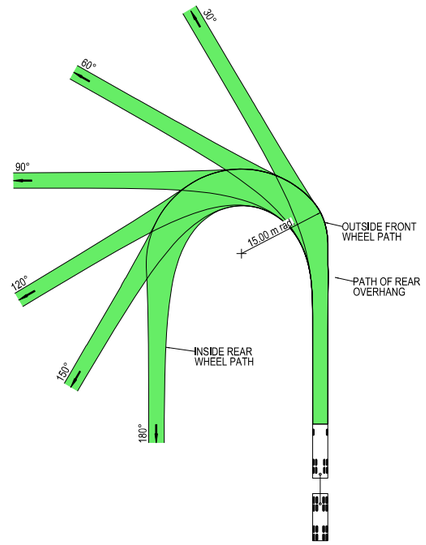
GREGADOO WASTE MANAGEMENT CENTRE

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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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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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
ASHFORDS ROAD AND GREGADOO WASTE MANAGEMENT CENTER

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - GREGADOO WASTE MANAGEMENT FACILITY - RI LO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-052 ISSUE 1

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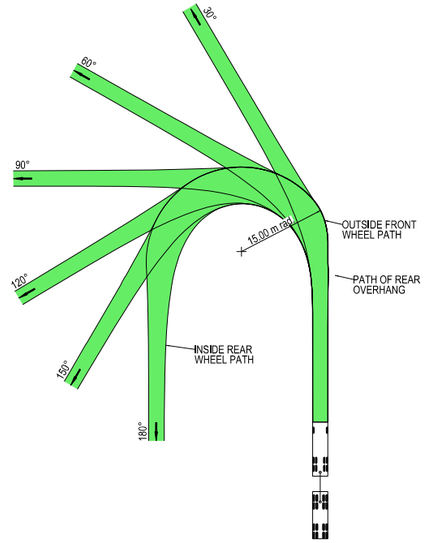
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-053
ISSUE 1

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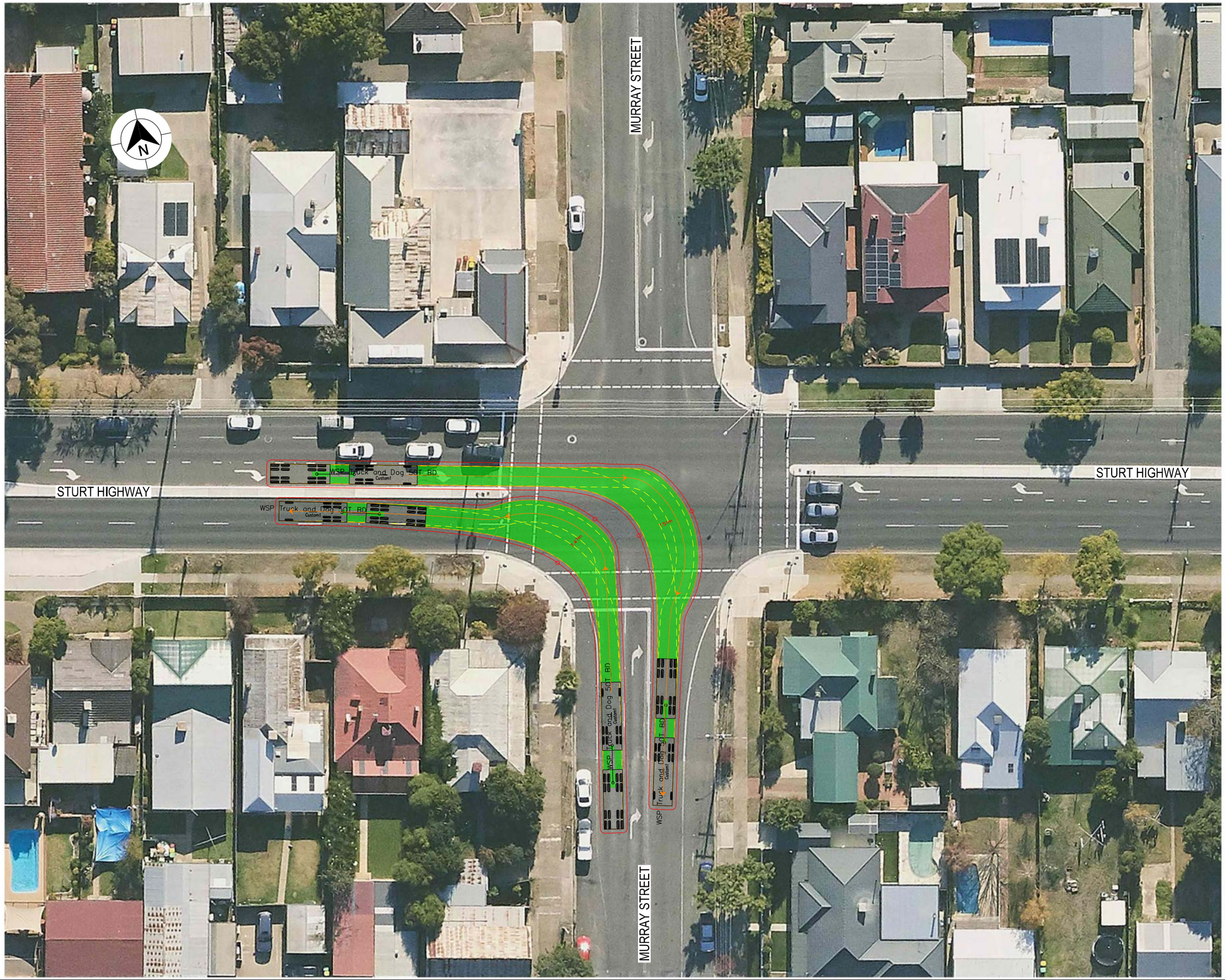

LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
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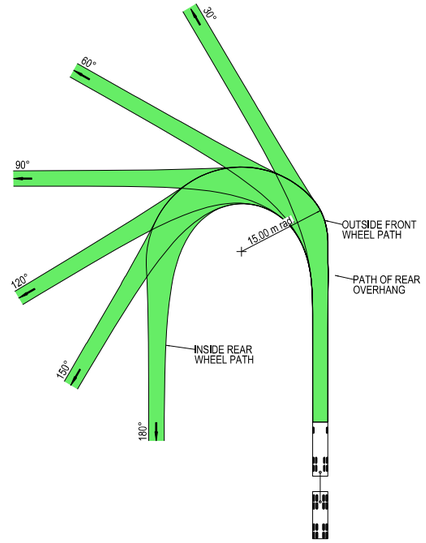

VEHICLE PROFILE NOT TO SCALE

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
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TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
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PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND MURRAY STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-054 — ISSUE 1

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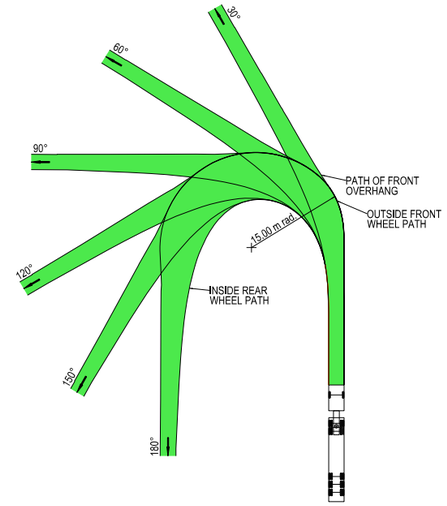
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
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TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - STURT HIGHWAY AND MURRAY STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-055 — ISSUE 1

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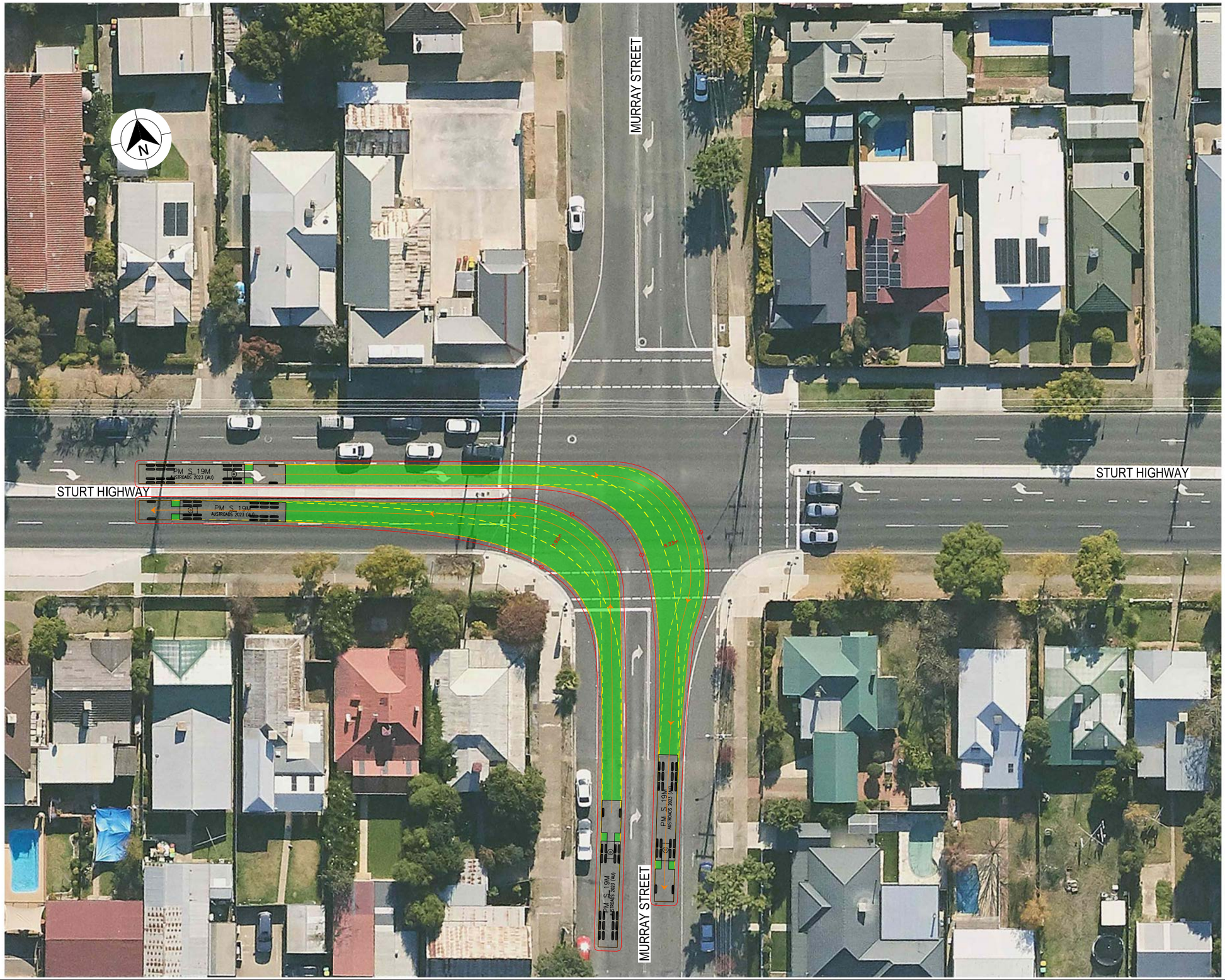


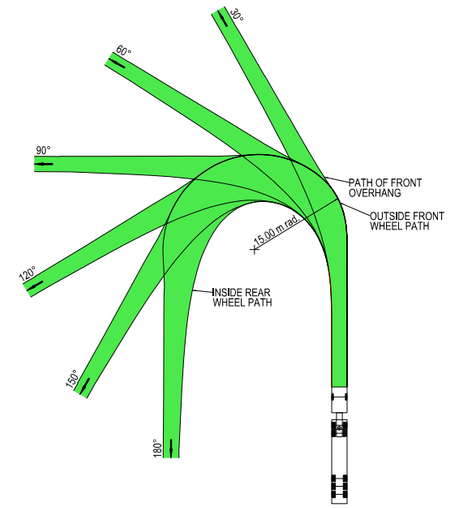
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY AND MURRAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - STURT HIGHWAY AND MURRAY STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-056 — ISSUE 1

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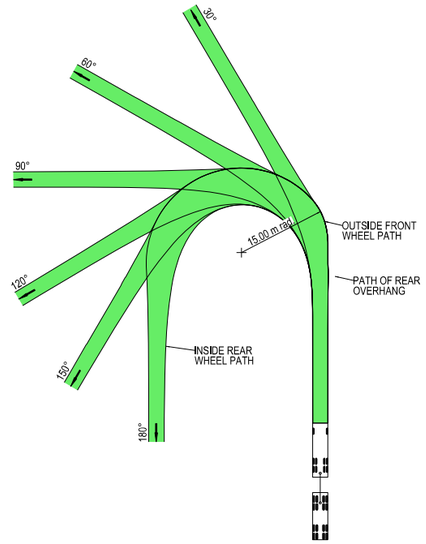
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MURRAY STREET AND BROOKONG AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - MURRAY STREET AND BROOKONG AVENUE - RI LO

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW10-057 — ISSUE: 1

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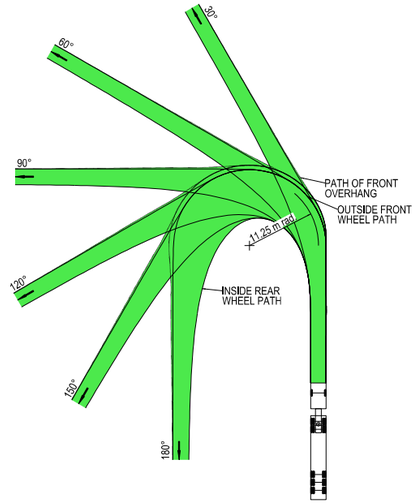
LEGEND

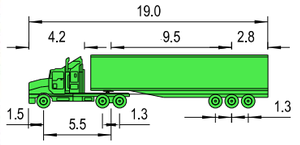
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
MURRAY STREET AND BROOKONG AVENUE

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - MURRAY STREET AND BROOKONG AVENUE - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-058 — ISSUE 1

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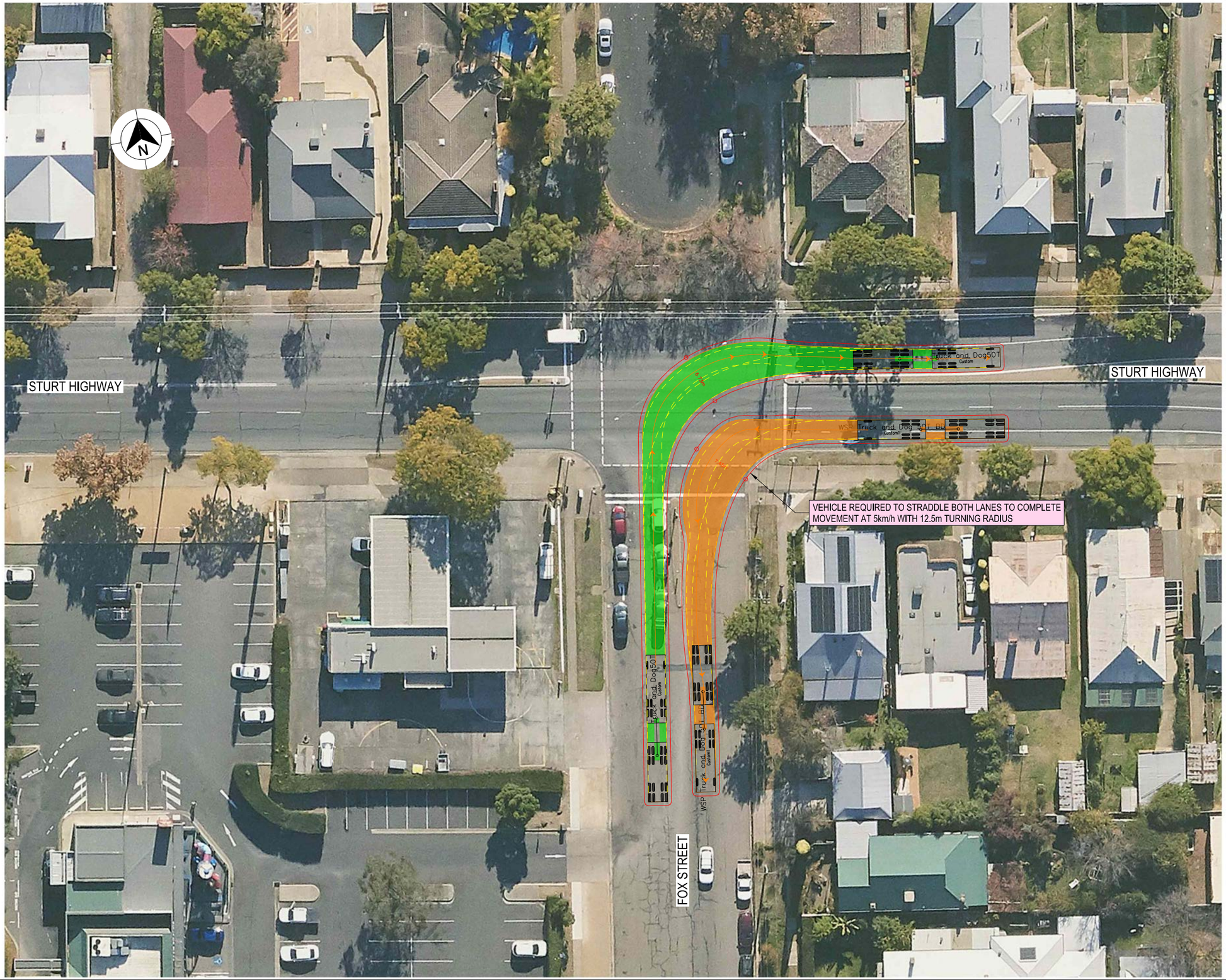


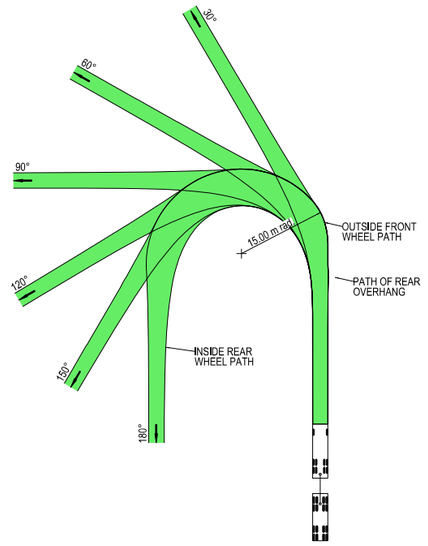
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
STURT HIGHWAY & FOX STREET

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-059 — ISSUE 1

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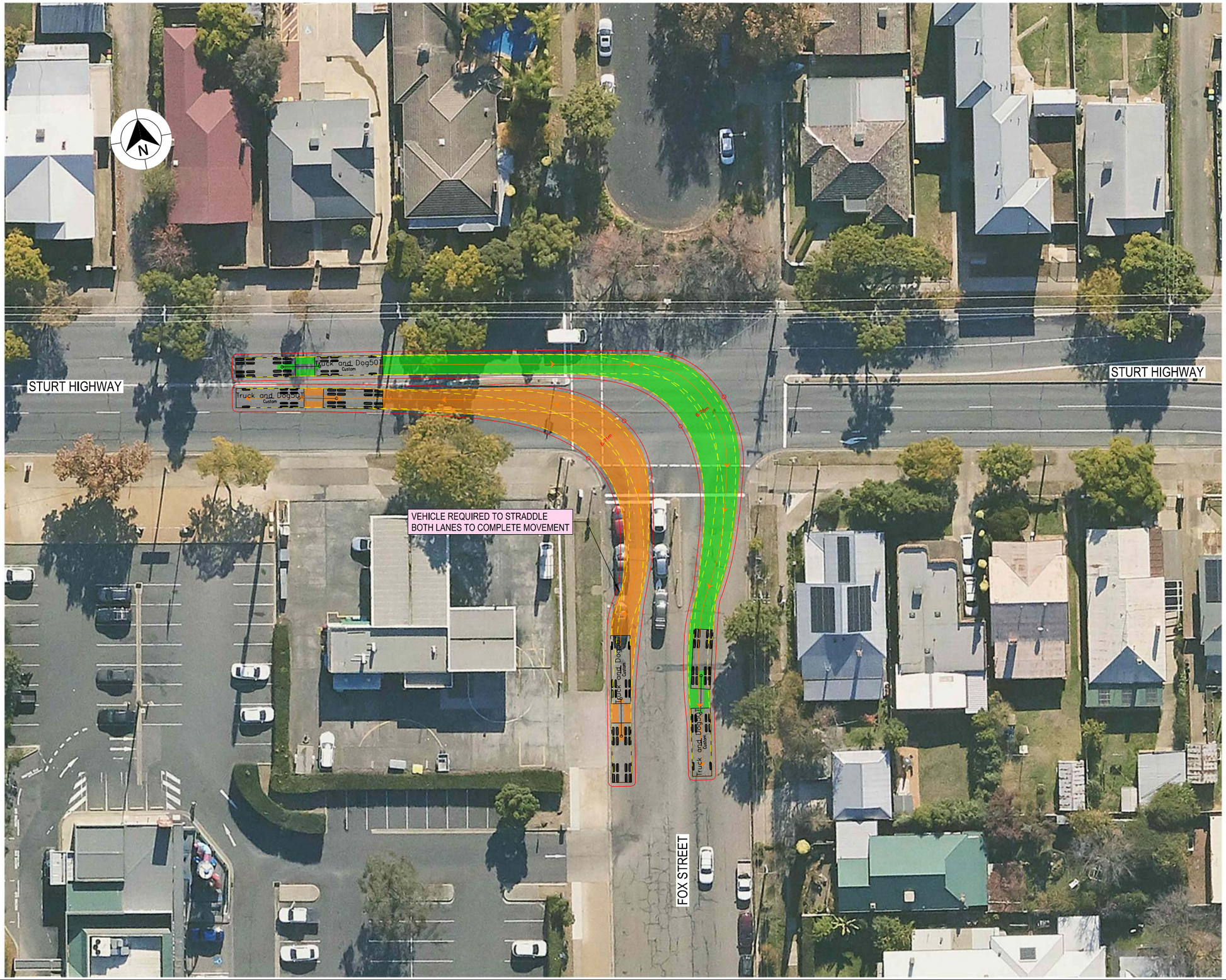


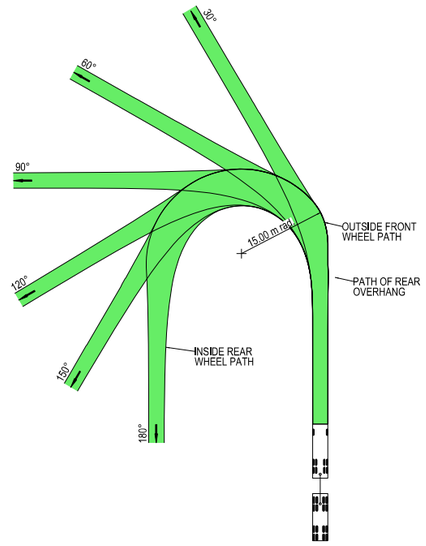
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STURT HIGHWAY & FOX STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STURT HIGHWAY AND FOX STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-060 — ISSUE 1

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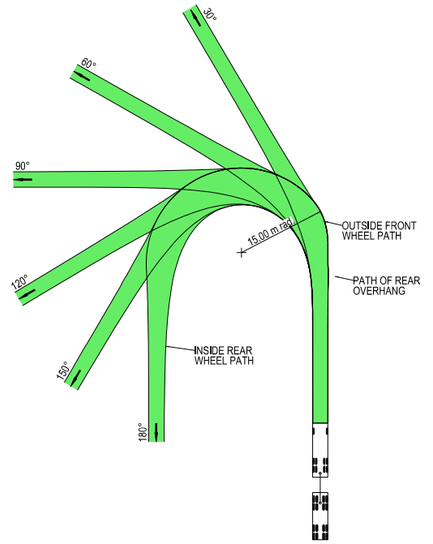
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DOCKER STREET & STURT HIGHWAY
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - FOX STREET AND LITTLE BEST STREET - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-061 — ISSUE 1

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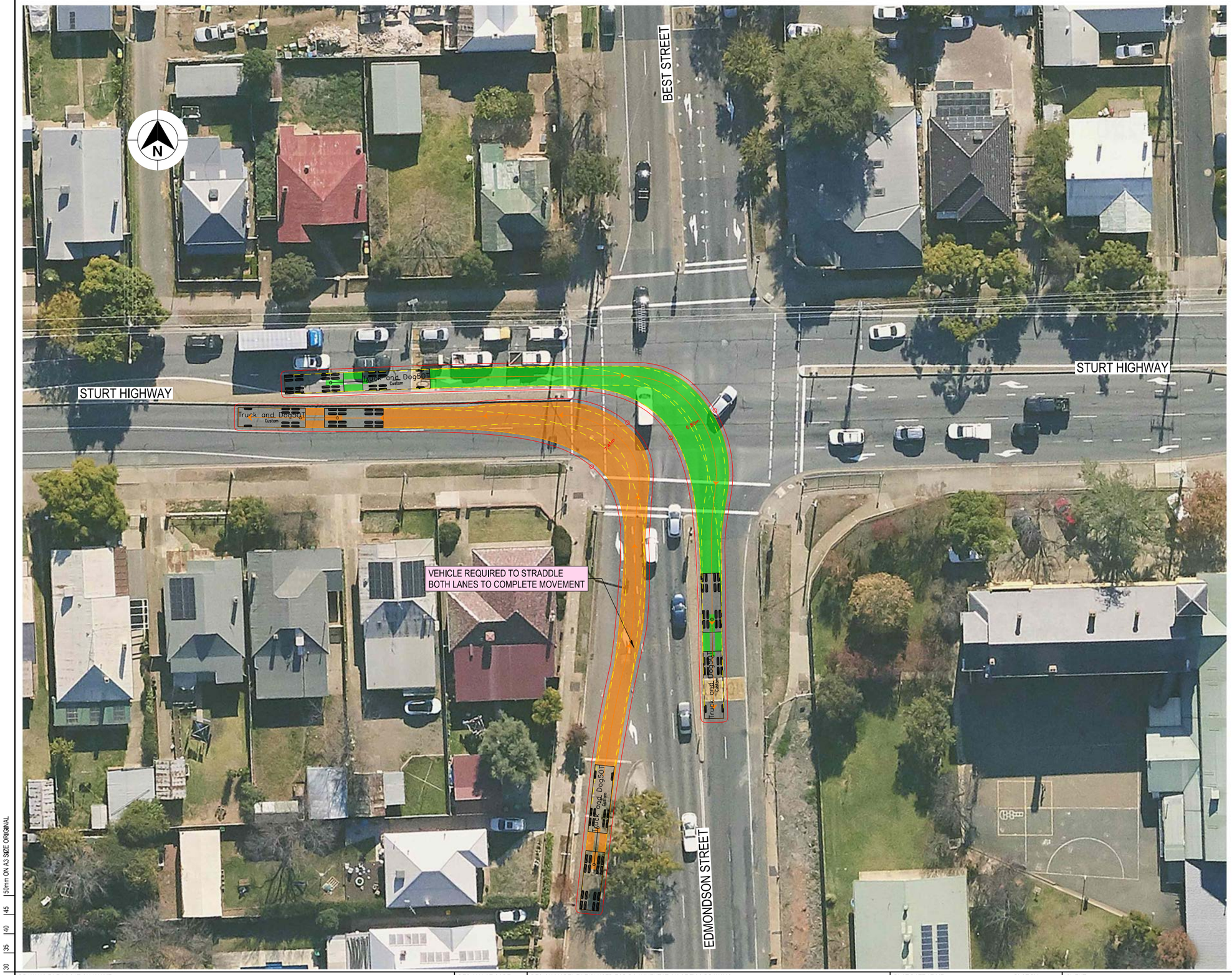


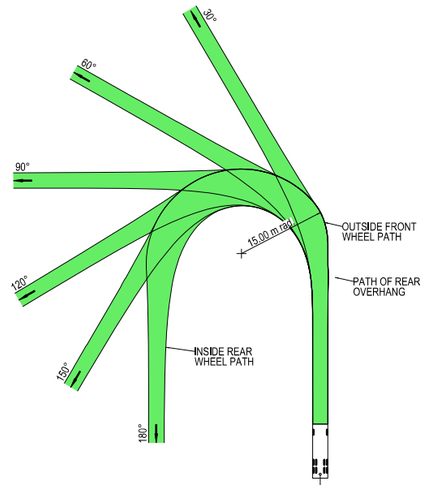
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET & STURT HIGHWAY
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - EDMONDSON STREET AND STURT HIGHWAY - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-062
ISSUE 1

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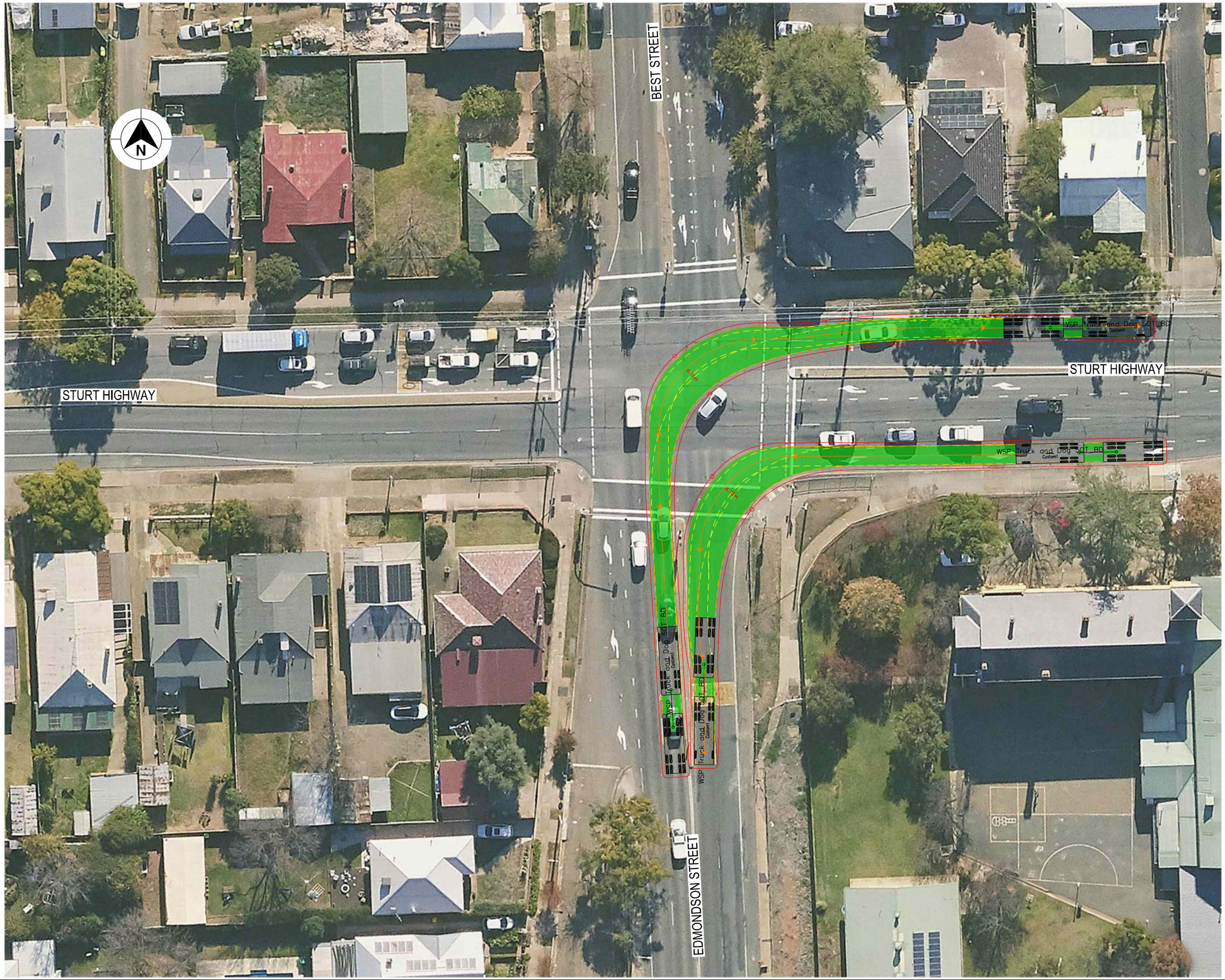
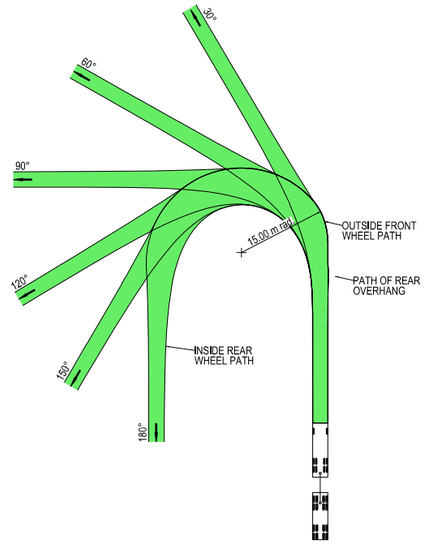


LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
EDMONDSON STREET & STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - EDMONDSON STREET AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS | SHEET No.: SW10-063 | ISSUE: 1

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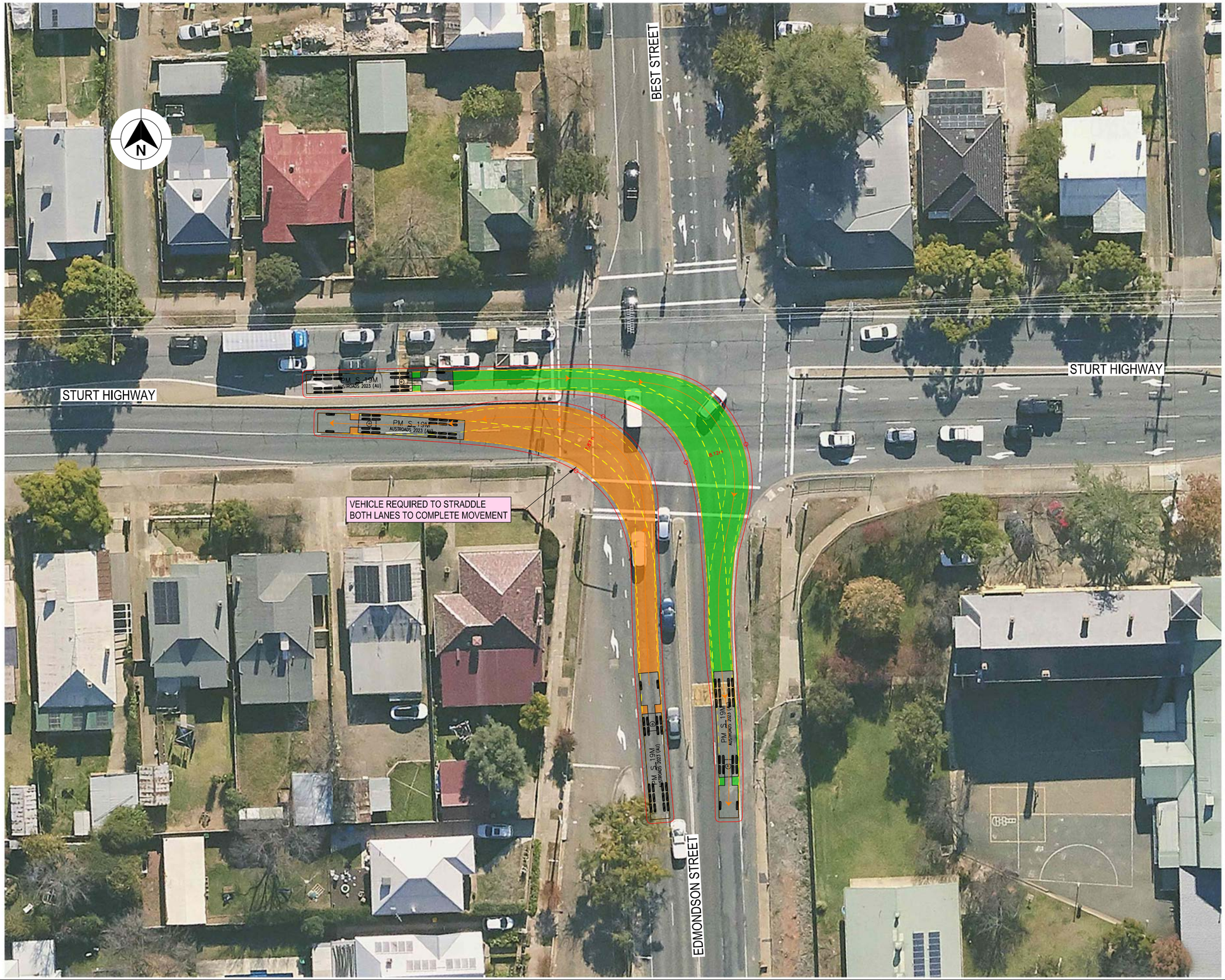


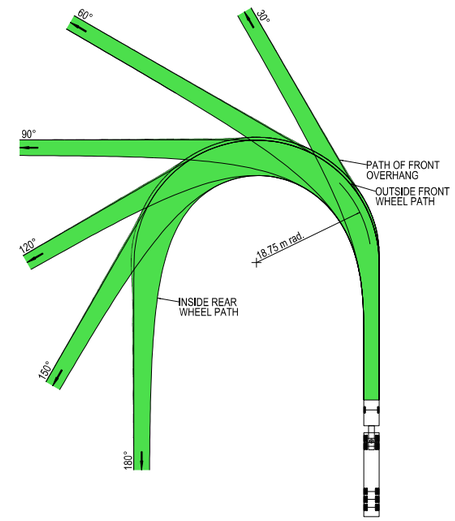
LEGEND

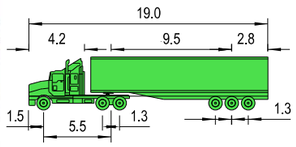
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EDMONDSON STREET AND STURT HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-064 ISSUE 1

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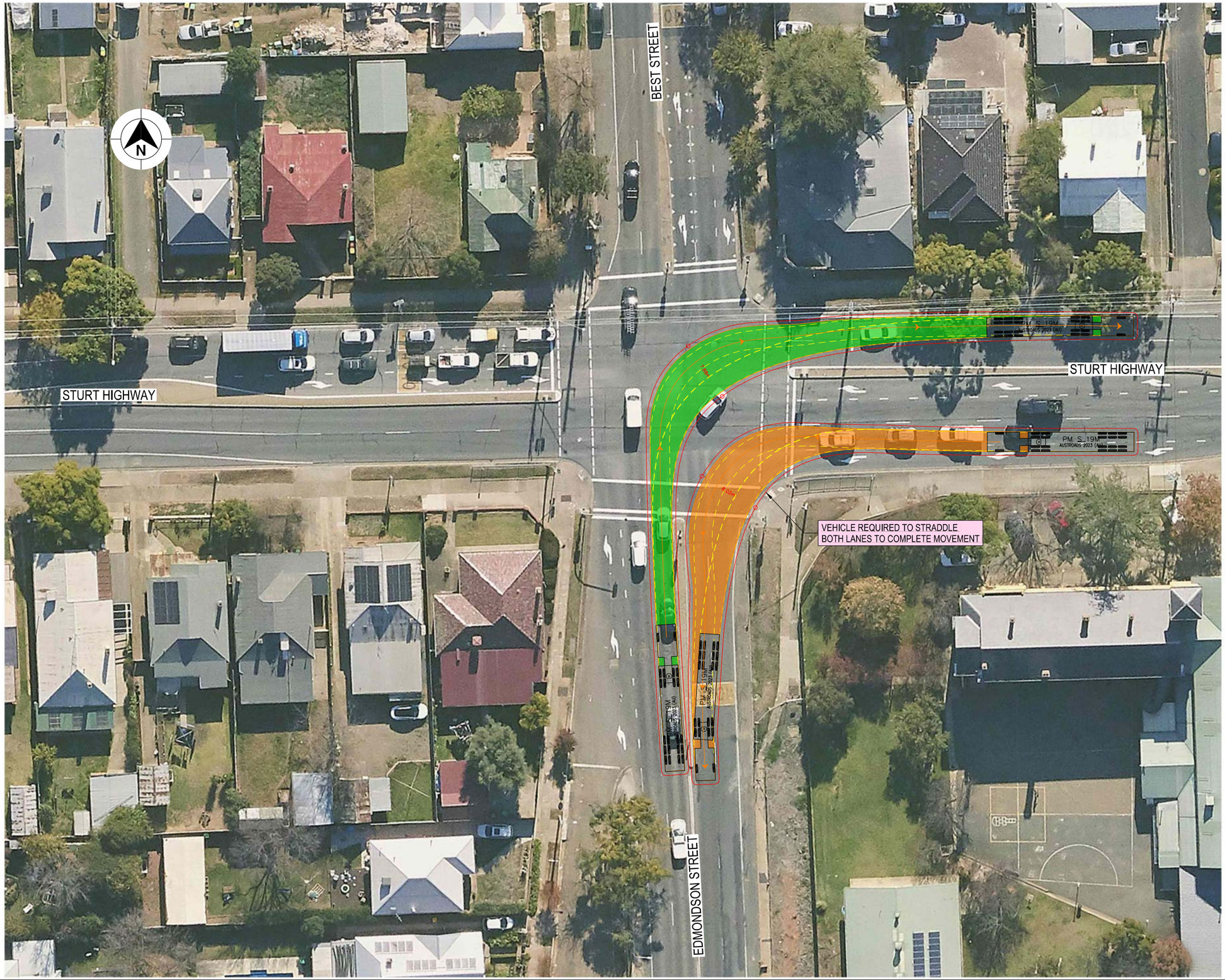


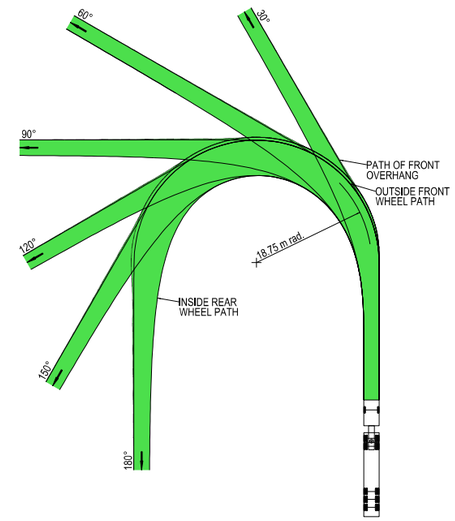
LEGEND

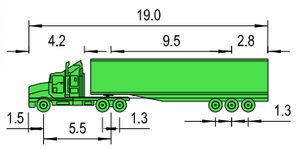
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 20 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	18.75 m
TURNING SPEED	15 - 20 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - EDMONDSON STREET AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-065 — ISSUE 1

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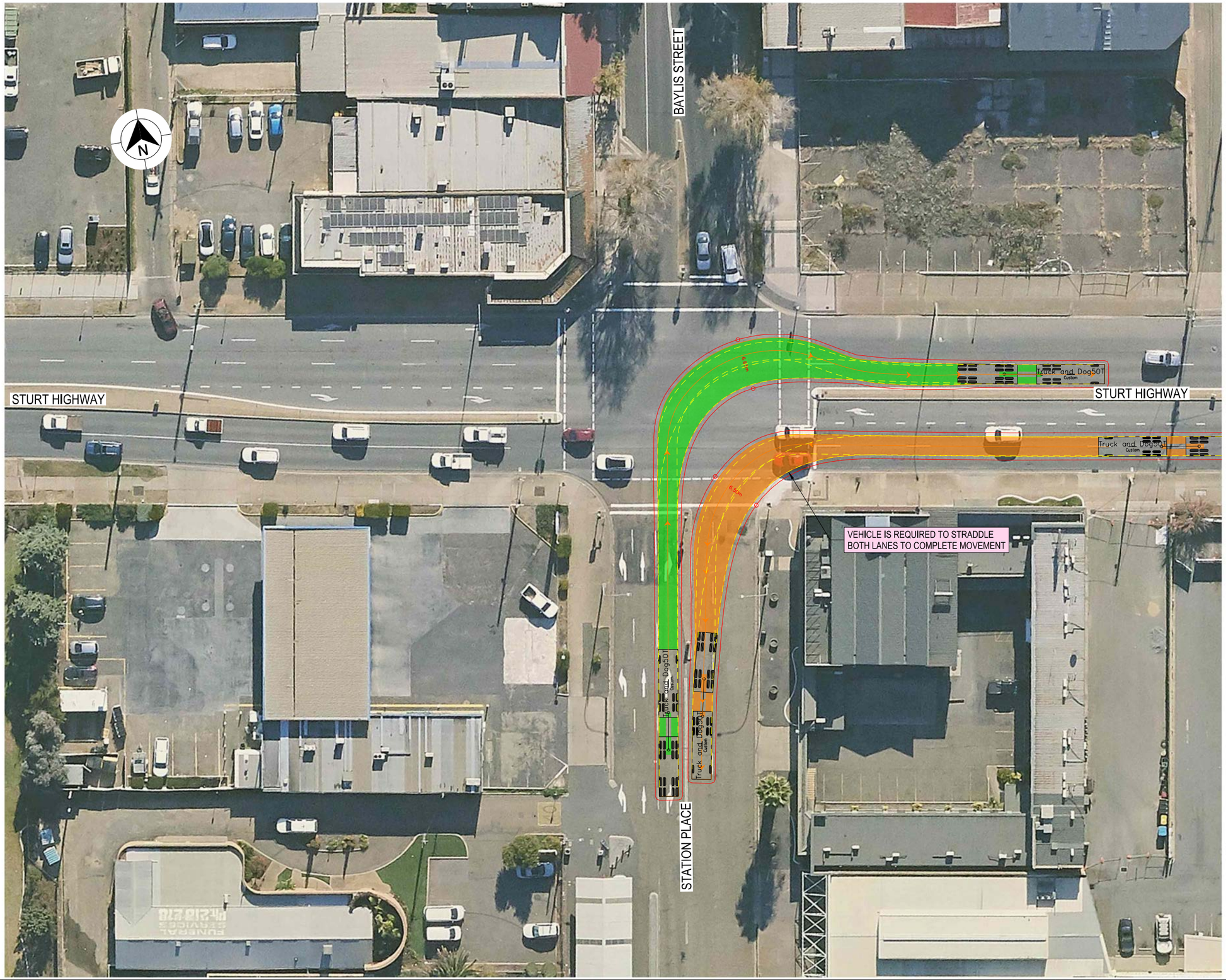


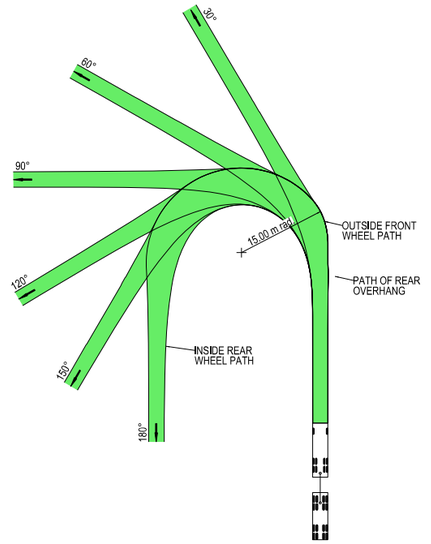
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
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TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STATION PLACE AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-066 ISSUE 1

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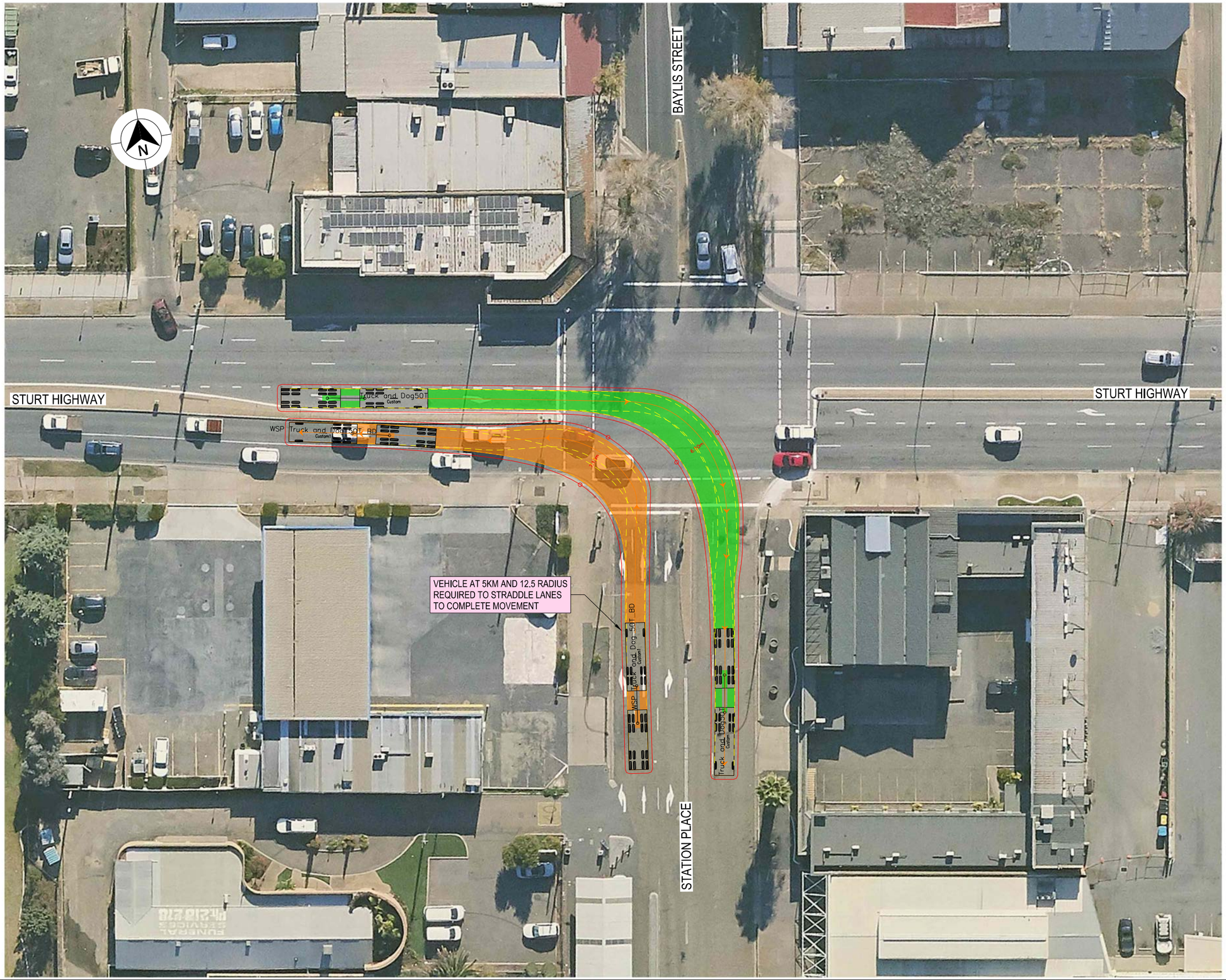


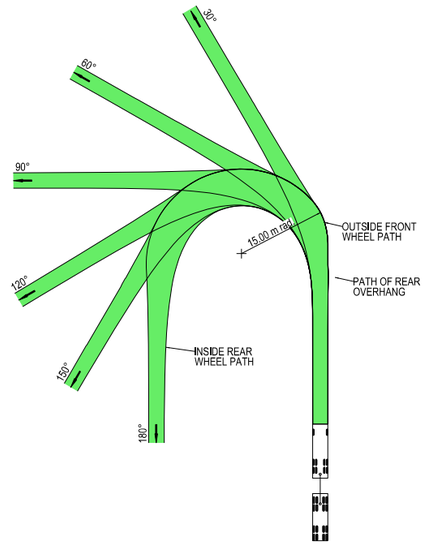
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
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DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STATION PLACE AND STURT HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-067 ISSUE 1

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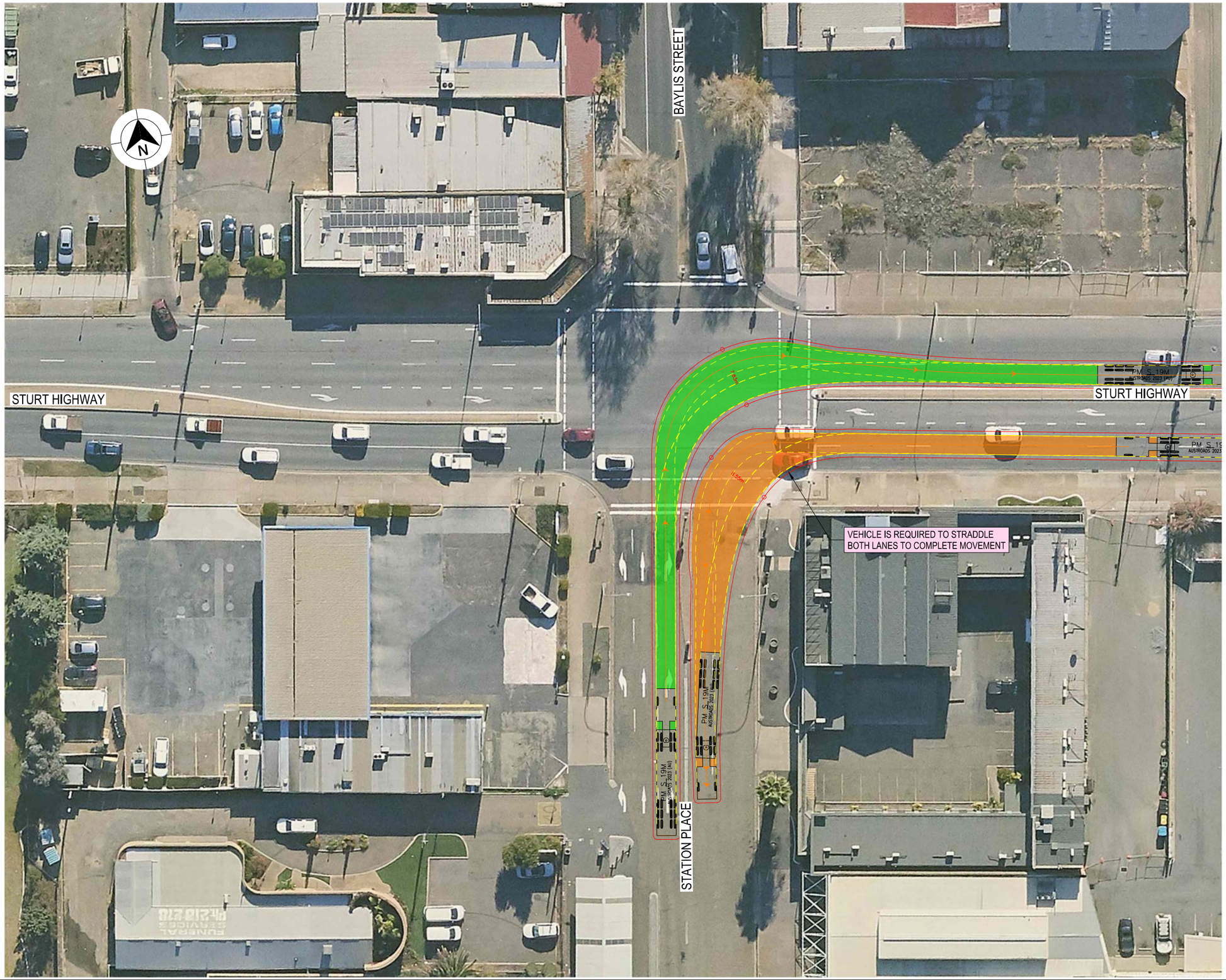


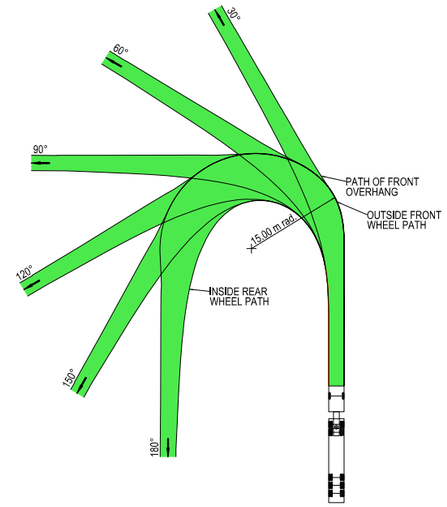
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
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DESIGN MNGR	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
STATION PLACE AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - STATION PLACE AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-068 — ISSUE 1

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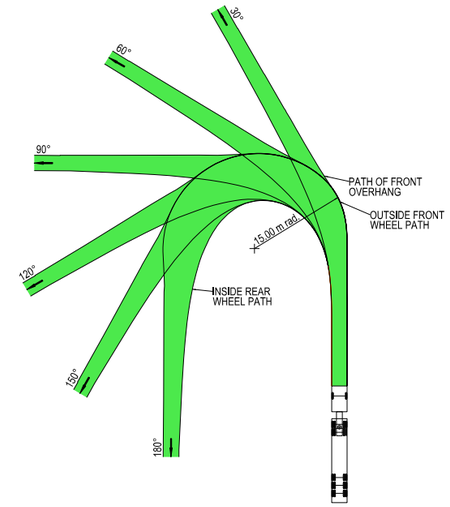
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - STATION PLACE AND STURT HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-069 — ISSUE 1

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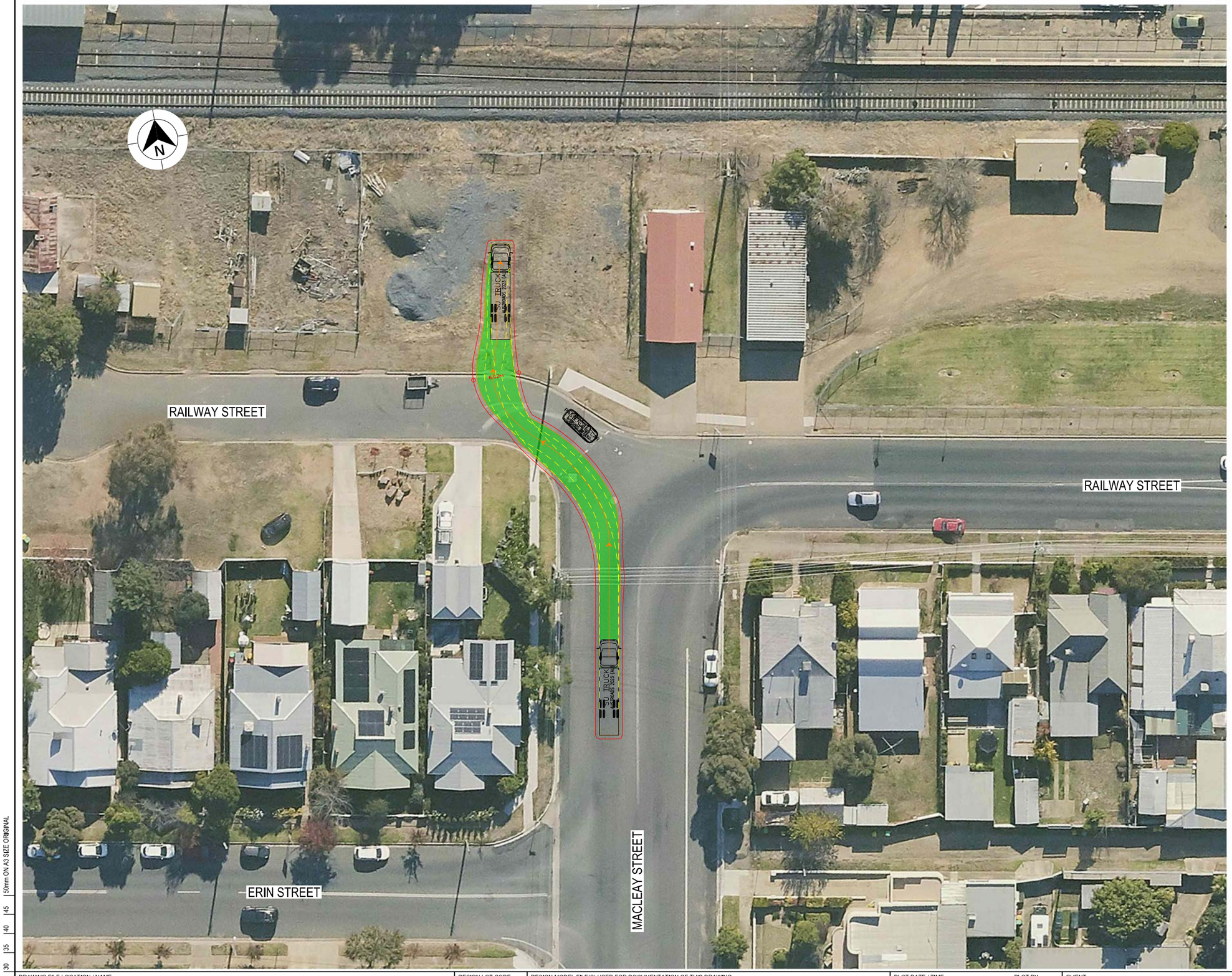


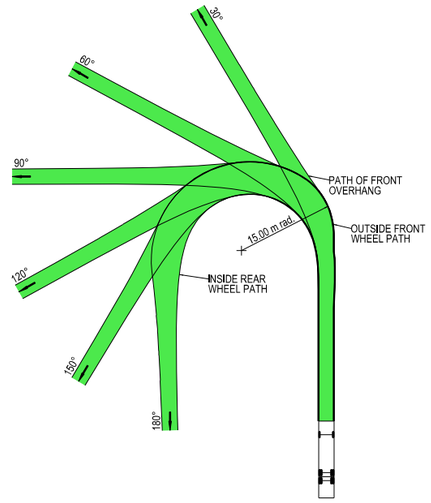
LEGEND

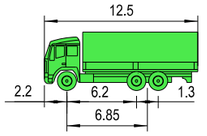
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - RAILWAY STREET GATE W1 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-070
ISSUE 1

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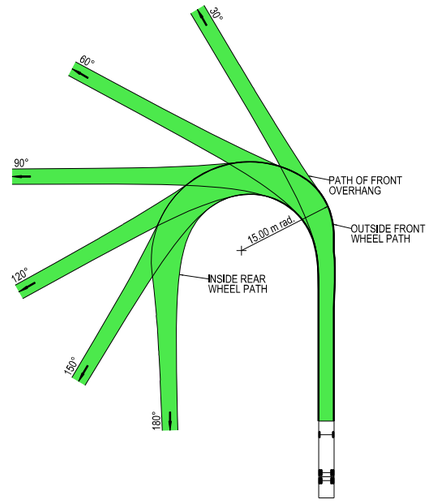
LEGEND

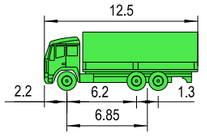
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - RAILWAY STREET GATE W1 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-071 — ISSUE 1

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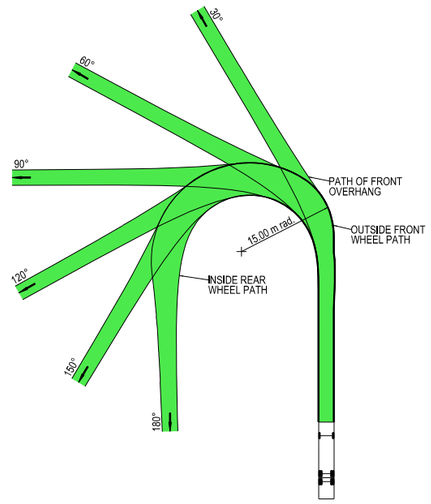
LEGEND

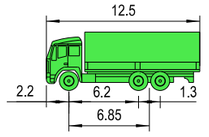
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - RAILWAY STREET GATE W1 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-072 — ISSUE 1

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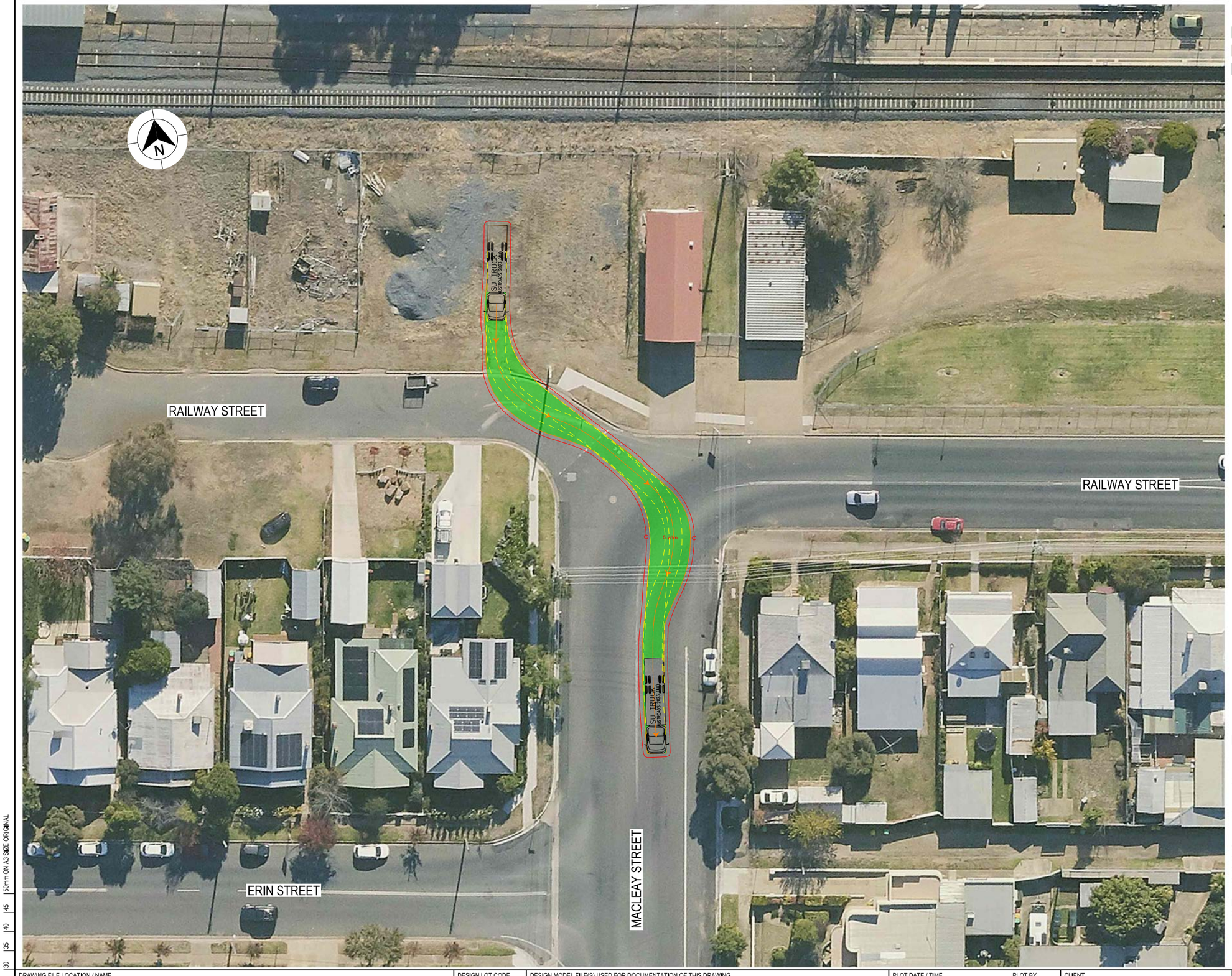


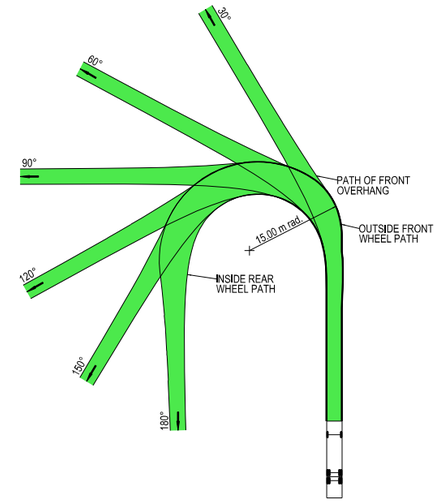
LEGEND

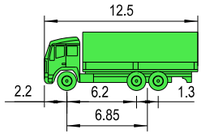
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - RAILWAY STREET GATE W1 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-073 — ISSUE 1

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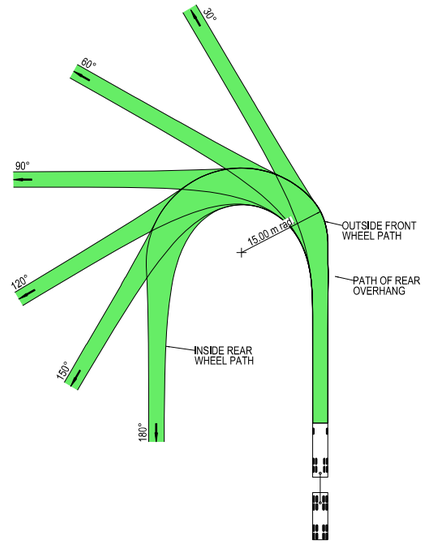
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - RAILWAY STREET GATE W1 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-074 — ISSUE 1

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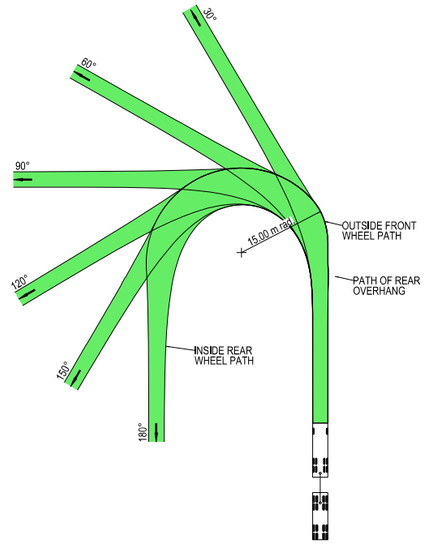
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET GATE W1 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-075 ISSUE 1

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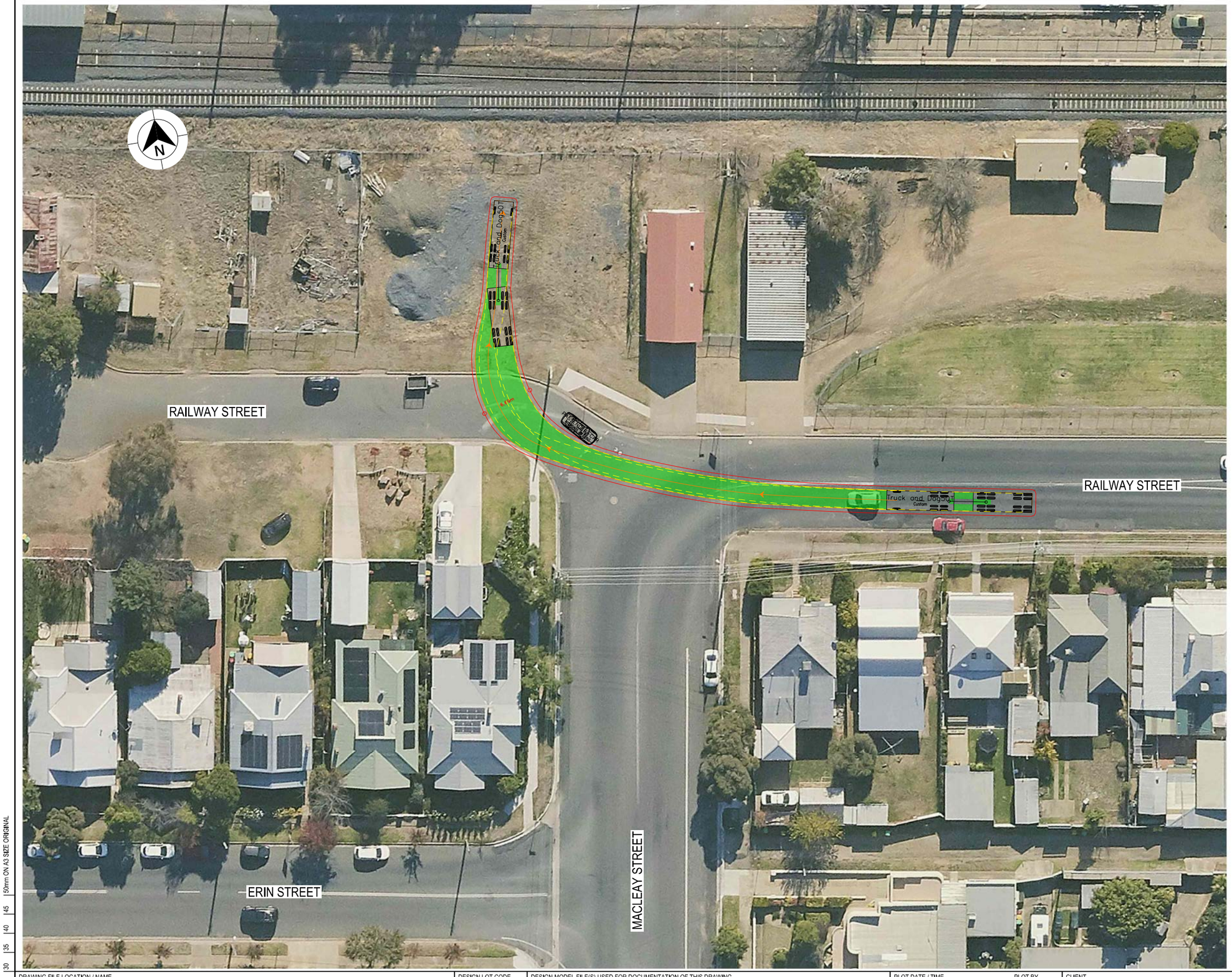


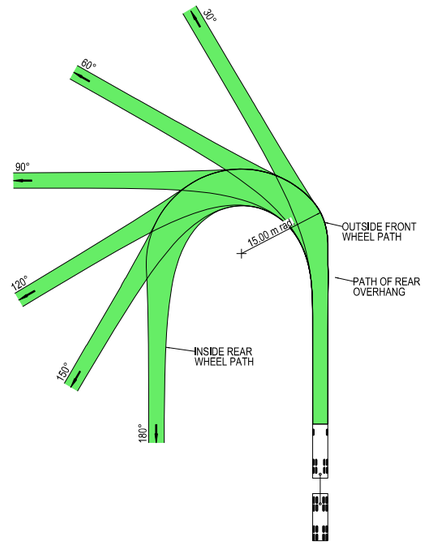
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
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TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
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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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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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET GATE W1 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-076 — ISSUE 1

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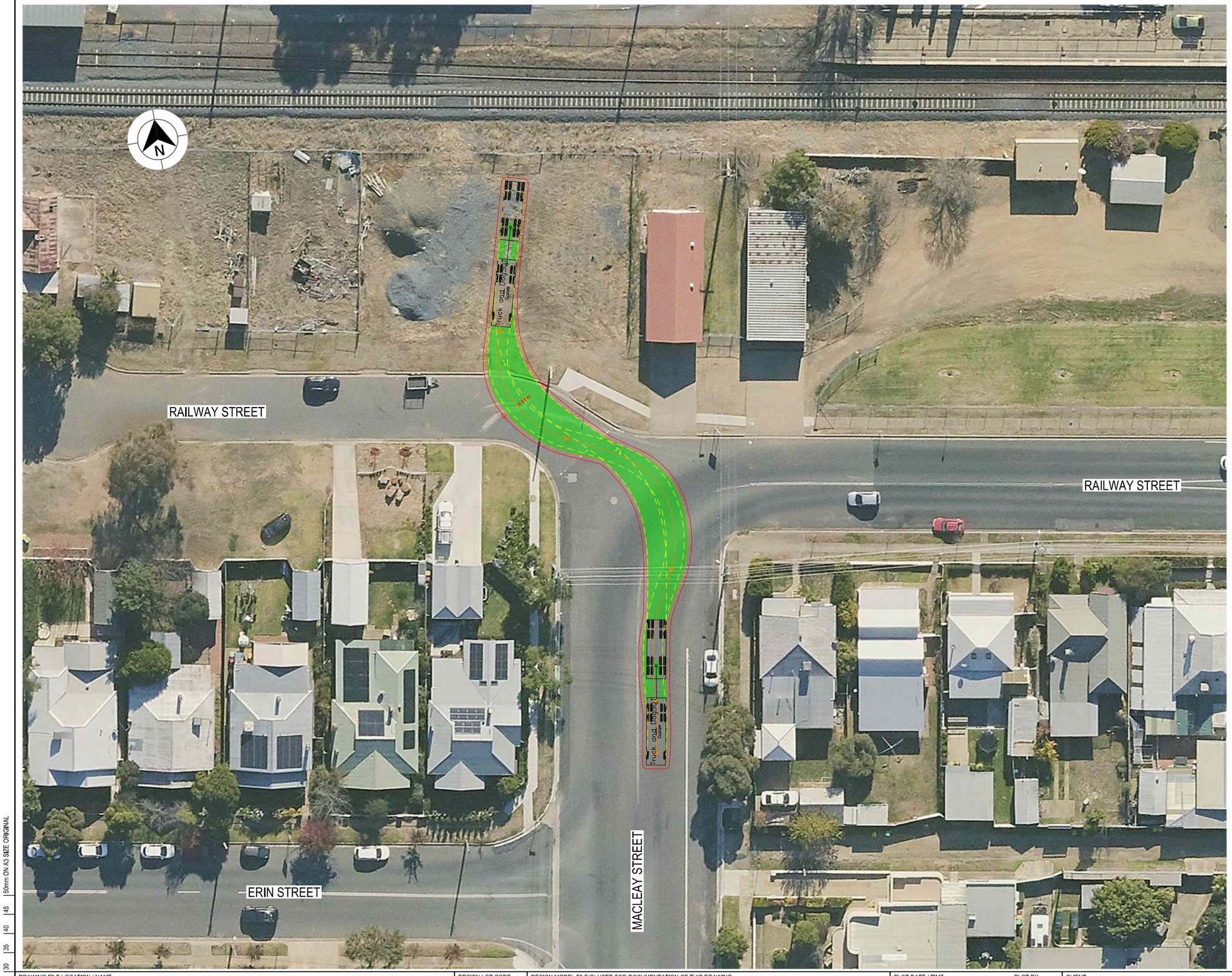


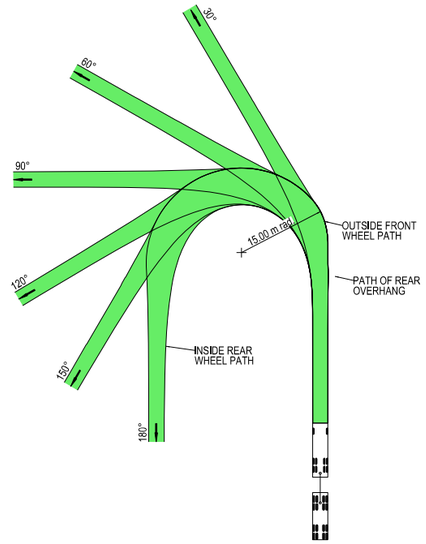
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - RAILWAY STREET GATE W1 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-077 — ISSUE 1

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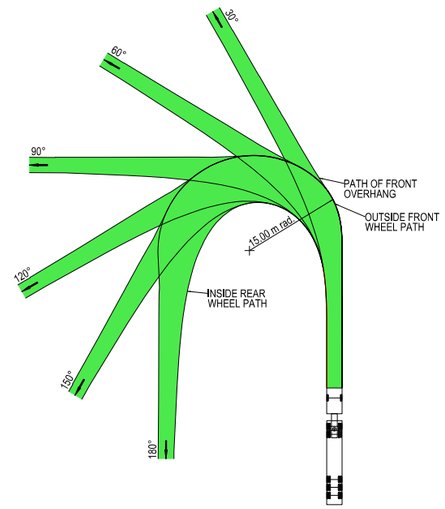
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - LI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-078
ISSUE 1

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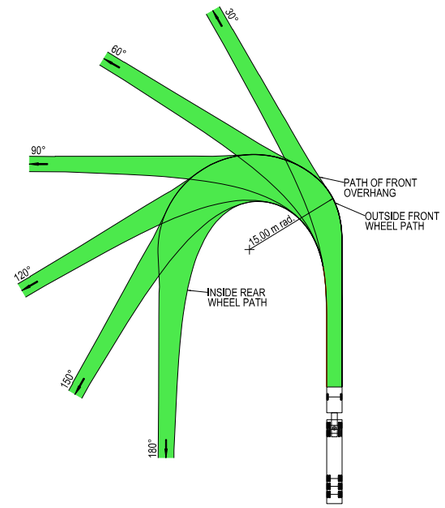
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-079 — ISSUE 1

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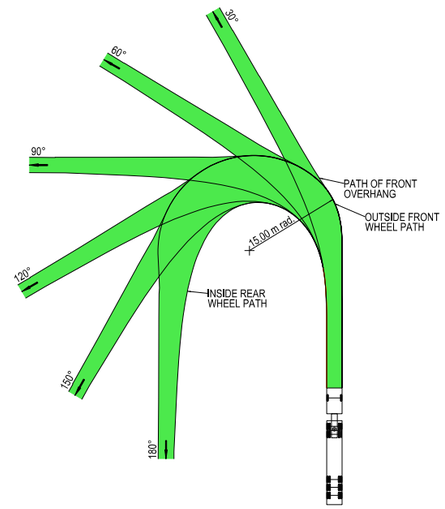
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-080 — ISSUE 1

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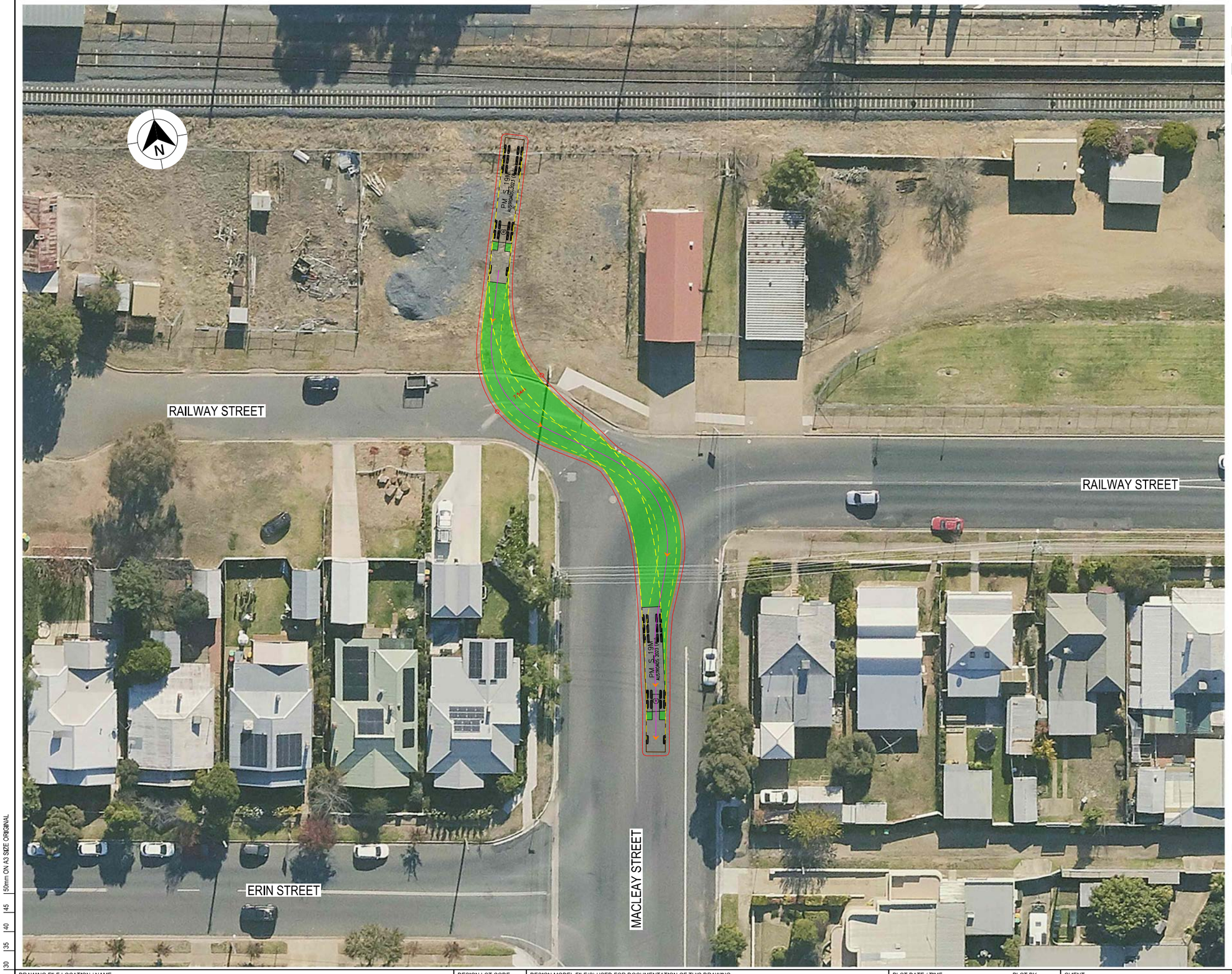


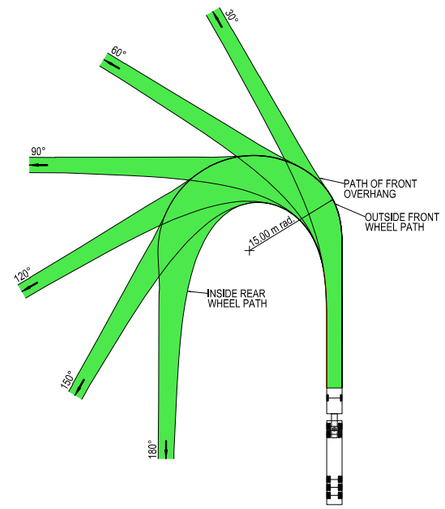
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E2

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - RAILWAY STREET GATE W1 - RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-081 — ISSUE 1

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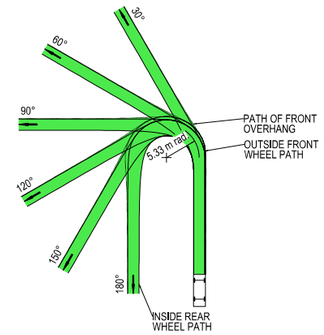
LEGEND

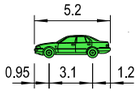
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 9:48:16 AM
PLOT BY: ThomHunter

CLIENT: MARTINUS

WAGGA CITY COUNCIL
DONNELLY AVENUE - ACCESS GATE E1
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - PV - DONNELLY AVENUE GATE W2 - LO

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-082
ISSUE 1

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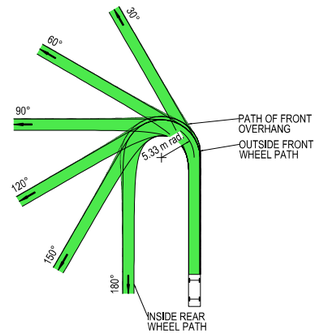
LEGEND

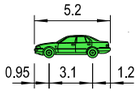
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 9:48:16 AM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
DONNELLY AVENUE - ACCESS GATE E1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - PV - DONNELLY AVENUE GATE W2 - RI

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-083
ISSUE 1

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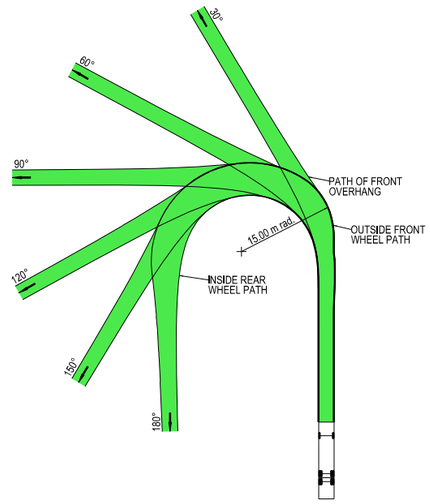
LEGEND

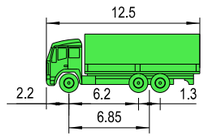
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE - ACCESS GATE E3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - STATION PLACE GATE W3 - LI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-084 — ISSUE 1

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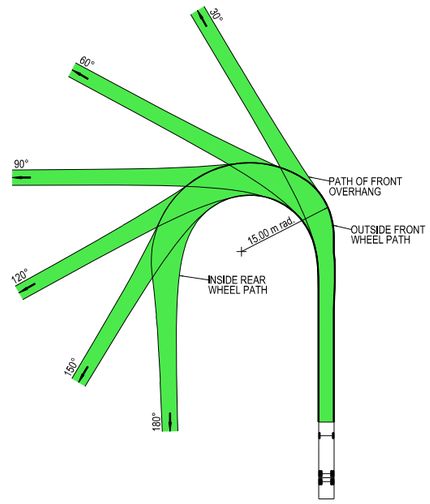
LEGEND

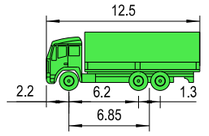
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)

OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE - ACCESS GATE E3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - STATION PLACE GATE W3 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-085 ISSUE 1

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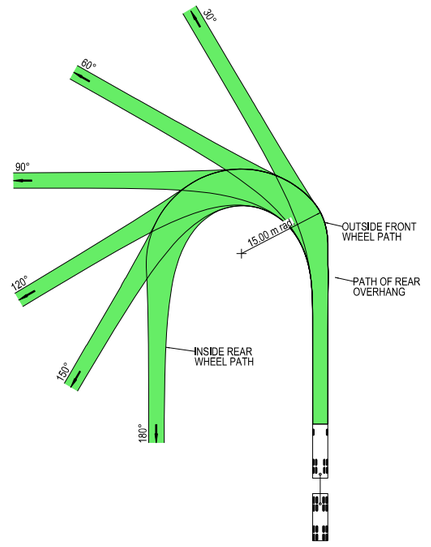
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE - ACCESS GATE E3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STATION PLACE GATE W3 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS
SHEET No. SW10-086
ISSUE 1

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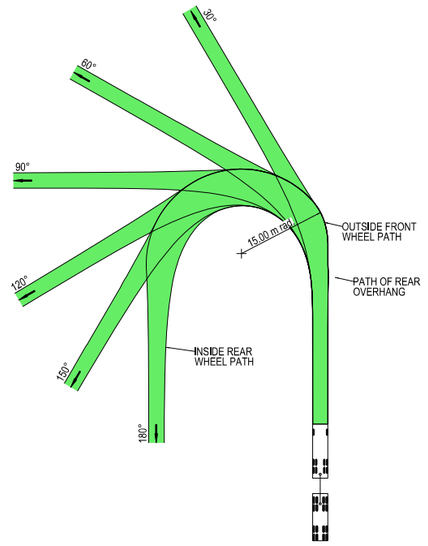
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE - ACCESS GATE E3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - STATION PLACE GATE W3 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-087 ISSUE 1

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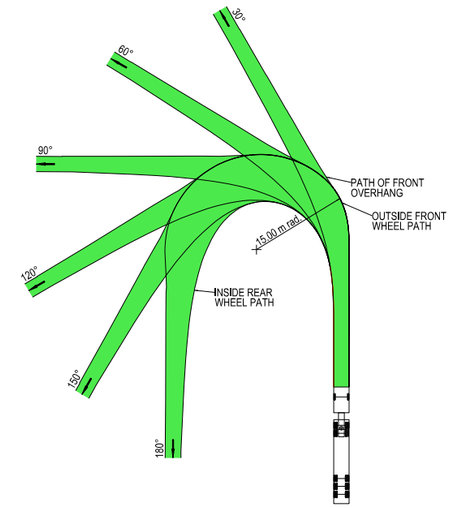
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m

GDA 2020



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025 — PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
STATION PLACE - ACCESS GATE E3

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - STATION PLACE GATE W3 - LOOP

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-088 — ISSUE 1

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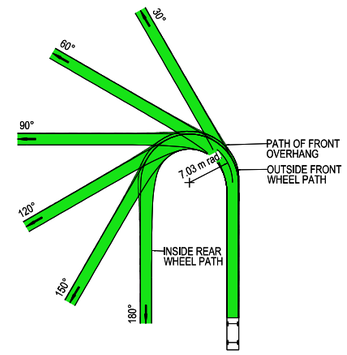
LEGEND

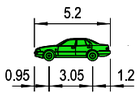
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 8 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	7.03 m
TURNING SPEED	15 - 20 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
EDMONDSON STREET & ERIN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - RAILWAY STREET GATE W4 - LI LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-089 ISSUE 1

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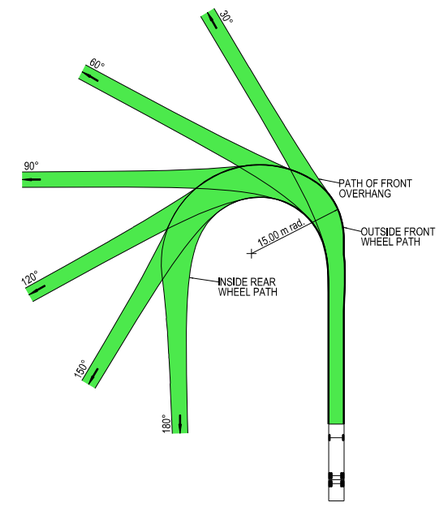
LEGEND

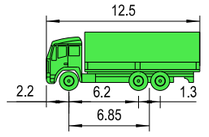
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E5
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - RAILWAY STREET GATE W4 - LO

A3

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS
SHEET No.: SW10-090
ISSUE: 1

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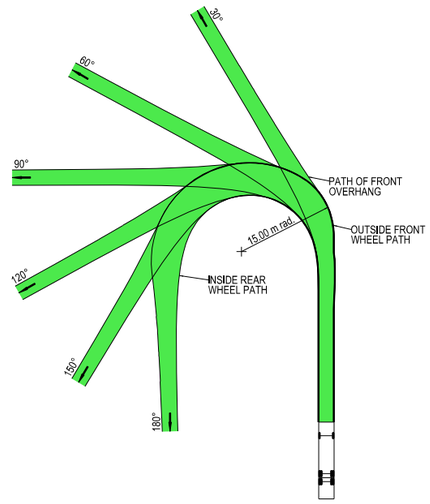
LEGEND

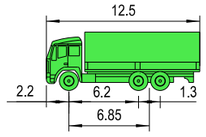
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E5
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - RAILWAY STREET GATE W4 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-091
ISSUE 1

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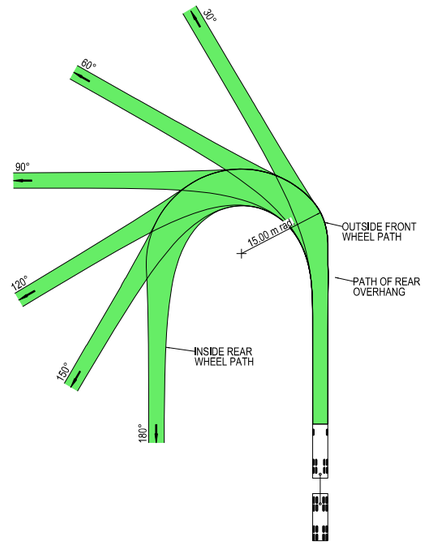
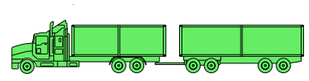
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E5

A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - RAILWAY STREET GATE W4 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-092 ISSUE 1

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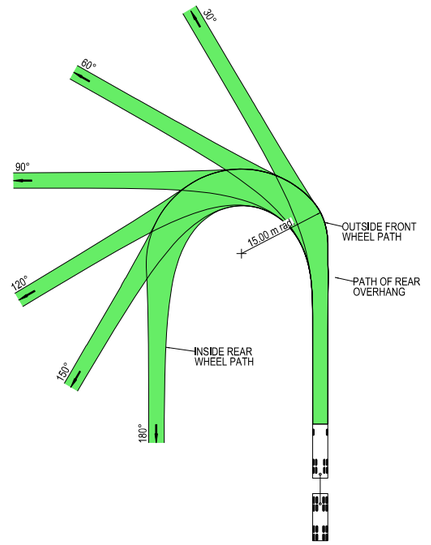
LEGEND

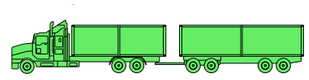
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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TRUCK AND 4 AXLE DOG (19.0 m)	
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CURB TO CURB TURNING RADIUS	15.00 m
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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E5

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - RAILWAY STREET GATE W4 - RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-093 — ISSUE 1

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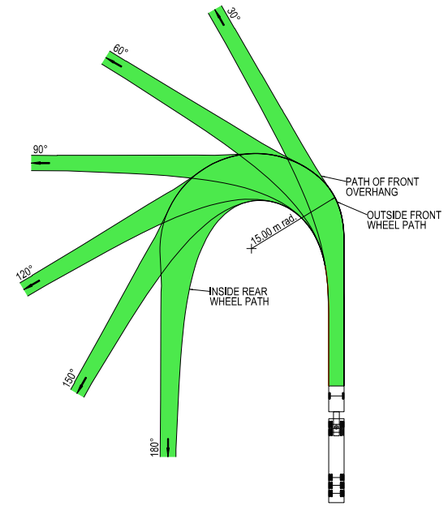
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E5

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - RAILWAY STREET GATE W4 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-094 ISSUE 1

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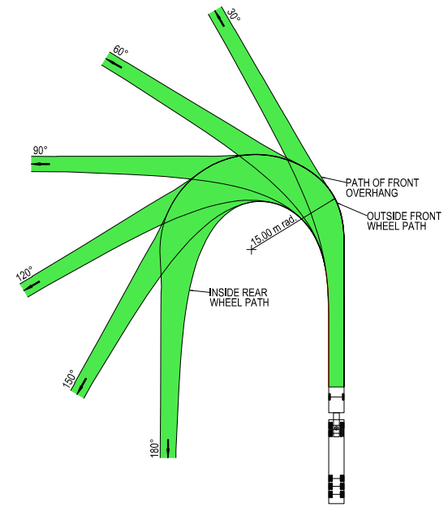
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 24/09/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE E5

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - RAILWAY STREET GATE W4 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-095
ISSUE 1

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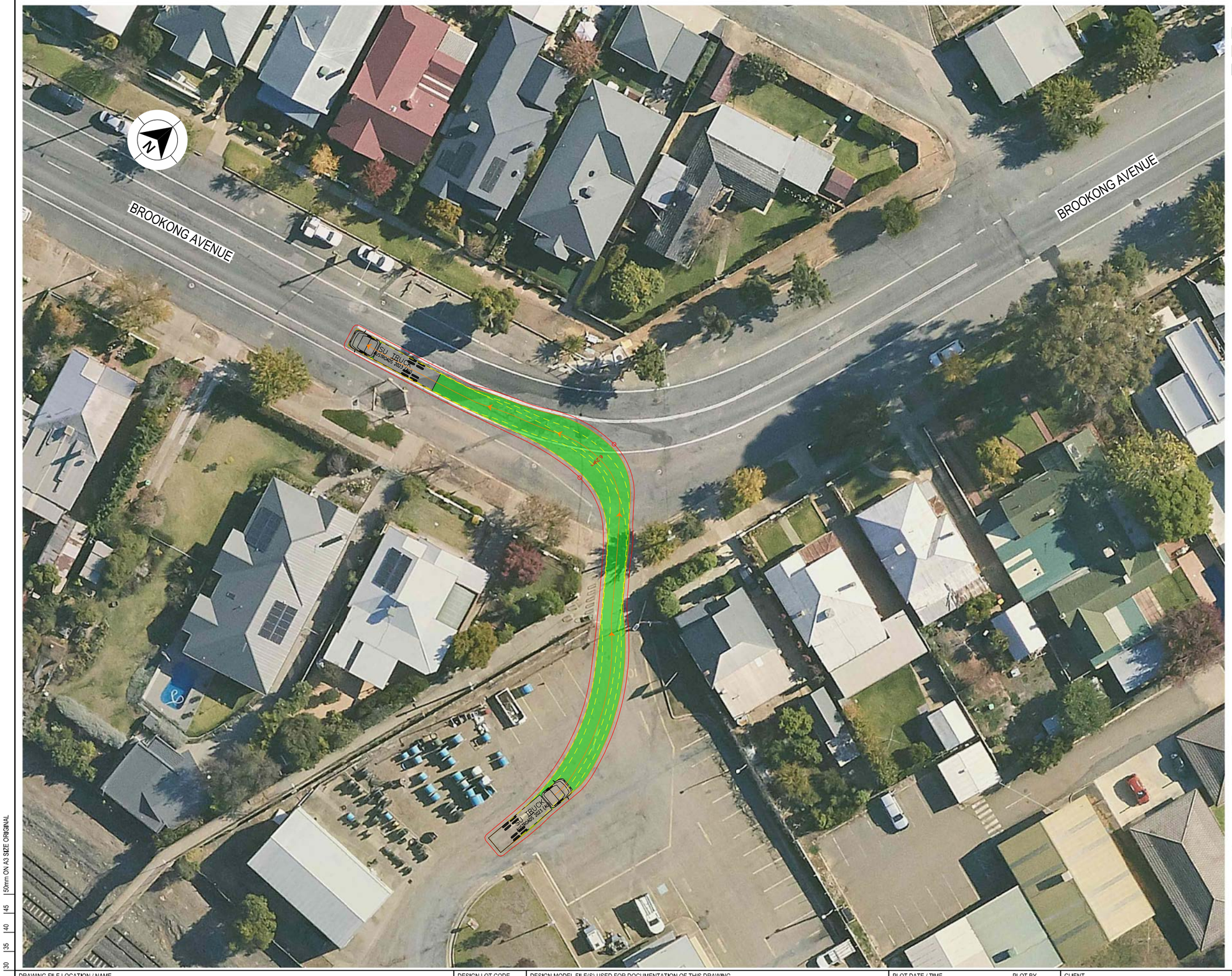


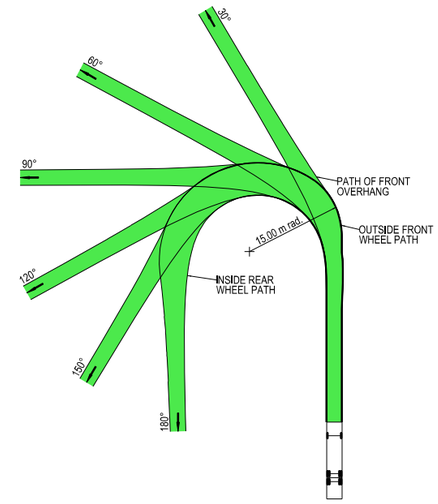
LEGEND

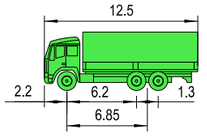
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - BROOKONG AVENUE GATE W5 - LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-096 — ISSUE 1

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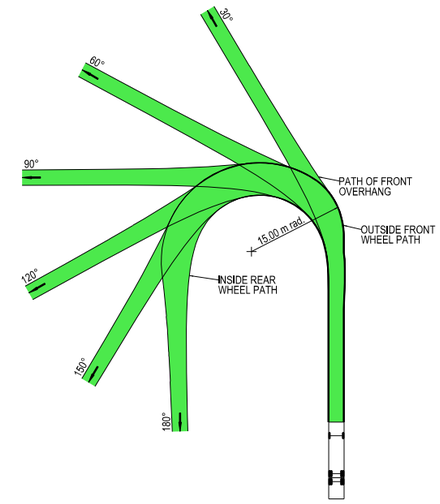
LEGEND

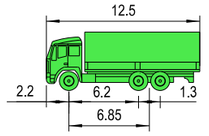
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

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SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

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DESIGN CHECK	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - BROOKONG AVENUE GATE W5 - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-097 ISSUE 1

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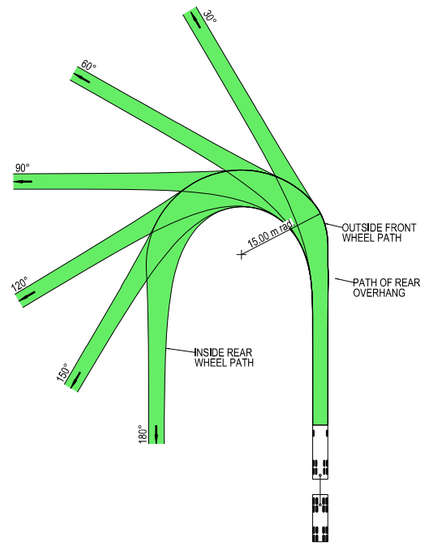
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BROOKONG AVENUE GATE W5 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-098 ISSUE 1

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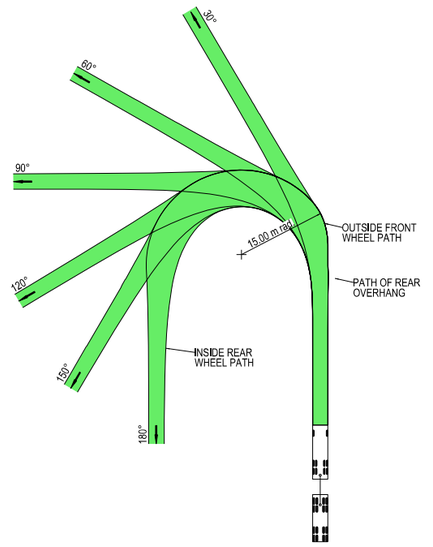
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - TD - BROOKONG AVENUE GATE W5 - RI

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-099 ISSUE 1

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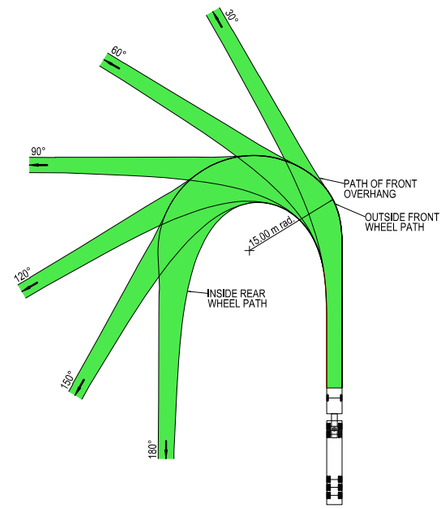
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - BROOKONG AVENUE GATE W5 - RI

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW10-100

ISSUE 1

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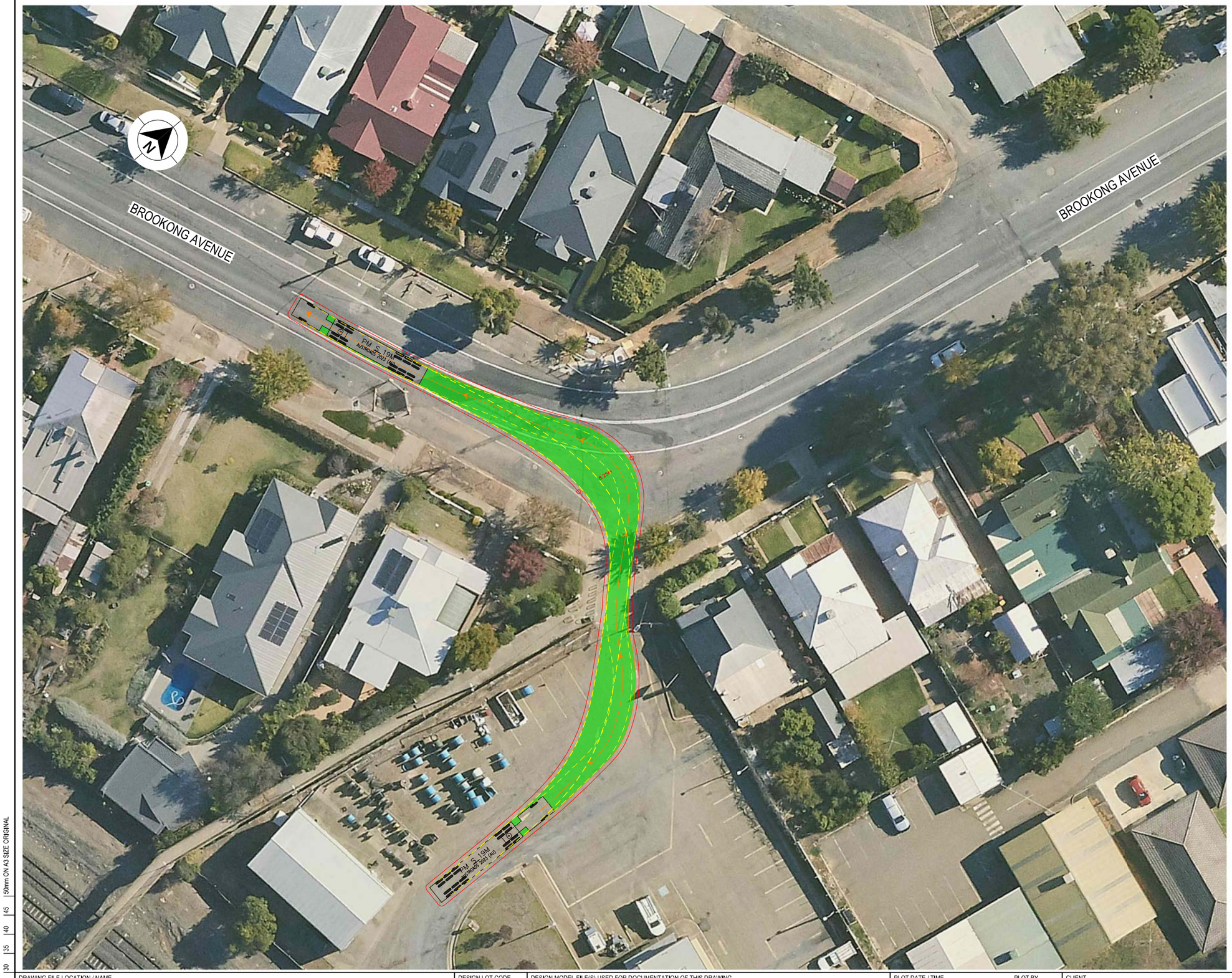


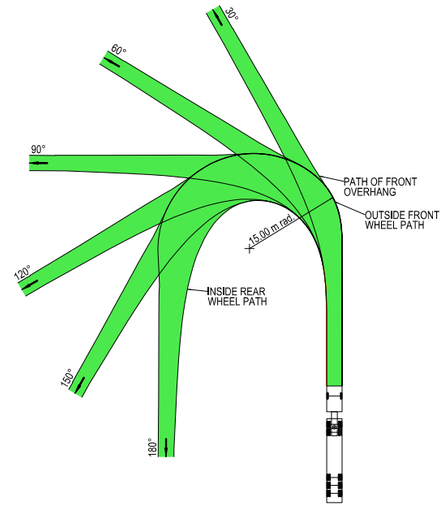
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BROOKONG AVENUE - ACCESS GATE C1

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BROOKONG AVENUE GATE W5 - LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-101 ISSUE 1

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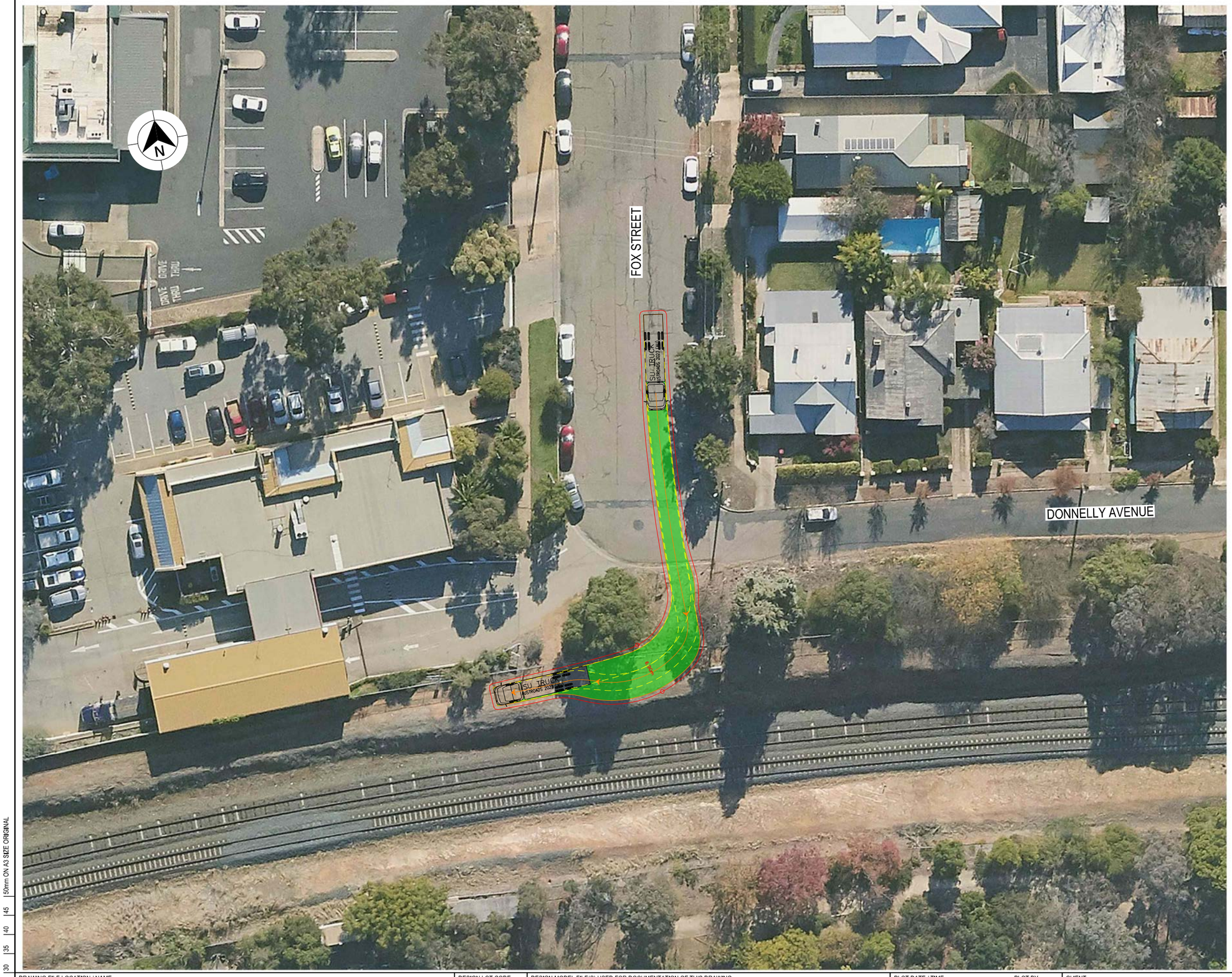


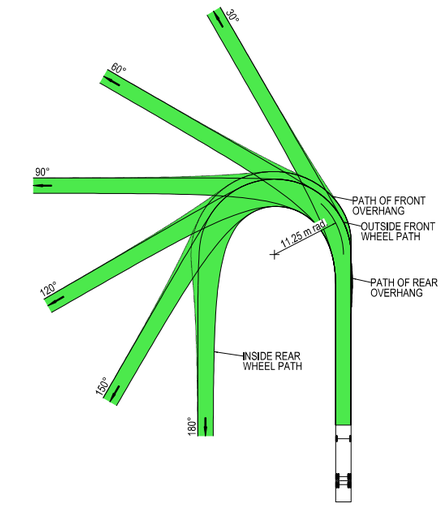
LEGEND

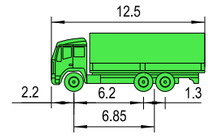
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12,5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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 - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - FOX STREET GATE W6 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-102 — ISSUE 1

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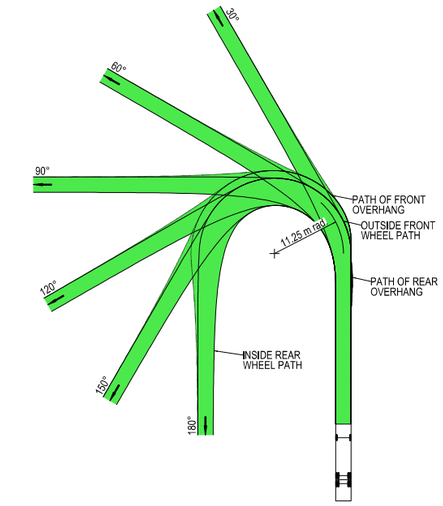
LEGEND

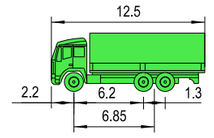
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12,5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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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

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - FOX STREET GATE W6 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW10-103 — ISSUE 1

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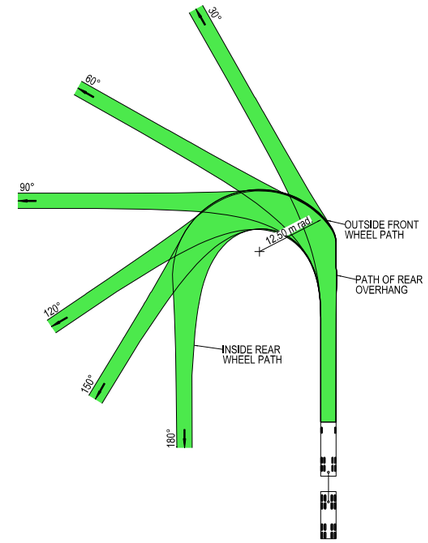
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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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

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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: 24/09/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - FOX STREET GATE W6 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-104
ISSUE 1

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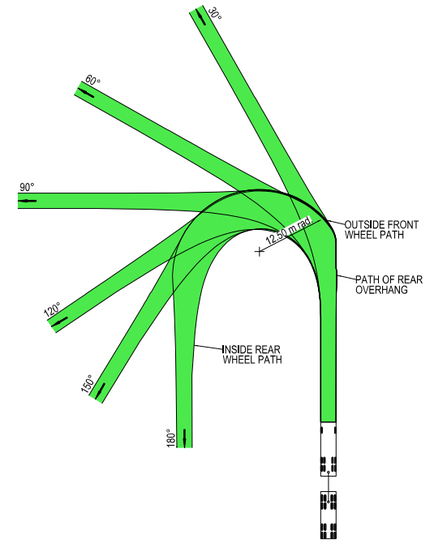
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 4 AXLE DOG (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

TRUCK AND 4 AXLE DOG (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 24/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
FOX STREET - ACCESS GATE C2
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - FOX STREET GATE W6 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW10-105
ISSUE 1

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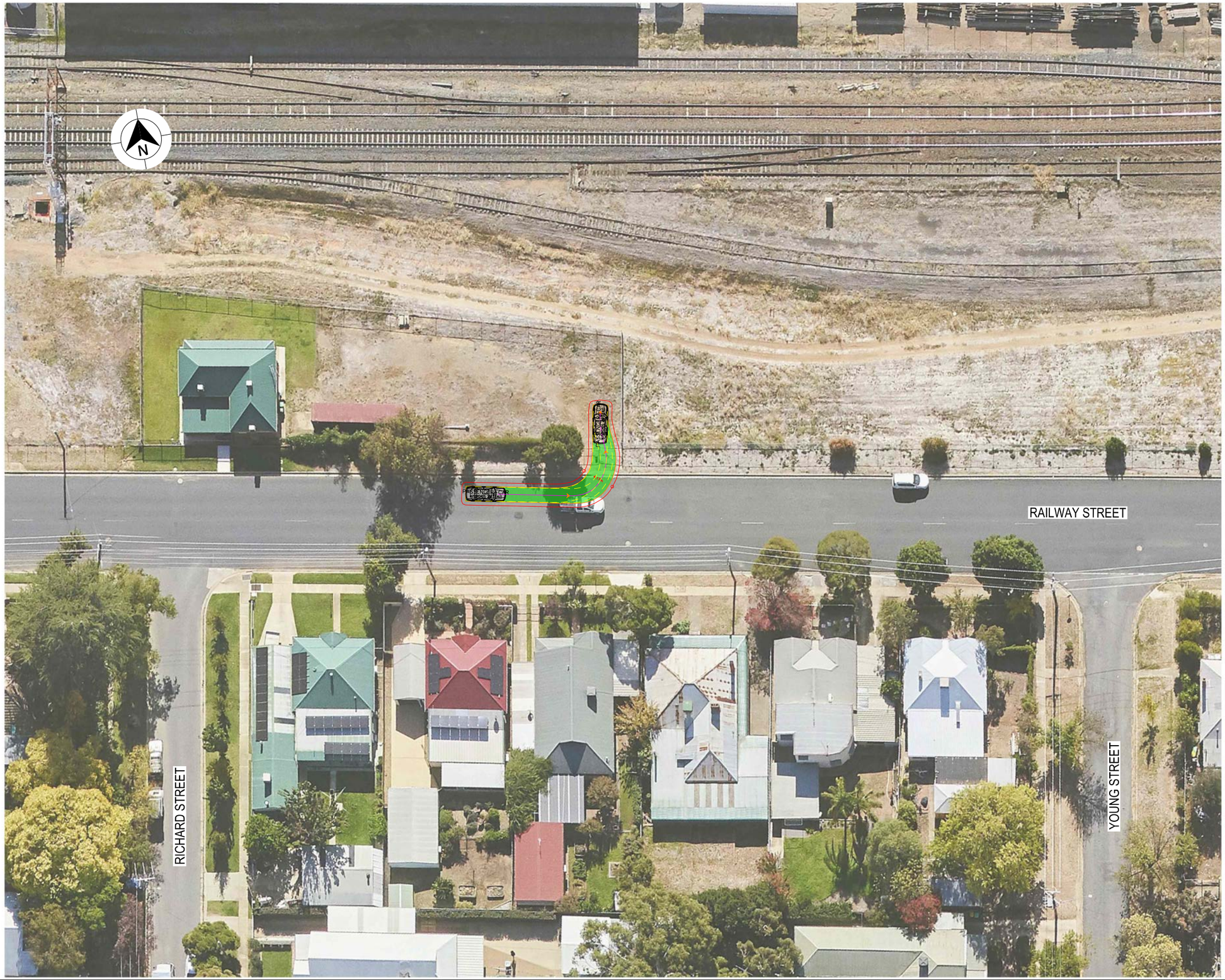


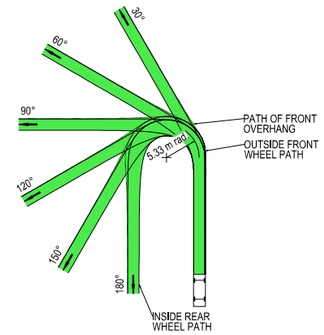
LEGEND

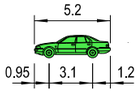
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

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 - Wagga Station and Surrounds BDD.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: 09/03/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	09/03/2026
DRG CHECK	J.GORRIE	09/03/2026
DESIGN	T.HUNTER	09/03/2026
DESIGN CHECK	J.GORRIE	09/03/2026
DESIGN MNGR	J.GORRIE	09/03/2026
PROJECT MNGR	P. BILLINGHAM	09/03/2026

CLIENT: MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE W10
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - RAILWAY STREET GATE W10 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW10-106 ISSUE 1

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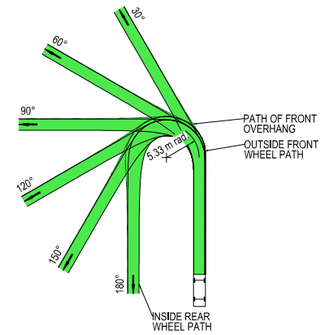
LEGEND

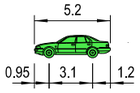
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

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 - Wagga Station and Surrounds BDD.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: 09/03/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	09/03/2026
DRG CHECK	J.GORRIE	09/03/2026
DESIGN	T.HUNTER	09/03/2026
DESIGN CHECK	J.GORRIE	09/03/2026
DESIGN MNGR	J.GORRIE	09/03/2026
PROJECT MNGR	P. BILLINGHAM	09/03/2026

CLIENT: MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE W10
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - RAILWAY STREET GATE W10 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW10-107 | ISSUE 1

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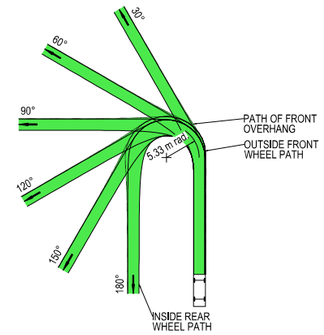
LEGEND

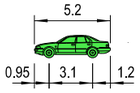
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

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 - Wagga Station and Surrounds BDD.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: 09/03/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	09/03/2026
DRG CHECK	J.GORRIE	09/03/2026
DESIGN	T.HUNTER	09/03/2026
DESIGN CHECK	J.GORRIE	09/03/2026
DESIGN MNGR	J.GORRIE	09/03/2026
PROJECT MNGR	P. BILLINGHAM	09/03/2026

CLIENT: MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE W10
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - RAILWAY STREET GATE W10 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW10-108 | ISSUE 1

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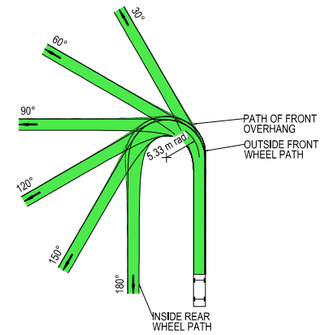
LEGEND

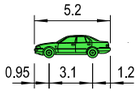
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PASSENGER VEHICLE (5.2 m)
RADIUS 6.3 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 m
TURNING SPEED	0 - 5 km/h

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 - Wagga Station and Surrounds BDD.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: 09/03/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	T.HUNTER	09/03/2026
DRG CHECK	J.GORRIE	09/03/2026
DESIGN	T.HUNTER	09/03/2026
DESIGN CHECK	J.GORRIE	09/03/2026
DESIGN MNGR	J.GORRIE	09/03/2026
PROJECT MNGR	P. BILLINGHAM	09/03/2026

CLIENT: MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET - ACCESS GATE W10
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - RAILWAY STREET GATE W10 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW10-109 | ISSUE 1

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WAGGA WAGGA CITY COUNCIL

CTTAMP MITIGATIONS

WAGGA WAGGA PRECINCT

SWEPT PATH ANALYSIS

WAGGA WAGGA

DETOUR ROUTE

LOCALITY PLAN

© GOOGLE MAPS

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Edmondson Street Route Sheet Arrangement (2025_7_22_2_26).dgn	LINEAR REFERENCING: START: N/A, FINISH: N/A		PLOT DATE / TIME: 22/07/2025 9:48:16 AM	PLOT BY: ThomHunter	CLIENT: MARTINUS
PREPARED BY: RIGORE ENGINEERING SERVICES	DESIGNED: SIGNED ..... NAME T. HUNTER TITLE CADET ENGINEER DATE	VERIFIED: SIGNED ..... NAME J. COLES TITLE LEAD DESIGNER DATE	PROJECT MANAGER: SIGNED ..... NAME J.GORRIE TITLE PROJECT MANAGER DATE	COUNCIL CLIENT REPRESENTATIVE: SIGNED ..... NAME P.BILLINGHAM TITLE CLIENT REPRESENTATIVE DATE	PREPARED FOR: MARTINUS PTY LTD

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE PROJECT No. RES 2501.78.207	CLIENT PROJECT No.		
PMO REGISTRATION No. RES2501.78.207		STAGE 1	
	SHEET No. SW12-001	ISSUE 1	

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				
	ISSUE NUMBER	1				PASS/FAIL
	DD	17				
	MM	9				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW12	SWEPT PATH ANALYSIS (11 SHEETS)					
SW12-001	COVER SHEET					
SW12-002	INDEX					
SW12-003	KEY PLAN					
SW12-004	SWEPT PATH - 12.5 BUS - URANA STREET AND MITCHELMORE STREET - LI RO					PASS
SW12-005	SWEPT PATH - 12.5 BUS - MACLEAY STREET AND URANA STREET - LO RI					PASS
SW12-006	SWEPT PATH - 12.5 BUS - MACLEAY STREET AND COLEMAN STREET STREET - THROUGH					PASS
SW12-007	SWEPT PATH - 12.5 BUS - RAILWAY STREET AND MACLEAY STREET - LO RI					PASS
SW12-008	SWEPT PATH - 12.5 BUS - LAKE ALBERT ROAD AND RAILWAY STREET - LO RI					PASS
SW12-009	SWEPT PATH - 12.5 BUS - EDWARD STREETAND LAKE ALBERT ROAD - LO RI					PASS
SW12-010	SWEPT PATH - SEMI - URANA STREET AND MITCHELMORE STREET - LO RI					CONDITIONAL PASS
SW12-011	SWEPT PATH - SEMI - BOURKE STREET AND URANA STREET - RI LO					CONDITIONAL PASS
SW12-012	SWEPT PATH - SEMI - DOCKER STREET AND EDWARD STREET - RI LO					CONDITIONAL PASS

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 - Wagga Detour Routes.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 18/09/2025 9:48:16 AM

PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
SHEET INDEX
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW12-002

ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Detour Routes.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME 18/09/2025 9:48:16 AM	PLOT BY ThomHunter	CLIENT	WAGGA CITY COUNCIL KEY PLAN A2I CTTAMP WAGGA PRECINCT SWEPT PATH ANALYSIS KEY PLAN	A3
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING 0 100 200 300 SCALE 1:8000m	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	RIGORE REGISTRATION No. RES2501.78.207	PART 1
								DRAWN	J.COLES	06/11/2025		
								DRG CHECK	J.GORRIE	06/11/2025		
								DESIGN	J.COLES	06/11/2025		
								DESIGN CHECK	J.GORRIE	06/11/2025		
								DESIGN MNGR	J.GORRIE	06/11/2025		
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)	HEIGHT DATUM AHD	PROJECT MNGR	P. BILLINGHAM	06/11/2025	ISSUE STATUS	SHEET No. SW12-003 / ISSUE 1

RIGORE ENGINEERING SERVICES

MARTINUS

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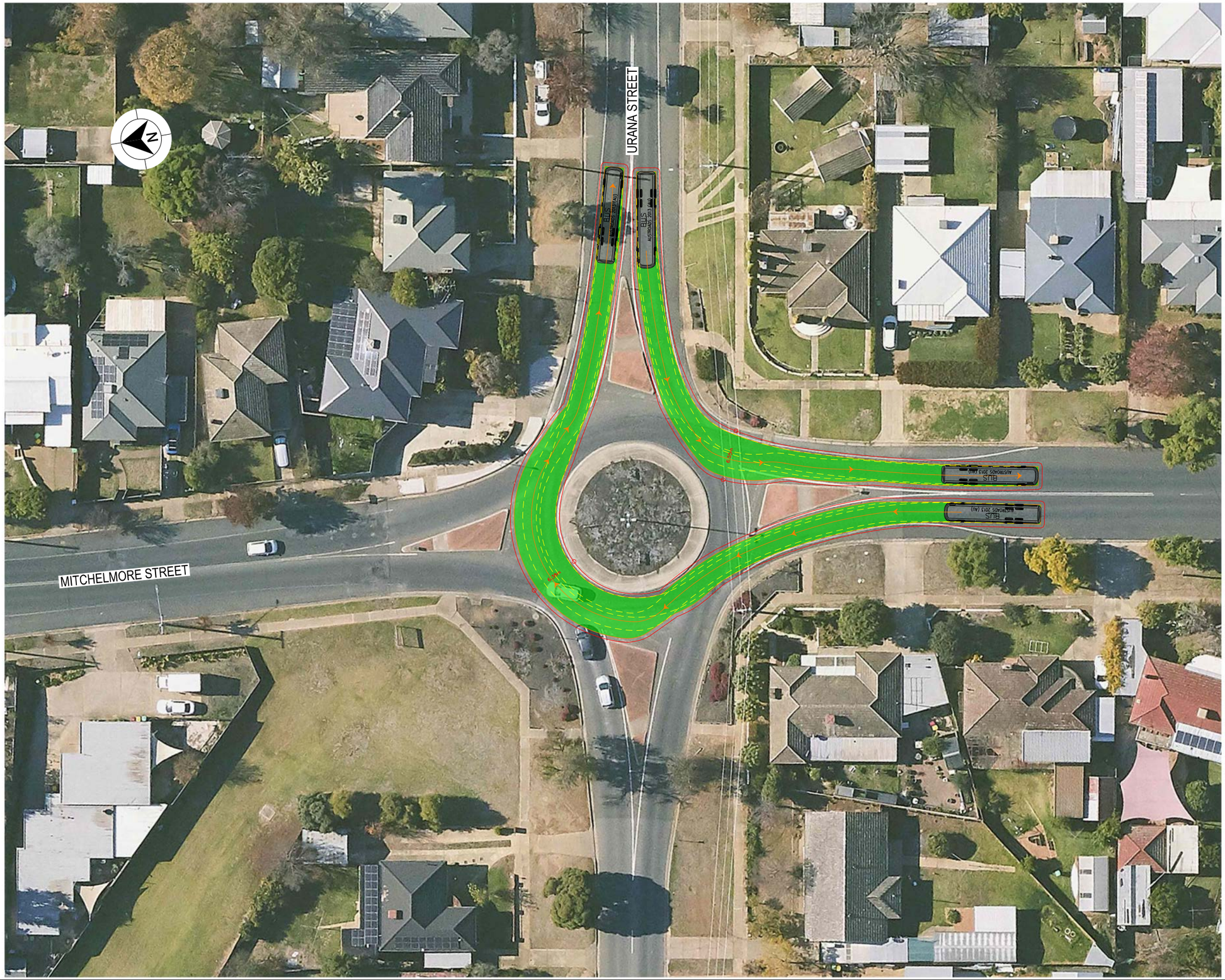


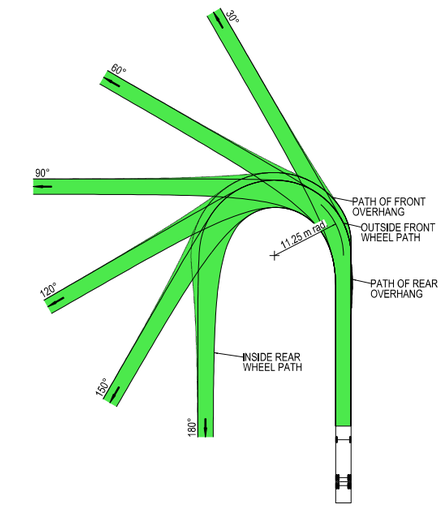
LEGEND

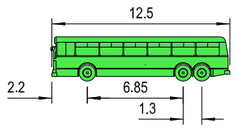
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN 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

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 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET AND MITCHELMORE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 BUS - URANA STREET AND MITCHELMORE STREET - LO RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW12-004 — ISSUE 1

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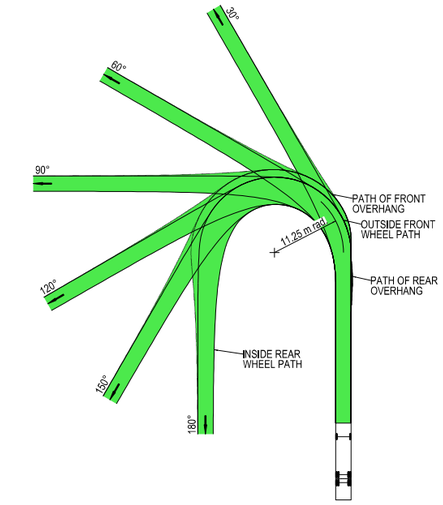
LEGEND

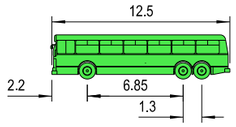
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN 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

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 18/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET AND MACLEAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 BUS - URANA STREET AND MACLEAY STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW12-005 — ISSUE 1

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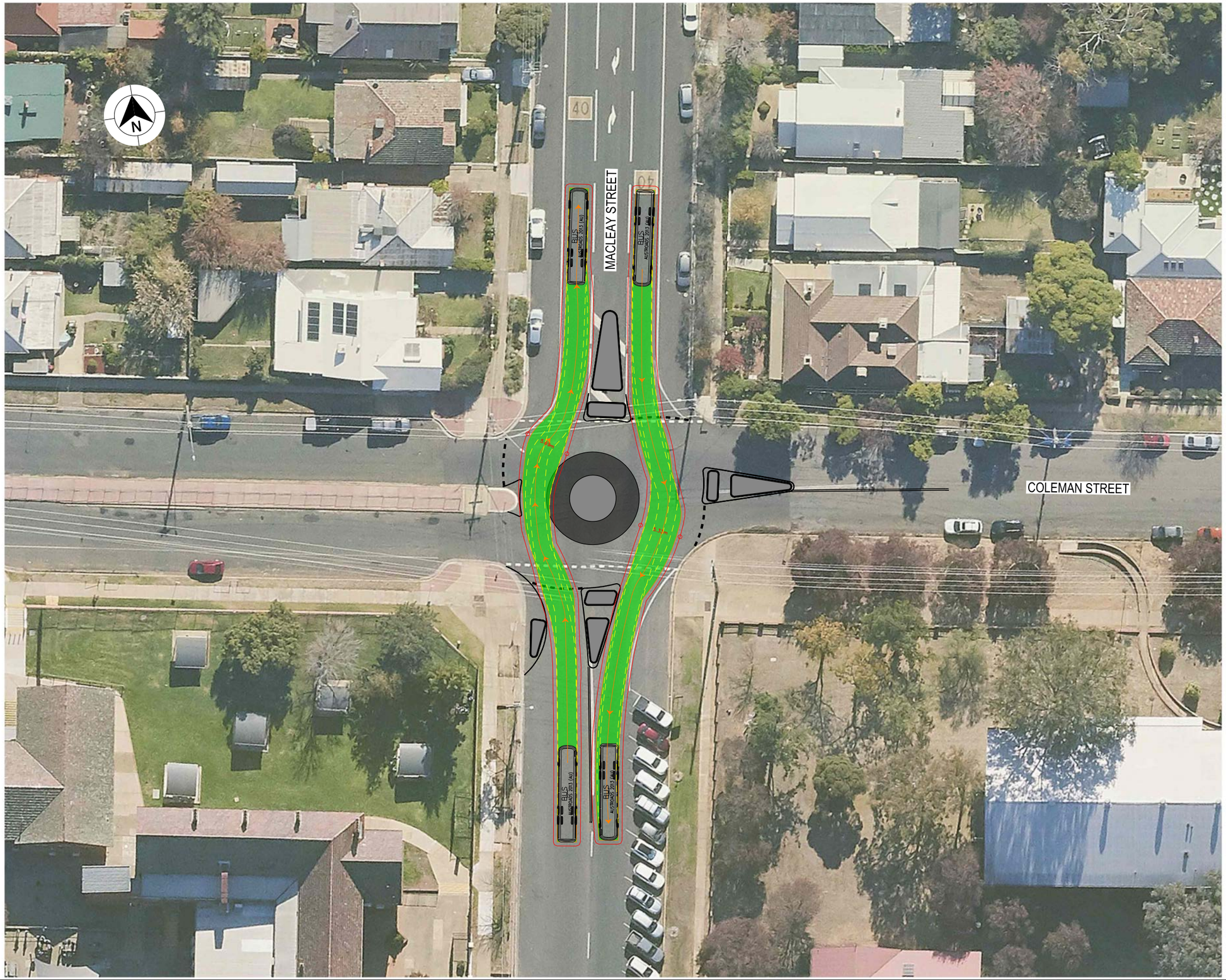


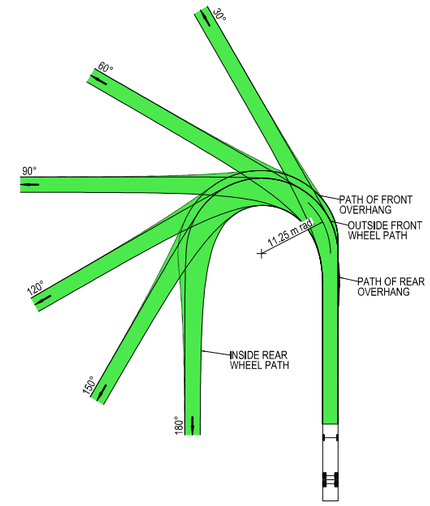
LEGEND

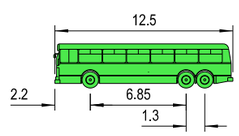
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN 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

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 - Wagga Detour Routes.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 18/09/2025 9:48:16 AM
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
MACLEAY STREET & COLEMAN STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 BUS - MACLEAY STREET & COLEMAN STREET - THROUGH

RIGORE REGISTRATION No.: RES2501.78.207
PART: 1
ISSUE STATUS:
SHEET No.: SW12-006
ISSUE: 1

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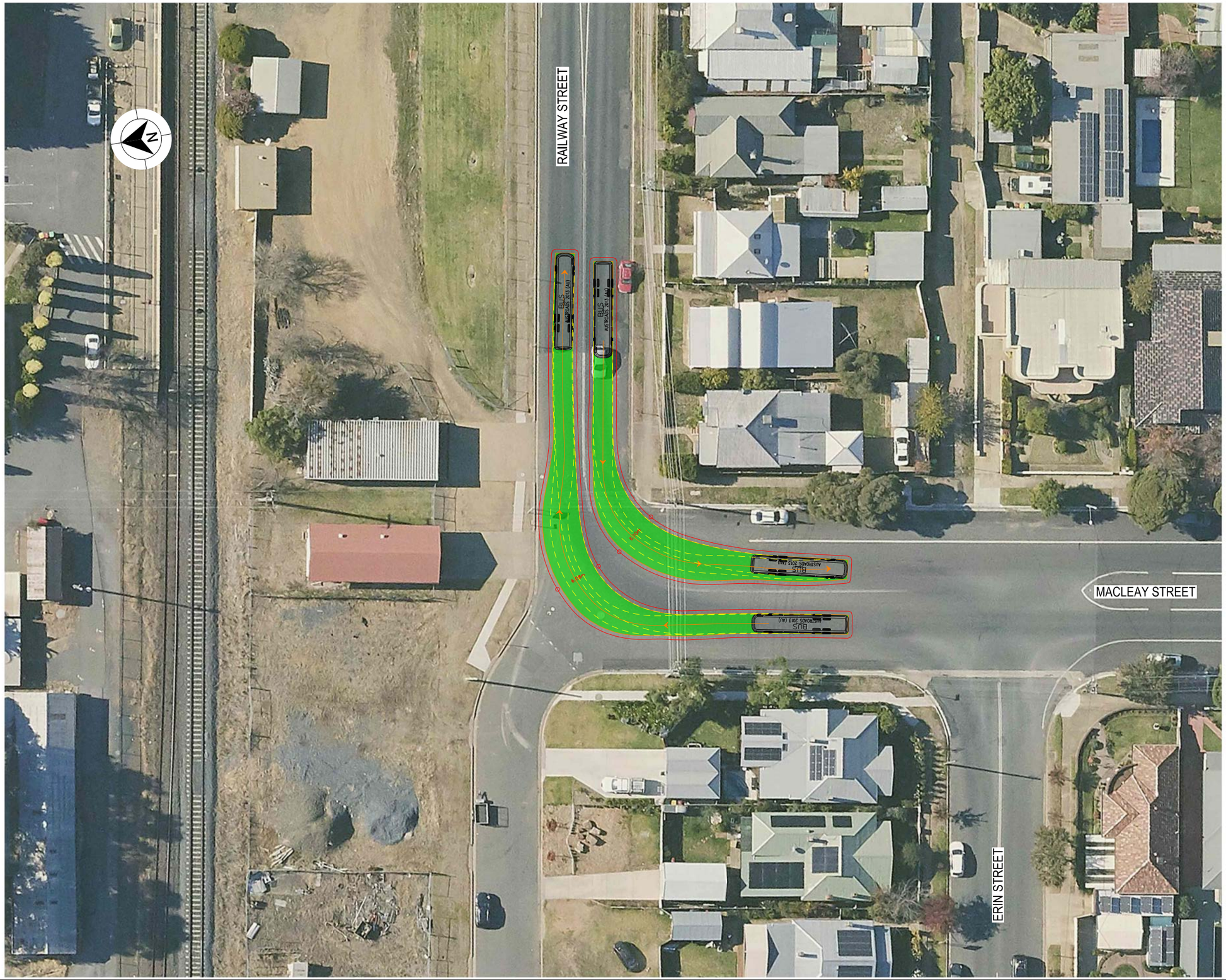


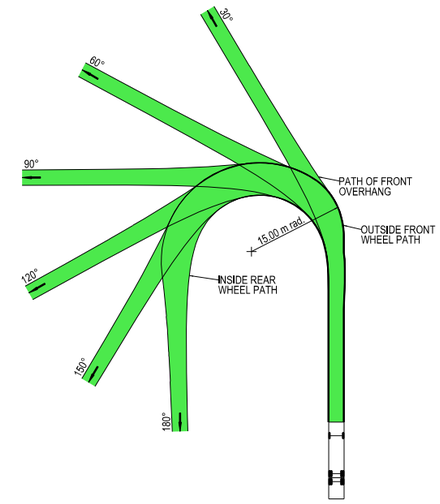
LEGEND

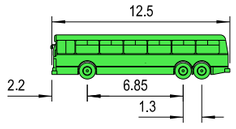
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN 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	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 18/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
MACLEAY STREET AND RAILWAY STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 BUS - MACLEAY STREET AND RAILWAY STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW12-007 — ISSUE 1

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LAKE ALBERT ROAD

LAKE ALBERT ROAD

RAILWAY STREET

BUS
AUSTROADS 2013 (AU)

BUS
AUSTROADS 2013 (AU)

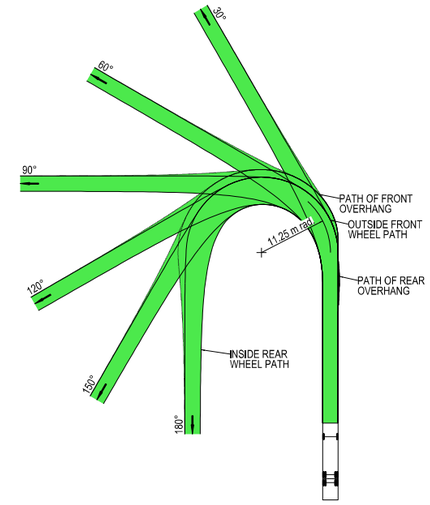
LEGEND

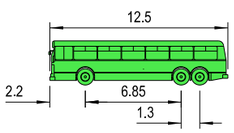
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN 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

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 - Wagga Detour Routes.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 18/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 BUS - RAILWAY STREET AND LAKE ALBERT ROAD - LO RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW12-008 — ISSUE 1

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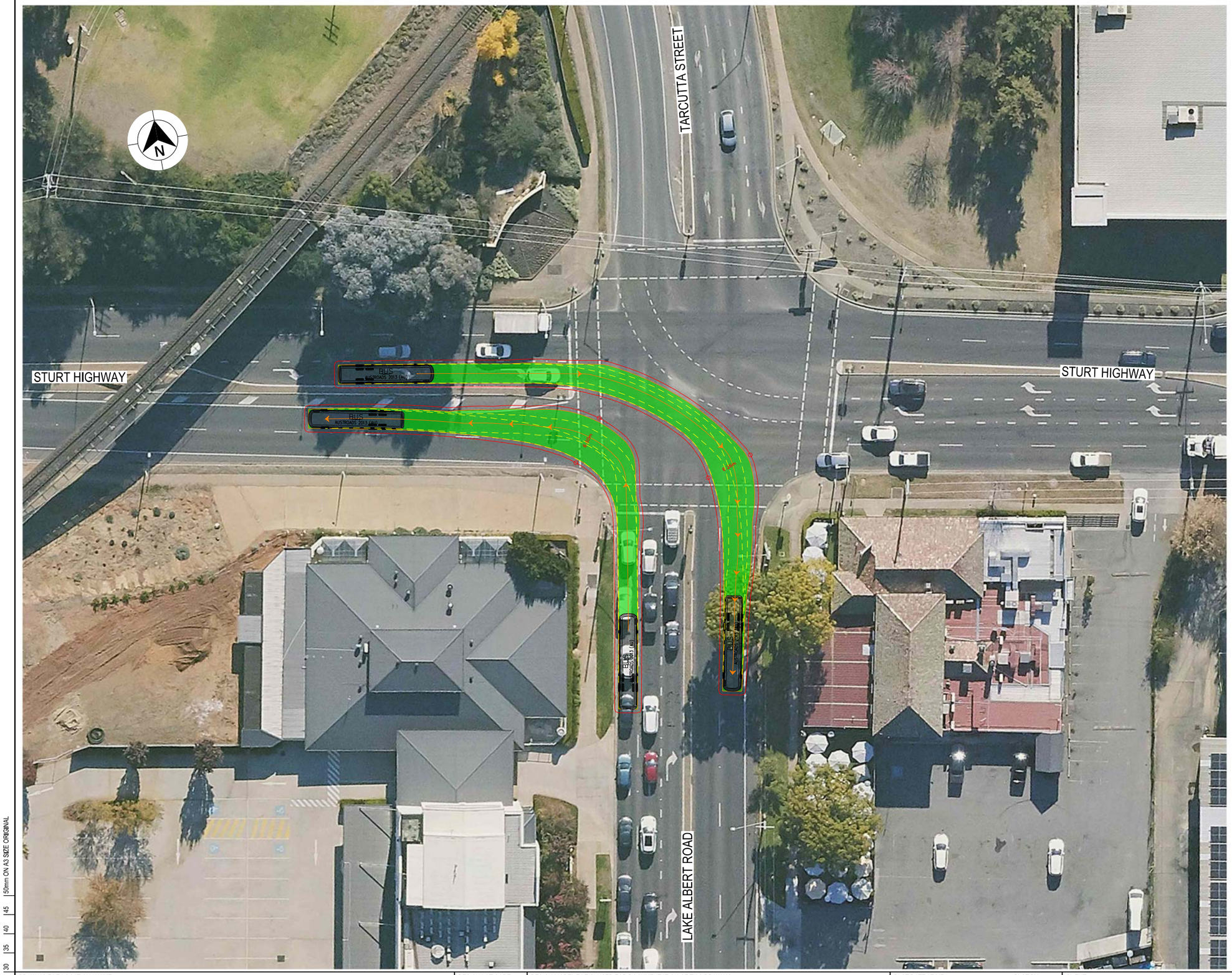


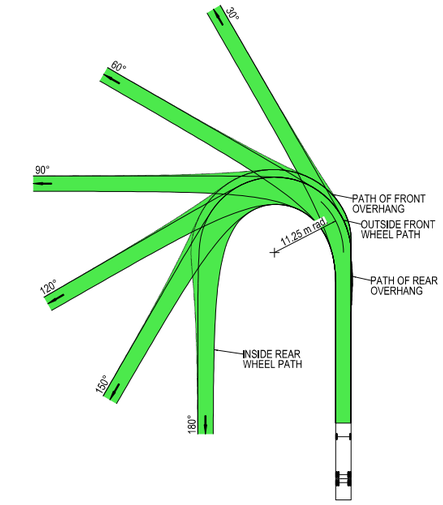
LEGEND

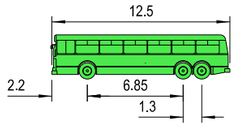
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN 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

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 18/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
LAKE ALBERT ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - 12.5 BUS - LAKE ALBERT ROAD AND STURT HIGHWAY - RI LO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW12-009 ISSUE 1

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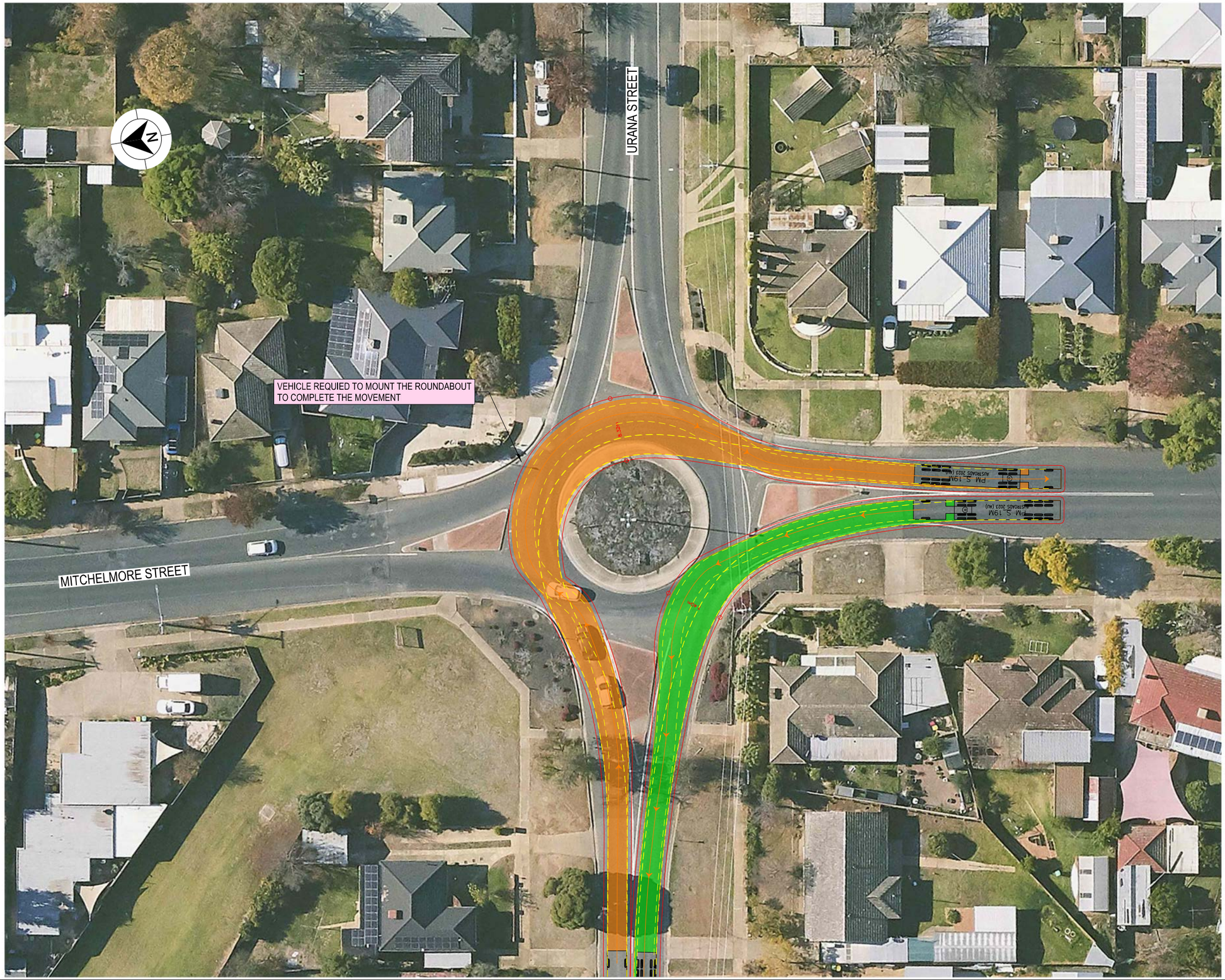
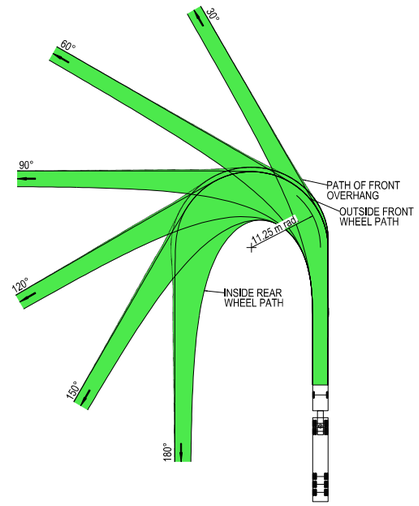


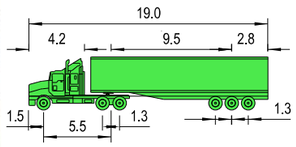
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h
0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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 - Wagga Detour Routes.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 18/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
URANA STREET AND MITCHELMORE STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - URANA STREET AND MITCHELMORE STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW12-010 — ISSUE 1

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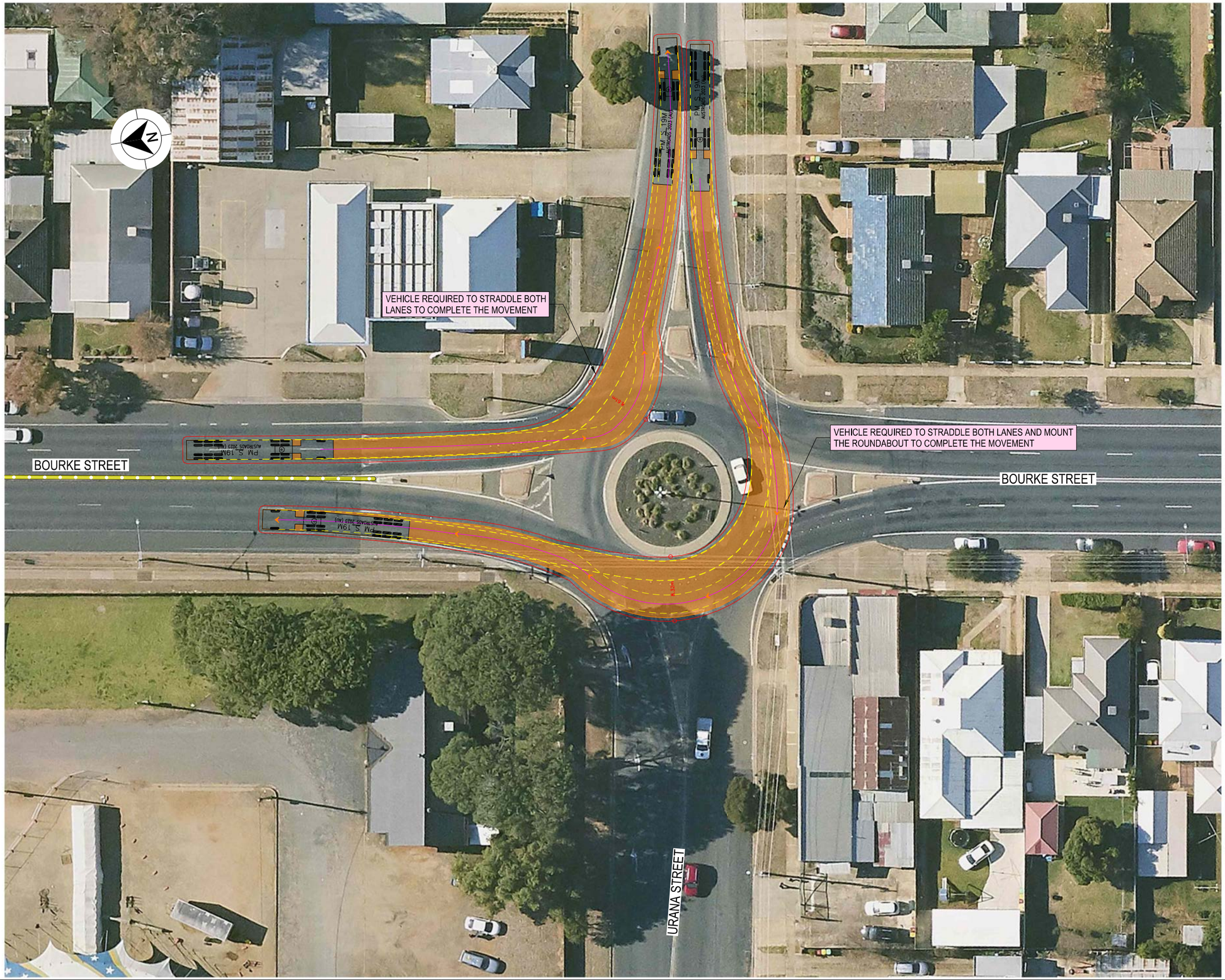


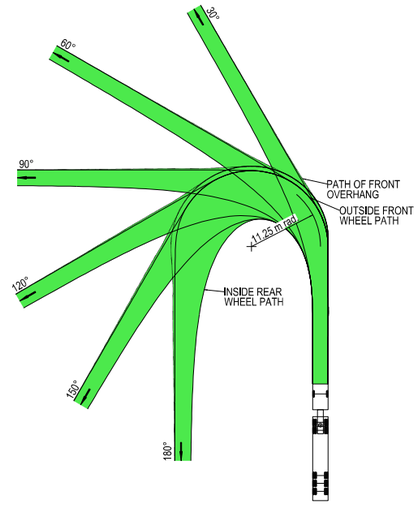
LEGEND

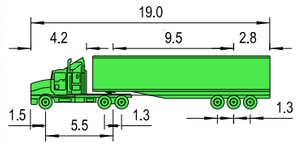
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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 - Wagga Detour Routes.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 18/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
BOURKE STREET AND URANA STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SEMI - BOURKE STREET AND URANA STREET - RI LO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW12-011 — ISSUE 1

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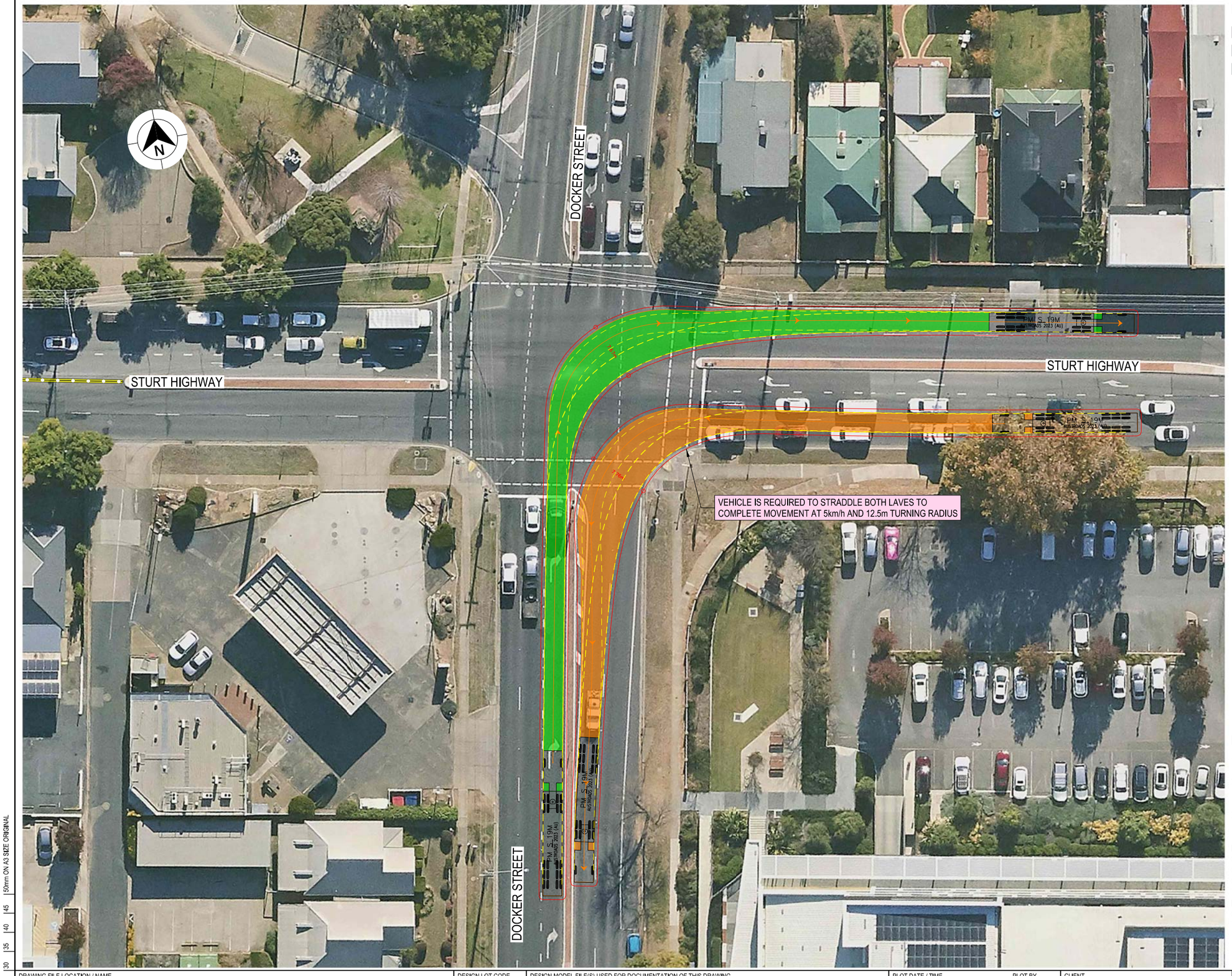


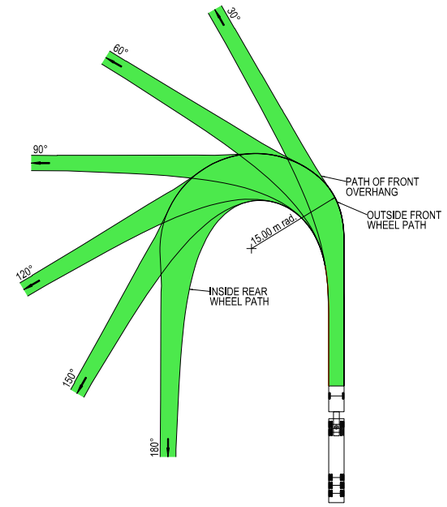
LEGEND

GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
RADIUS 15.0 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m



VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

PRIME MOVER & SEMI-TRAILER (19.0 m)

OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 18/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
DOCKER STREET AND STURT HIGHWAY
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - DOCKER STREET AND STURT HIGHWAY - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW12-012
ISSUE 1

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WAGGA WAGGA CITY COUNCIL

CTTAMP MITIGATIONS

WAGGA WAGGA PRECINCT

SWEPT PATH ANALYSIS

WAGGA WAGGA

ALTERNATE DETOUR ROUTES

LOCALITY PLAN

© GOOGLE MAPS

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Bomen Route Sheet Arrangement.dgn	LINEAR REFERENCING: START: N/A, FINISH: N/A		PLOT DATE / TIME: 21/05/2025 8:01:17 AM	PLOT BY: ThomHunter	CLIENT: MARTINUS
PREPARED BY: RIGORE ENGINEERING SERVICES	DESIGNED: NAME T. HUNTER, TITLE CADET ENGINEER, DATE	VERIFIED: NAME J. COLES, TITLE LEAD DESIGNER, DATE	PROJECT MANAGER: NAME J.GORRIE, TITLE PROJECT MANAGER, DATE	COUNCIL CLIENT REPRESENTATIVE: NAME P.BILLINGHAM, TITLE CLIENT REPRESENTATIVE, DATE	PREPARED FOR: MARTINUS PTY LTD

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS

A3

RIGORE PROJECT No. RES 2501.78.207 | CLIENT PROJECT No.

PMO REGISTRATION No. RES2501.78.207 | STAGE 1

SHEET No. SW13-001 | ISSUE 1

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GDA 2020

CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				
	ISSUE NUMBER	1				PASS/FAIL
	DD	23				
	MM	9				
	YY	25				
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW13	SWEPT PATH ANALYSIS (23 SHEETS)					
SW13-001	COVER SHEET					
SW13-002	INDEX					
SW13-003	KEY PLAN					
SW13-004	SPA - B TRIPLE - EUNONY BRIDGE ROAD AND STURT HIGHWAY - RI LO					CONDITIONAL PASS
SW13-005	SPA - B TRIPLE - OURA ROAD AND EUNONY BRIDGE ROAD - THROUGH					PASS
SW13-006	SPA - B TRIPLE - WEST BOMEN ROAD AND BYRNES ROAD - LI RO					PASS
SW13-007	SPA - B TRIPLE - DORSET DRIVE AND MERINO ROAD - THROUGH					PASS
SW13-008	SPA - B TRIPLE - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO					PASS
SW13-009	SPA - B TRIPLE - COLIN KNOTT DRIVE AND COOLAMON ROAD - THROUGH					PASS
SW13-010	SPA - B TRIPLE - COLIN KNOTT DRIVE AND TRAVERS STREET - THROUGH					CONDITIONAL PASS
SW13-011	SPA - B TRIPLE - OLYMPIC HIGHWAY AND KINCAID STREET - THROUGH					CONDITIONAL PASS
SW13-012	SPA - B TRIPLE - OLYMPIC HIGHWAY AND EDWARD STREET - LO RI					CONDITIONAL PASS
SW13-013	SPA - B TRIPLE - OLYMPIC HIGHWAY AND STURT HIGHWAY - LI RO					PASS
SW13-014	SPA - 14.5M BUS - TASMAN ROAD AND STURT HIGHWAY - LI RO					PASS
SW13-015	SPA - 14.5M BUS - COPLAND STREET AND TASMAN ROAD - LO RI					PASS
SW13-016	SPA - 14.5M BUS - KOORINGAL ROAD AND COPLAND STREET - LI RO					PASS
SW13-017	SPA - 14.5M BUS - KOORINGAL ROAD AND LAKE ALBERT ROAD - THROUGH					PASS
SW13-018	SPA - 14.5M BUS - RED HILL ROAD AND KOORINGAL ROAD - THROUGH					PASS
SW13-019	SPA - 14.5M BUS - RED HILL ROAD AND HENWOOD AVENUE - THROUGH					PASS
SW13-020	SPA - 14.5M BUS - RED HILL ROAD AND BOURKE STREET - THROUGH					PASS
SW13-021	SPA - 14.5M BUS - RED HILL ROAD AND GLENFIELD ROAD - THROUGH					PASS
SW13-022	SPA - 14.5M BUS - OLYMPIC HIGHWAY AND RED HILL ROAD - LI RO					PASS
SW13-023	SPA - 14.5M BUS - OLYMPIC HIGHWAY AND STURT HIGHWAY - LI RO					PASS

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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 23/09/2025 8:01:17 AM

PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
SHEET INDEX
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
INDEX

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW13-002

ISSUE 1

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LEGEND

GDA 2020

XXXX — DESIGN CONTROL CALLOUT

FULL PLAN SHEETS AT 1:500

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME	K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	
PLOT DATE / TIME	23/09/2025 8:01:17 AM
PLOT BY	ThomHunter
CLIENT	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

0 150 300 450 600

SCALE 1:15000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL

KEY PLAN

A2I CTTAMP

WAGGA PRECINCT

SWEPT PATH ANALYSIS

KEY PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS

SHEET No. SW13-003

ISSUE 1

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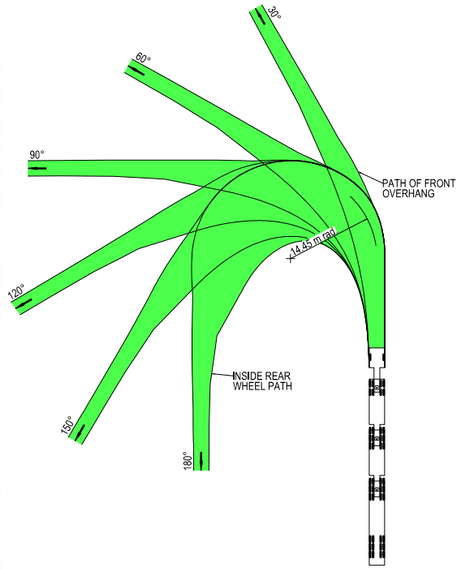
LEGEND

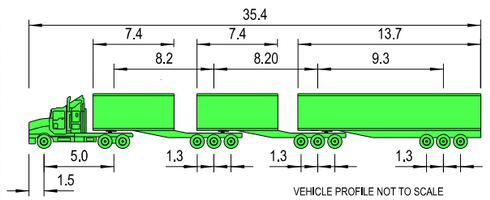
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - TRIPLE ROAD TRAIN (35.4 m)	
OVERALL LENGTH	35.40 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	14.45 m
TURNING SPEED	15 - 20 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\ACTIVE WORK SETS\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

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PLOT DATE / TIME: 06/11/2025 PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
EUNONY BRIDGE ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - B TRIPLES - EUNONY BRIDGE ROAD AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW13-004 ISSUE 1

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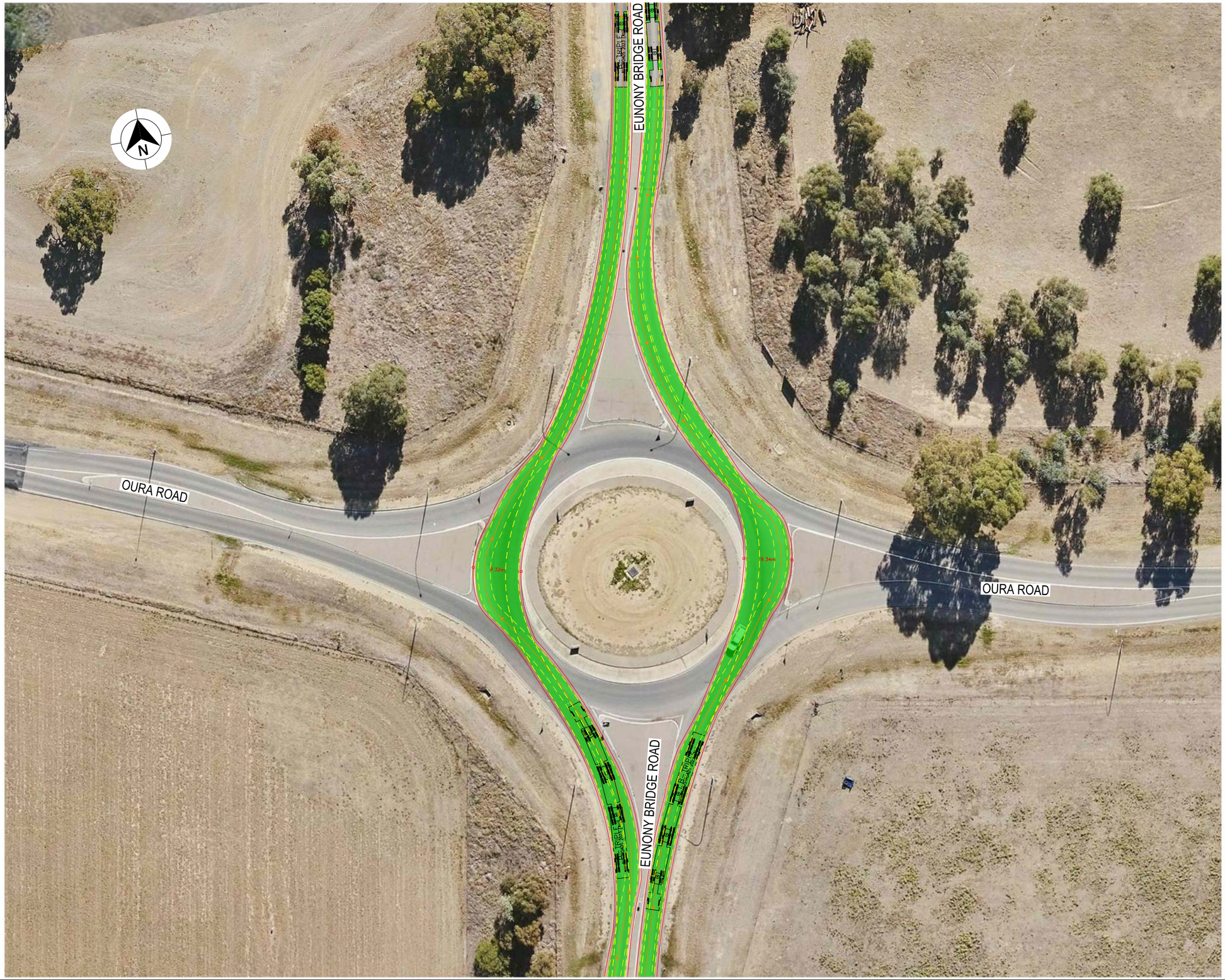


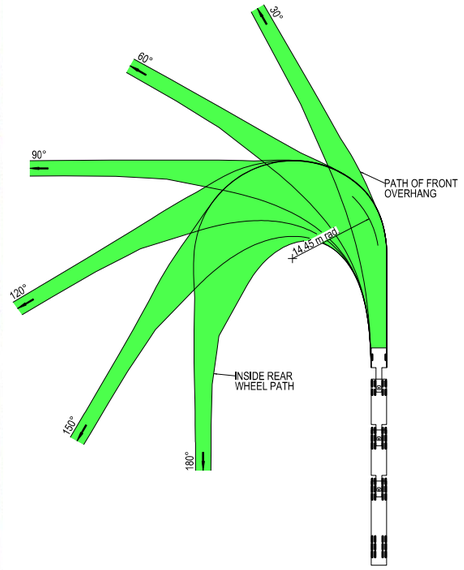
LEGEND

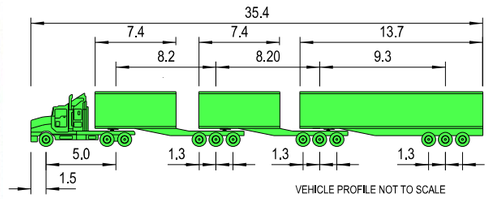
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - TRIPLE ROAD TRAIN (35.4 m)	
OVERALL LENGTH	35.40 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	14.45 m
TURNING SPEED	15 - 20 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OURA ROAD AND EUNONY BRIDGE ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SPA - B TRIPLES - OURA ROAD AND EUNONY BRIDGE ROAD - THROUGH

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-005 — ISSUE 1

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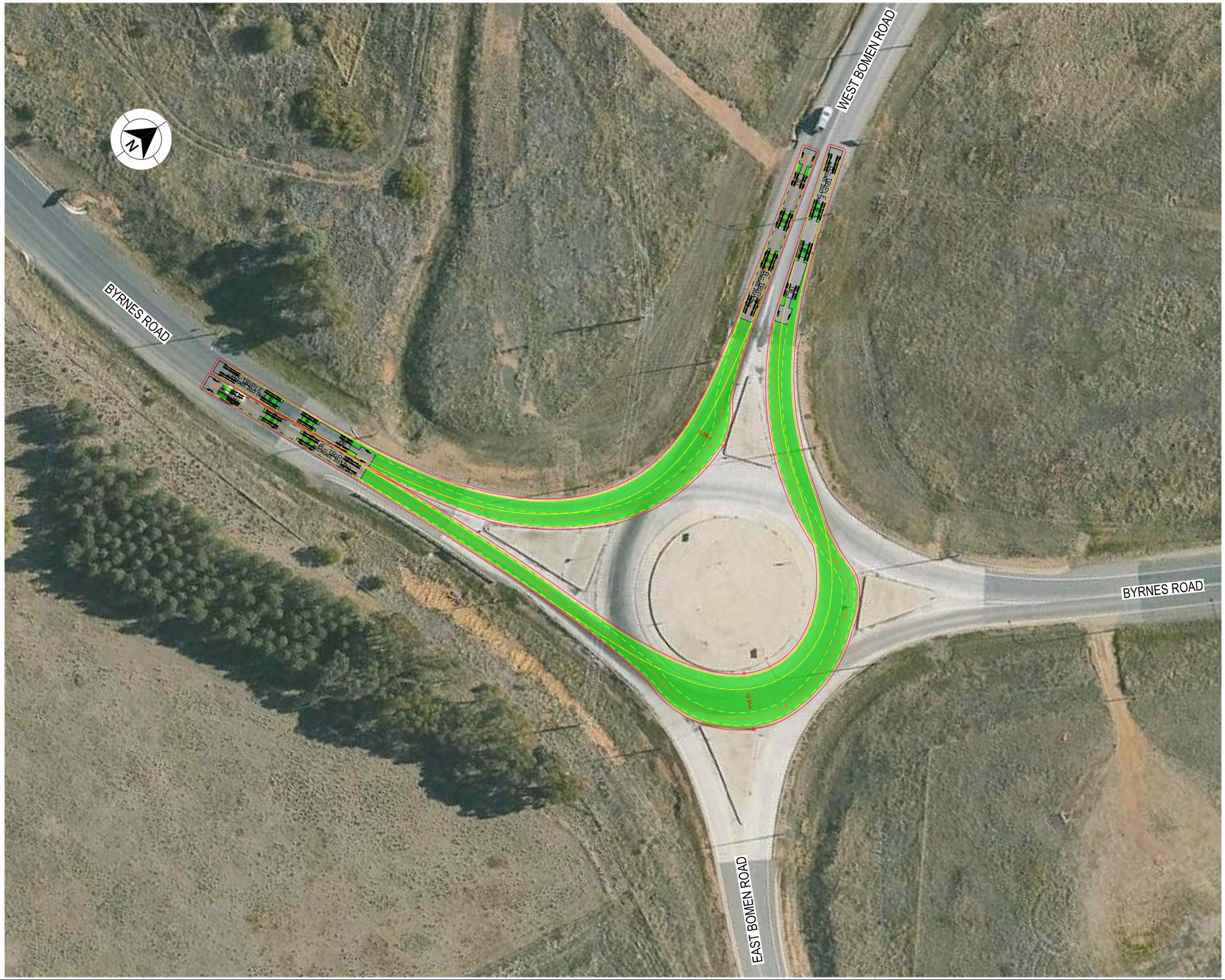


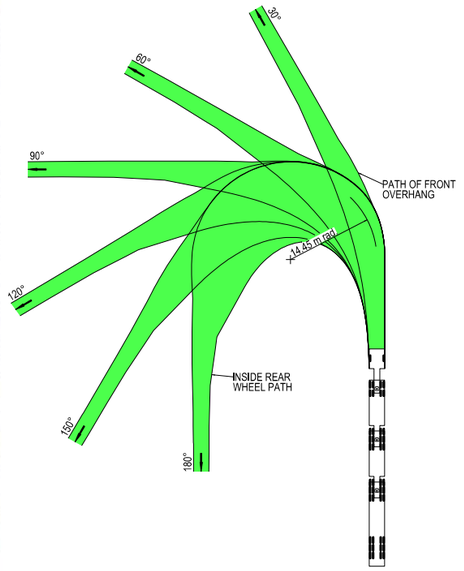
LEGEND

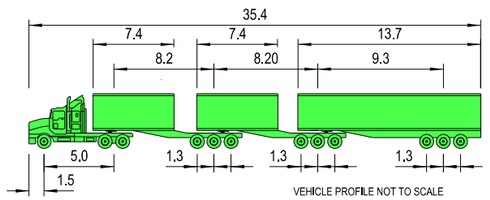
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - TRIPLE ROAD TRAIN (35.4 m)	
OVERALL LENGTH	35.40 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	14.45 m
TURNING SPEED	15 - 20 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
WEST BOMEN ROAD AND BYRNES ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - B TRIPLES - WEST BOMEN ROAD AND BYRNES ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-006 — ISSUE 1

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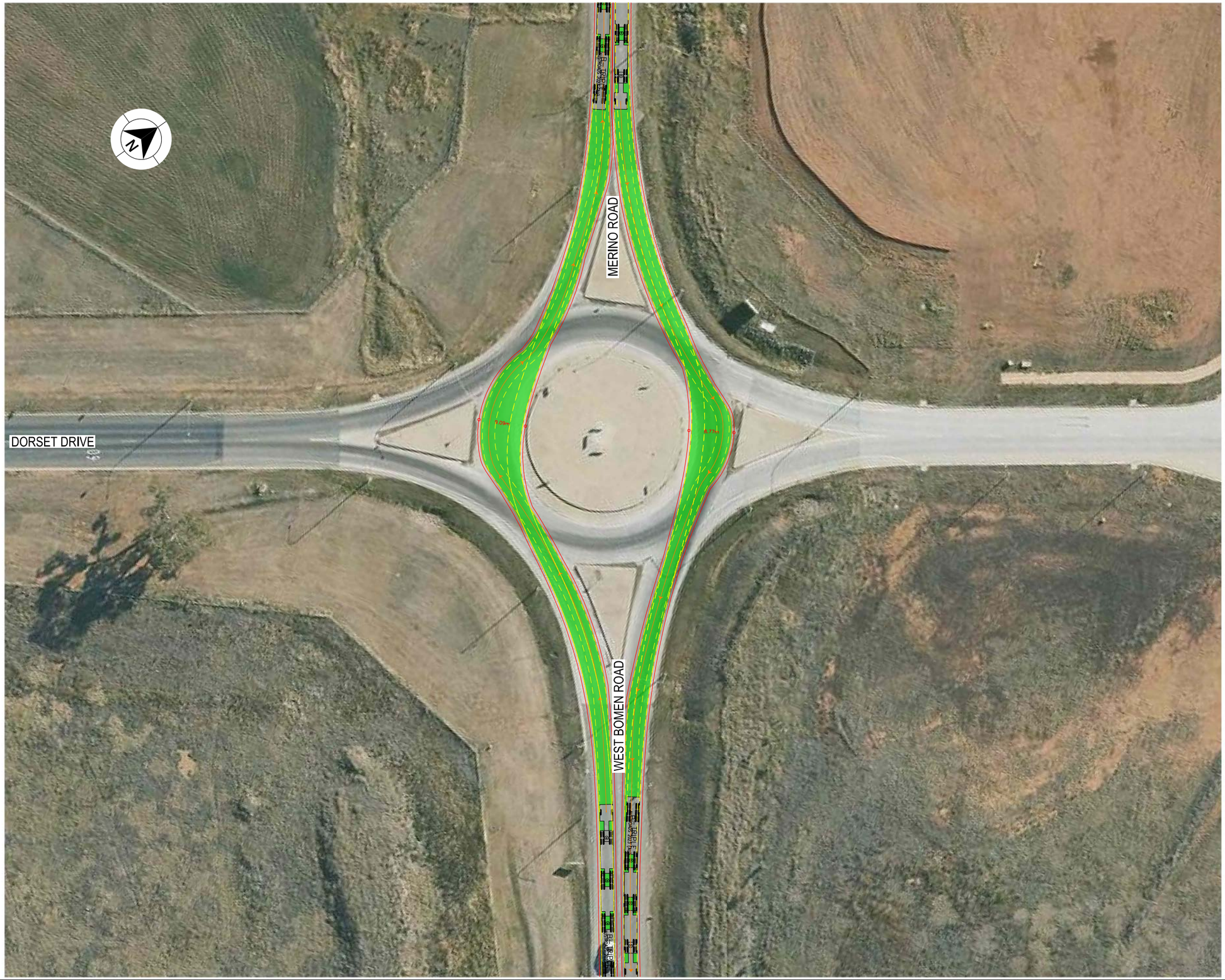


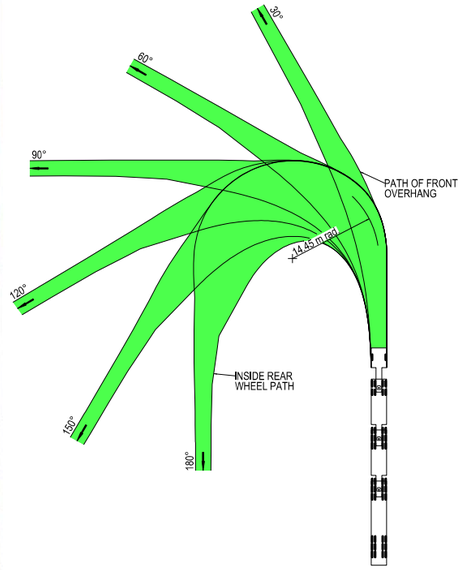
LEGEND

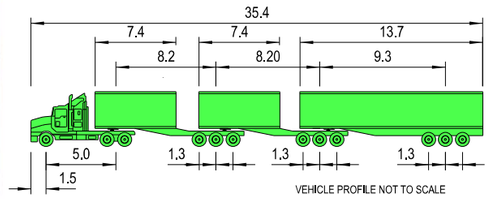
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

B - TRIPLE ROAD TRAIN (35.4 m)	
OVERALL LENGTH	35.40 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	14.45 m
TURNING SPEED	15 - 20 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 23/09/2025 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	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
DORSET DRIVE AND MERINO ROAD

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - B TRIPLES - DORSET DRIVE AND MERINO ROAD - THROUGH

A3

RIGORE REGISTRATION No.: RES2501.78.207 PART: 1

ISSUE STATUS: SHEET No.: SW13-007 ISSUE: 1

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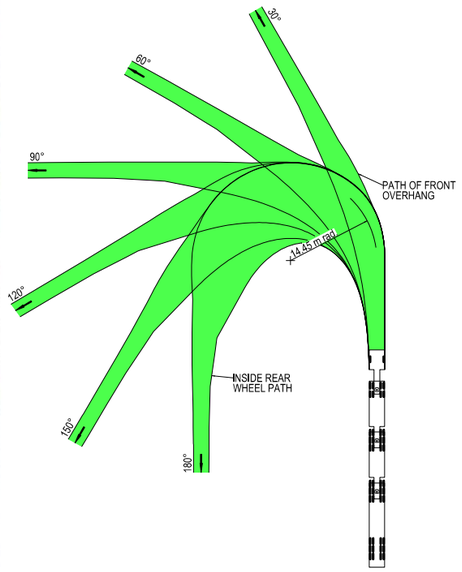
LEGEND

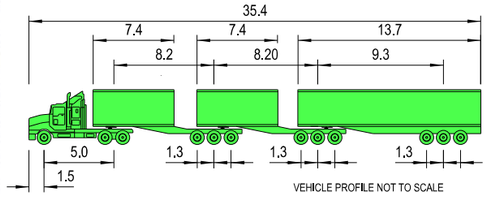
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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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 23/09/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY AND MERINO ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SPA - B TRIPLES - OLYMPIC HIGHWAY AND MERINO ROAD - LI RO

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 7.5 15.0 22.5 30.0
SCALE 1:750m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-008 — ISSUE 1

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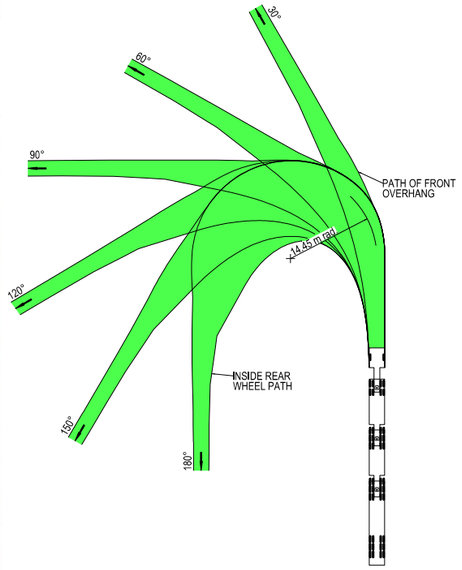
LEGEND

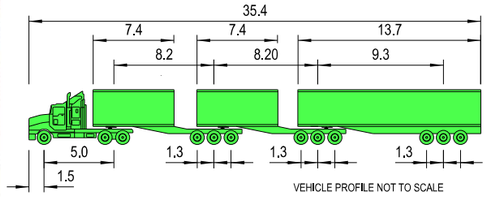
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COLIN KNOTT DRIVE AND COOLAMON ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SPA - B TRIPLES - COLIN KNOTT DRIVE AND COOLAMON ROAD - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-009 — ISSUE 1

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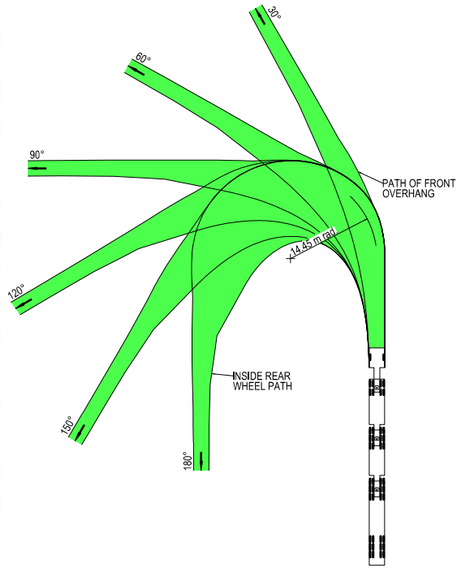
LEGEND

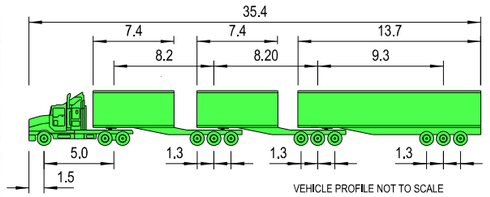
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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TURNING SPEED	15 - 20 km/h

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50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 23/09/2025 — PLOT BY: ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
COLIN KNOTT DRIVE AND TRAVERS STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - B TRIPLES - COLIN KNOTT DRIVE AND TRAVERS STREET - THROUGH

RIGORE REGISTRATION No.: RES2501.78.207 — PART: 1

ISSUE STATUS — SHEET No.: SW13-010 — ISSUE: 1

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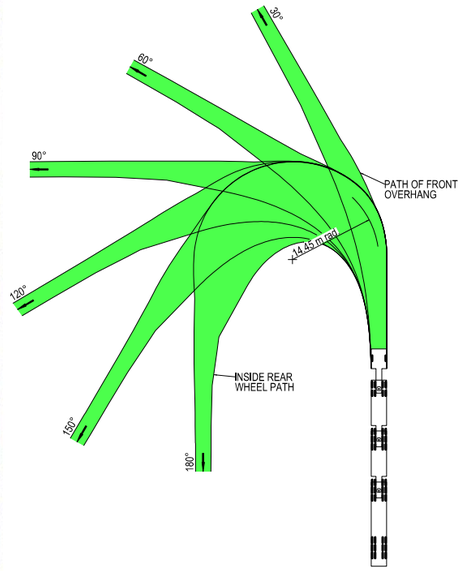
LEGEND

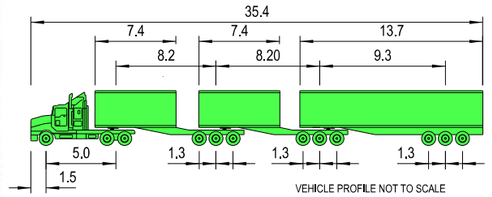
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
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MARTINUS

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY AND KINCAID STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - B TRIPLES - OLYMPIC HIGHWAY AND KINCAID STREET - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-011 — ISSUE 1

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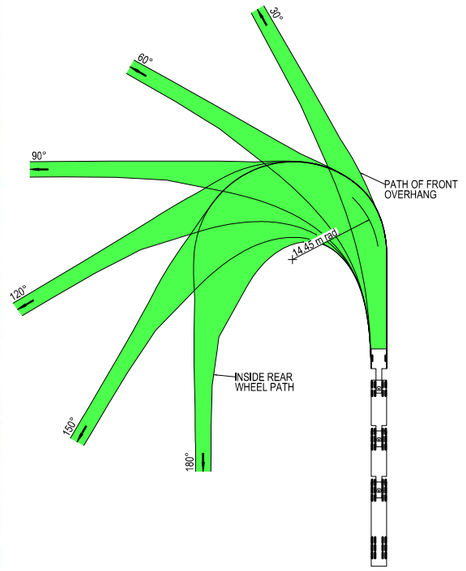
LEGEND

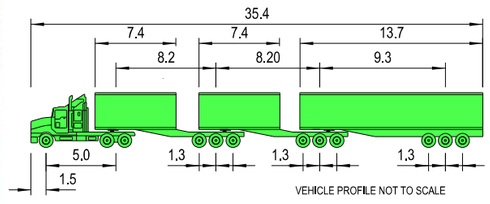
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY AND EDWARD STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - B TRIPLES - OLYMPIC HIGHWAY AND EDWARD STREET - LO RI

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-012 — ISSUE 1

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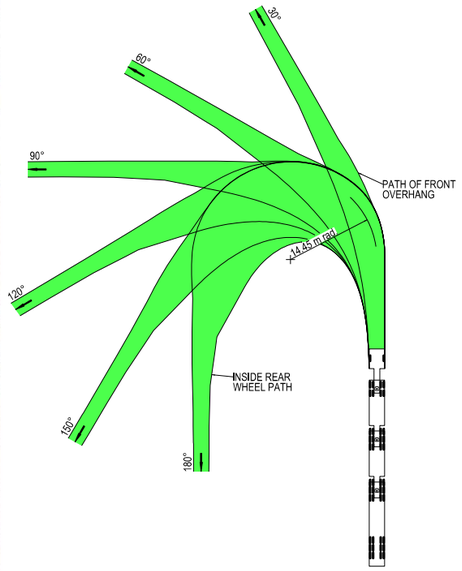
LEGEND

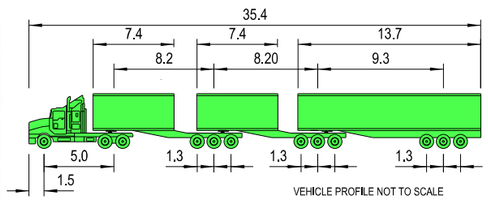
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
B - TRIPLE ROAD TRAIN (35,4 m)
RADIUS 16 m
TURNING SPEED 15 - 20 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	14.45 m
TURNING SPEED	15 - 20 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - B TRIPLES - OLYMPIC HIGHWAY AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-013 — ISSUE 1

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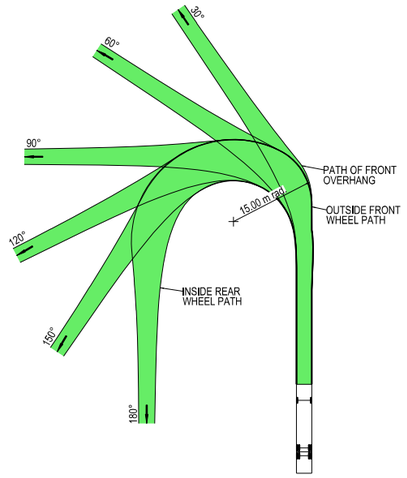
LEGEND

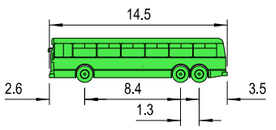
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
LONG RIGID BUS (14.5 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

LONG RIGID BUS (14.5 m)	
OVERALL LENGTH	14.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		J.COLES	06/11/2025
DRG CHECK		J.GORRIE	06/11/2025
DESIGN		J.COLES	06/11/2025
DESIGN CHECK		J.GORRIE	06/11/2025
DESIGN MNGR		J.GORRIE	06/11/2025
PROJECT MNGR		P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
TASMAN ROAD AND STURT HIGHWAY

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - 14.5M BUS - TASMAN ROAD AND STURT HIGHWAY - LI RO

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW13-014 ISSUE 1

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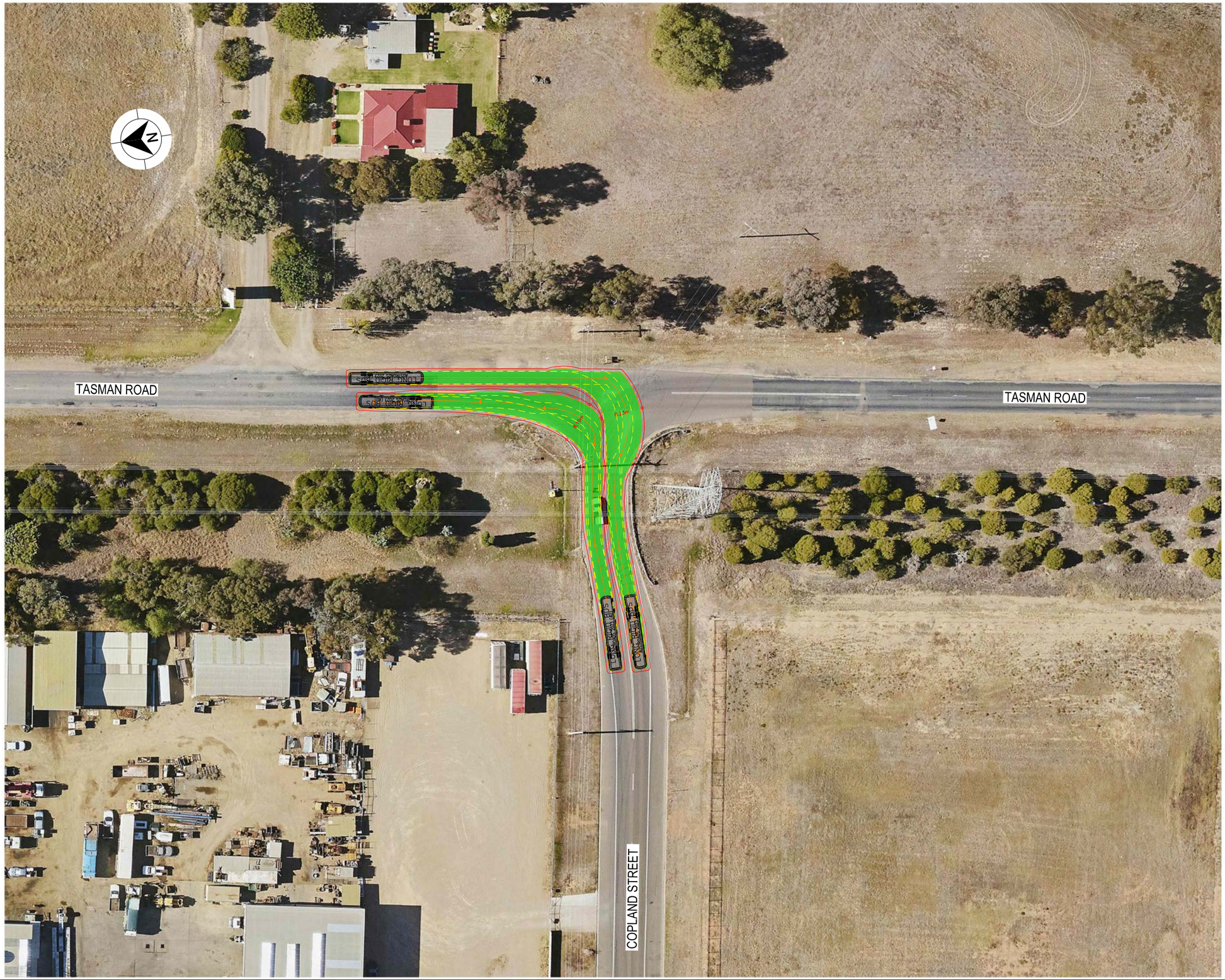


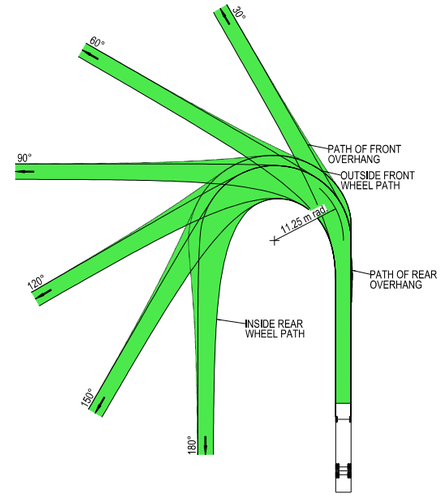
LEGEND

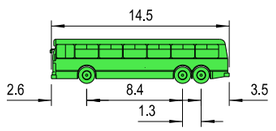
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
LONG RIGID BUS (14.5 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

LONG RIGID BUS (14.5 m)	
OVERALL LENGTH	14.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.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: 24/09/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT
MARTINUS

WAGGA CITY COUNCIL
COPLAND STREET AND TASMAN ROAD
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SPA - 14.5M BUS - COPLAND STREET AND TASMAN ROAD - LO RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW13-015
ISSUE 1

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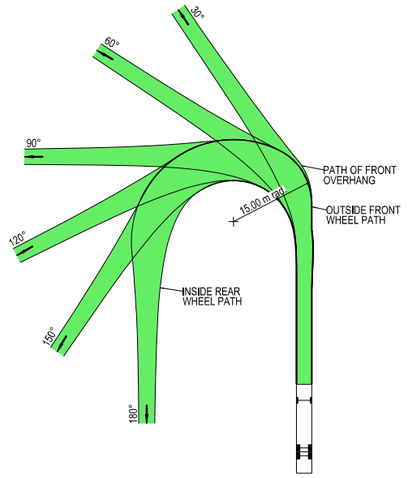
LEGEND

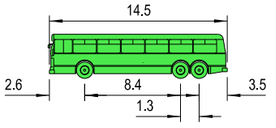
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
LONG RIGID BUS (14.5 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

LONG RIGID BUS (14.5 m)

OVERALL LENGTH	14.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND COPLAND STREET

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - 14.5M BUS - KOORINGAL ROAD AND COPLAND STREET - LI RO

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW13-016
ISSUE 1

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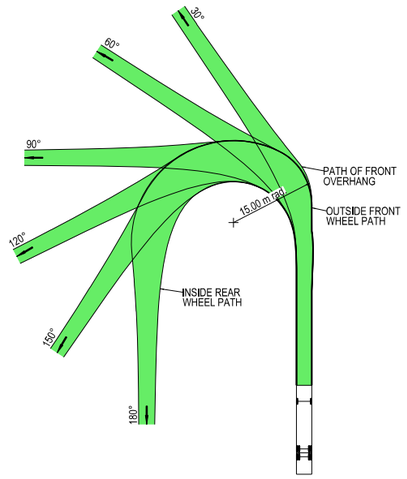
LEGEND

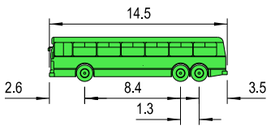
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
LONG RIGID BUS (14.5 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

LONG RIGID BUS (14.5 m)	
OVERALL LENGTH	14.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020)
HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
KOORINGAL ROAD AND LAKE ALBERT ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - 14.5M BUS - KOORINGAL ROAD AND LAKE ALBERT ROAD - THROUGH

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW13-017
ISSUE 1

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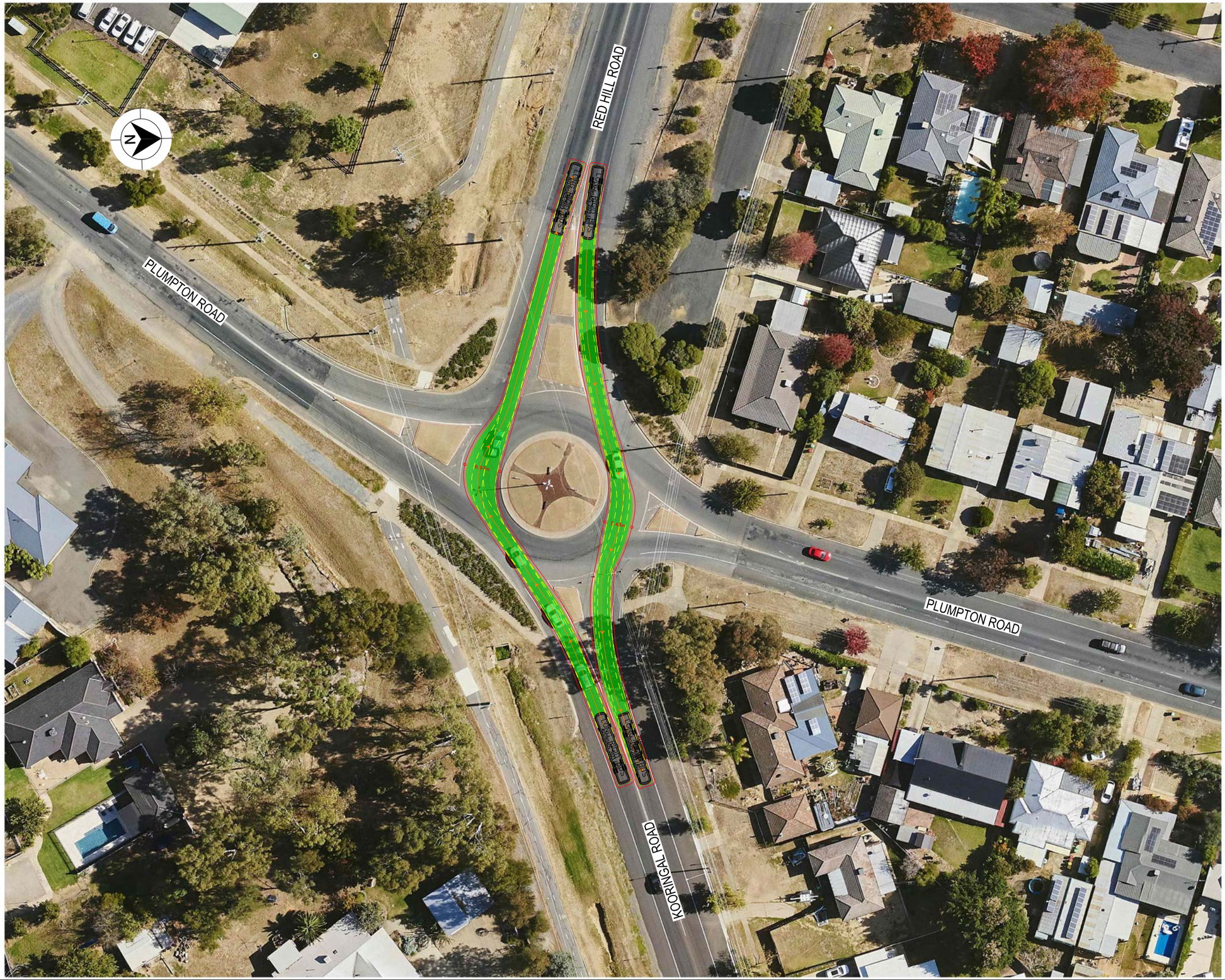


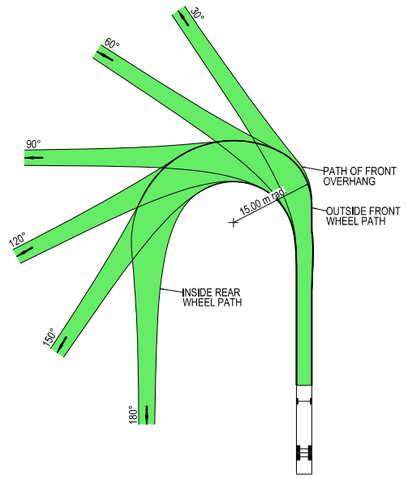
LEGEND

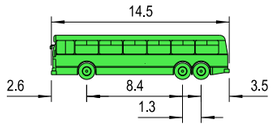
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
LONG RIGID BUS (14.5 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

LONG RIGID BUS (14.5 m)	
OVERALL LENGTH	14.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

WAGGA CITY COUNCIL
RED HILL ROAD AND KOORINGAL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SPA - 14.5M BUS - RED HILL ROAD AND KOORINGAL ROAD - THROUGH

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-018 — ISSUE 1

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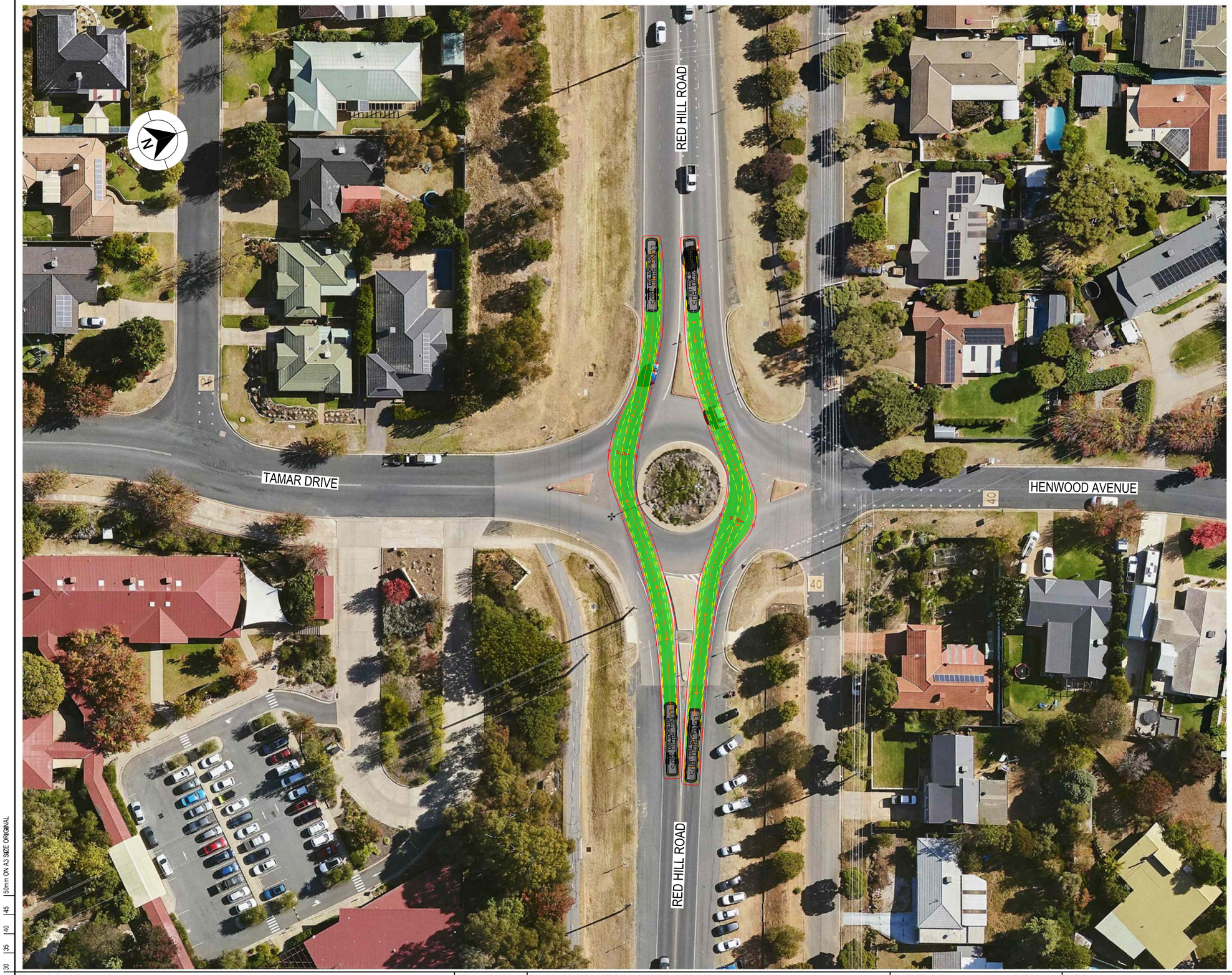


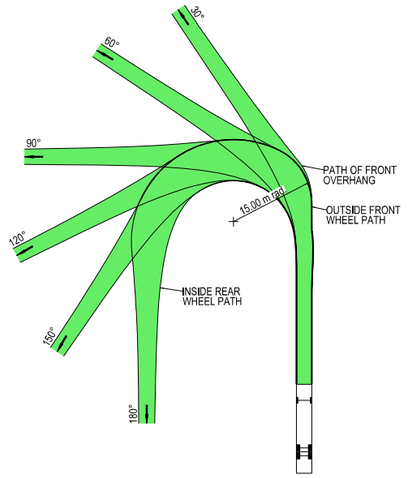
LEGEND

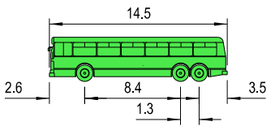
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
LONG RIGID BUS (14.5 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

LONG RIGID BUS (14.5 m)	
OVERALL LENGTH	14.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RED HILL ROAD AND HENWOOD AVENUE
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SPA - 14.5M BUS - RED HILL ROAD AND HENWOOD AVENUE - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-019 — ISSUE 1

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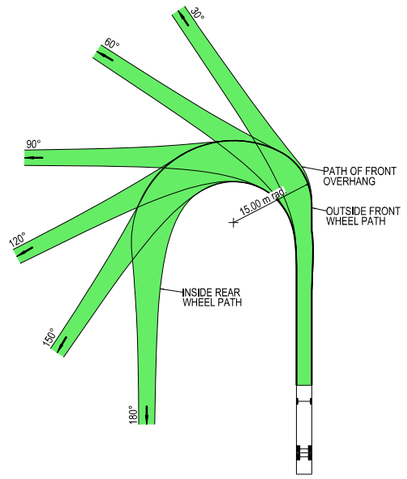
LEGEND

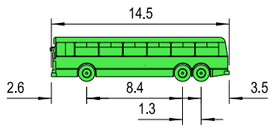
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
LONG RIGID BUS (14.5 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

LONG RIGID BUS (14.5 m)	
OVERALL LENGTH	14.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\05-Drawing Production\D-PLAN - Wagga Alternate Routes-Detours.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: 23/09/2025 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

CLIENT: MARTINUS

WAGGA CITY COUNCIL
RED HILL ROAD AND BOURKE STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
SPA - 14.5M BUS - RED HILL ROAD AND BOURKE STREET - THROUGH

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS | SHEET No. SW13-020 | ISSUE 1

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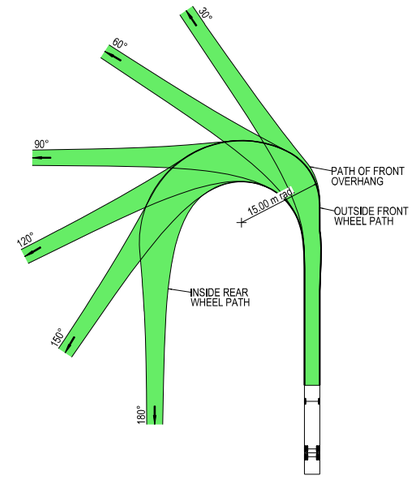
LEGEND

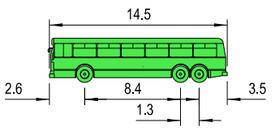
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
LONG RIGID BUS (14.5 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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OVERALL BODY HEIGHT	4.10 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
RED HILL ROAD AND GLENFIELD ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - 14.5M BUS - RED HILL ROAD AND GLENFIELD ROAD - THROUGH

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS SHEET No. SW13-021 ISSUE 1

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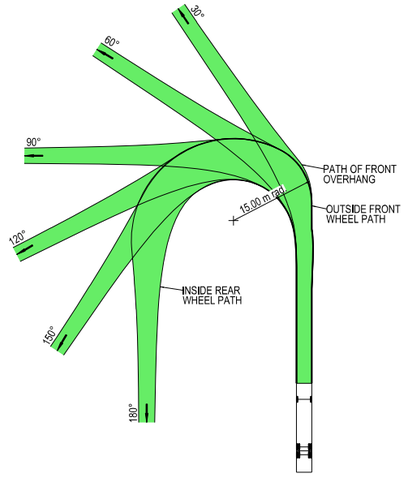
LEGEND

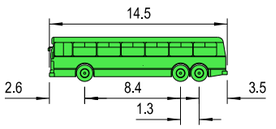
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
LONG RIGID BUS (14.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME 23/09/2025 — PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) — HEIGHT DATUM AHD

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

MARTINUS

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY AND RED HILL ROAD

A3

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - 14.5M BUS - OLYMPIC HIGHWAY AND RED HILL ROAD - LI RO

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. SW13-022 — ISSUE 1

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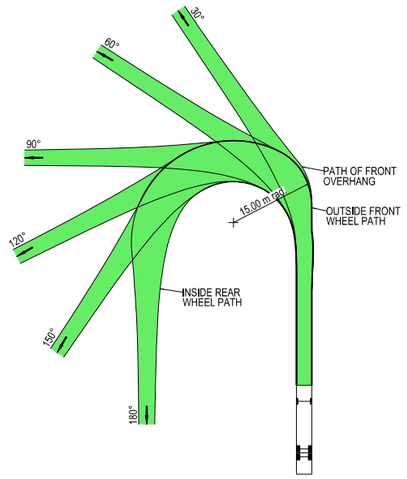
LEGEND

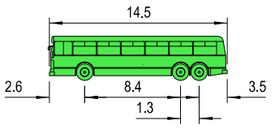
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
LONG RIGID BUS (14.5 m)
RADIUS 15 m
TURNING SPEED 5 - 15 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 23/09/2025
PLOT BY: ThomHunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING
0 5 10 15 20
SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020)
HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
TITLE		
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
OLYMPIC HIGHWAY AND STURT HIGHWAY

A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS

SPA - 14.5M BUS - OLYMPIC HIGHWAY AND STURT HIGHWAY - LI RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS
SHEET No. SW13-023
ISSUE 1

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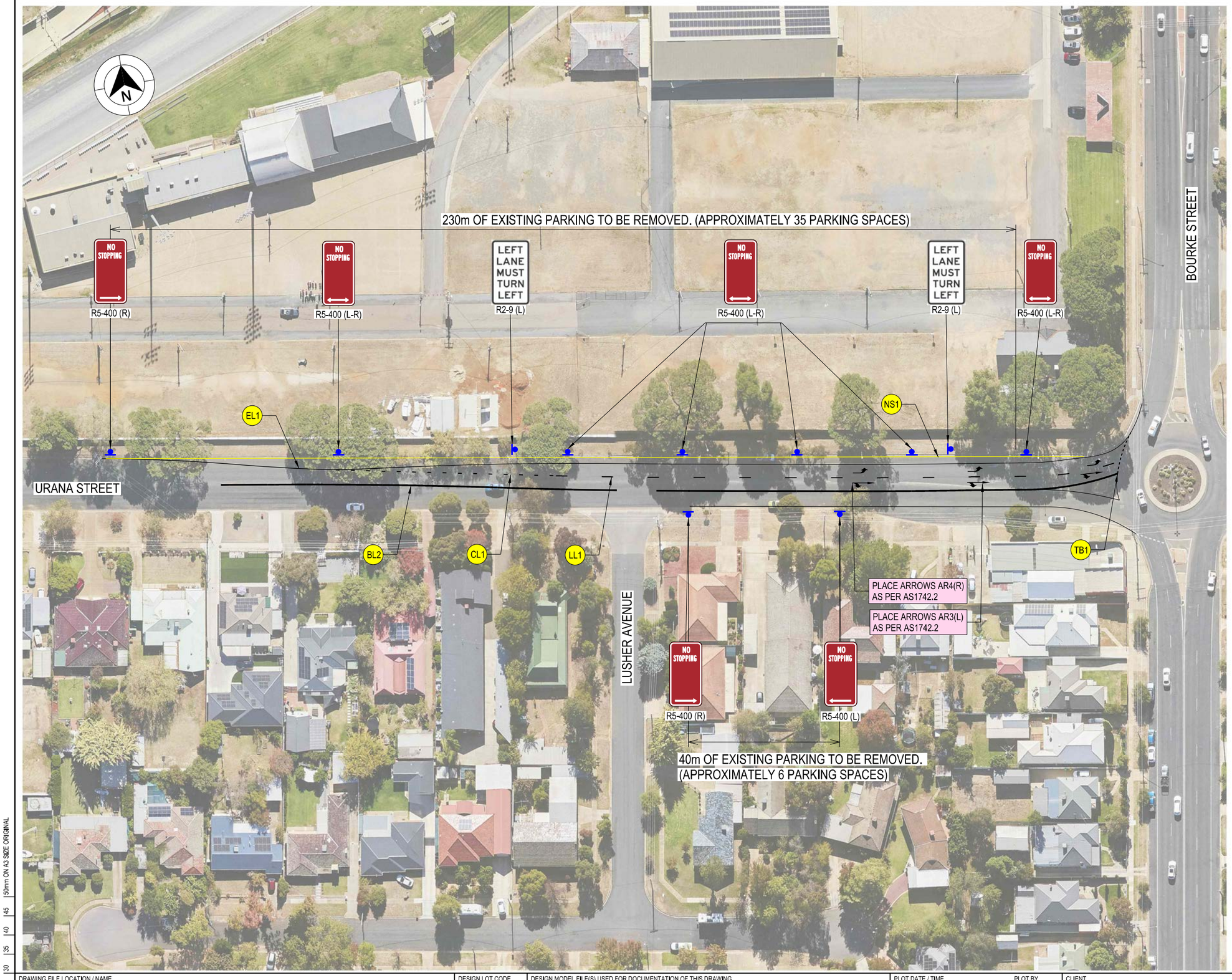
APPENDIX D

Detailed Mitigation Drawings



LEGEND

- XXXX — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING / RAISED PAVEMENT MARKER CALLOUT
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED

GDA 2020

NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TRANSPORT FOR NSW QA SPECIFICIATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED.
2. ALL DELINEATION TO BE INSTALLED IN ACCORDANCE WITH TRANSPORT FOR NSW DELINEATION MANUAL.
4. SIGNPOSING LOCATION AND ORIENTATION TO BE INSTALLED IN ACCORDANCE WITH AS1742.2 AND TRANSPORT FOR NSW SUPPLEMENTS.
5. EXISTING SIGNS TO BE REMOVED OR RELOCATED HAVE BEEN IDENTIFIED ONLY. EXISTING SIGNS WHICH ARE NOT NOTED ARE TO REMAIN UNLESS APPROVED BY THE PRINCIPALS REPRESENTATIVE.
6. FOR SIGN POST AND FOOTING DETAILS REFER TO TRANSPORT FOR NSW ACCEPTANCE DOCUMENT FOR FRANGIBLE SIGN POST PRODUCT.
7. INCLINE FACE OF RAISED MEDIANS SHALL BE MARKED WITH TYPE E6 LINEMARKING.
8. UNLESS OTHERWISE SPECIFIED, AUDIO-TACTILE LINEMARKING IS TO BE INSTALLED. REFER TO TRANSPORT FOR NSW TECHNICAL DIRECTION TTD 2020/04 FOR DETAILS.

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\JC C drive\D-PLAN - Urana Street Lost Parking.dgn

DESIGN LOT CODE

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING

PLOT DATE / TIME: 14/11/2025 2:59:01 PM

PLOT BY: JacksonColes

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
URANA STREET & BOURKE STREET
A2I CTTAMP
WAGGA WAGGA PRECINCT
ROAD FURNITURE AND PAVEMENT MARKING PLAN

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS

SHEET No. 0001 ISSUE 1

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LEGEND

- DESIGN CONTROL CALLOUT
- CONSTRUCTION CALLOUT
- LINEMARKING / RAISED PAVEMENT MARKER CALLOUT
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

NOTES

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6. FOR SIGN POST AND FOOTING DETAILS REFER TO TRANSPORT FOR NSW ACCEPTANCE DOCUMENT FOR FRANGIBLE SIGN POST PRODUCT.
7. REFER TO SHEET RF-XXXX FOR BARRIER SETOUT DETAILS
8. INCLINE FACE OF RAISED MEDIANS SHALL BE MARKED WITH TYPE E6 LINEMARKING.
9. UNLESS OTHERWISE SPECIFIED, AUDIO-TACTILE LINEMARKING IS TO BE INSTALLED, REFER TO TRANSPORT FOR NSW TECHNICAL DIRECTION TTD 2020/04 FOR DETAILS

N

URANA STREET

CHASTON STREET

302m OF PARKING TO BE REMOVED
(APPROXIMATELY 46 PARKING SPACES)

302m

RETAIN EXISTING NO STOPPING ARRANGEMENT

ADD R2-6(R) TO EXISTING POLE

INSTALL "X RAIL" PAVEMENT MARKING AS PER AS1742.2

INSTALL YELLOW BOX MARKING AS PER 1742.2

BOURKE STREET

PROPOSED KLEMMFIX BARRIER

PLACE ARROWS AR3(L) AS PER AS1742.2

LINDSAY STREET

WOODEN STREET

ATHOL STREET

COLEMAN STREET

ON SIDE ROAD

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PWO\Active work sets\2501.78.207 CTTAMP Mitigations\Dgn\JC C.dlive\D-CORR- bourke new.dgn

DESIGN LOT CODE: XXXXXXX

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	W.R No.	APPROVAL
XXXXXX	01	DD-MM-YY	ISSUED FOR XXXXX	XX	XXX

DESIGN MODEL / FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING: FILE NAME ; FILE NAME

SCALES ON A1 R3 SIZE DRAWING: SCALE 1:1000m (0 10 20 30 40)

COORDINATE SYSTEM: AHD — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 17/12/2025 10:08:05 AM — PLOT BY: Jackson/Coles

	NAME	DATE
TITLE		
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DRG CHECK	J.COLES	18/08/2025
DESIGN	T.HUNTER	18/08/2025
DESIGN CHECK	J.COLES	18/08/2025
DESIGN MNGR	J.GORRIE	18/08/2025
PROJECT MNGR	J.GORRIE	18/08/2025

CLIENT: MARTINUS

WAGGA WAGGA CITY COUNCIL
BOURKE STREET
A21 CTTAMP
WAGGA WAGGA PRECINCT
ROAD FURNITURE AND PAVEMENT MARKING PLAN
BOURKE STREET MITIGATIONS

RMS REGISTRATION No.: RES.2501.78.207 — PART:

ISSUE STATUS: DETAILED DESIGN — SHEET No.: 0002 — ISSUE:

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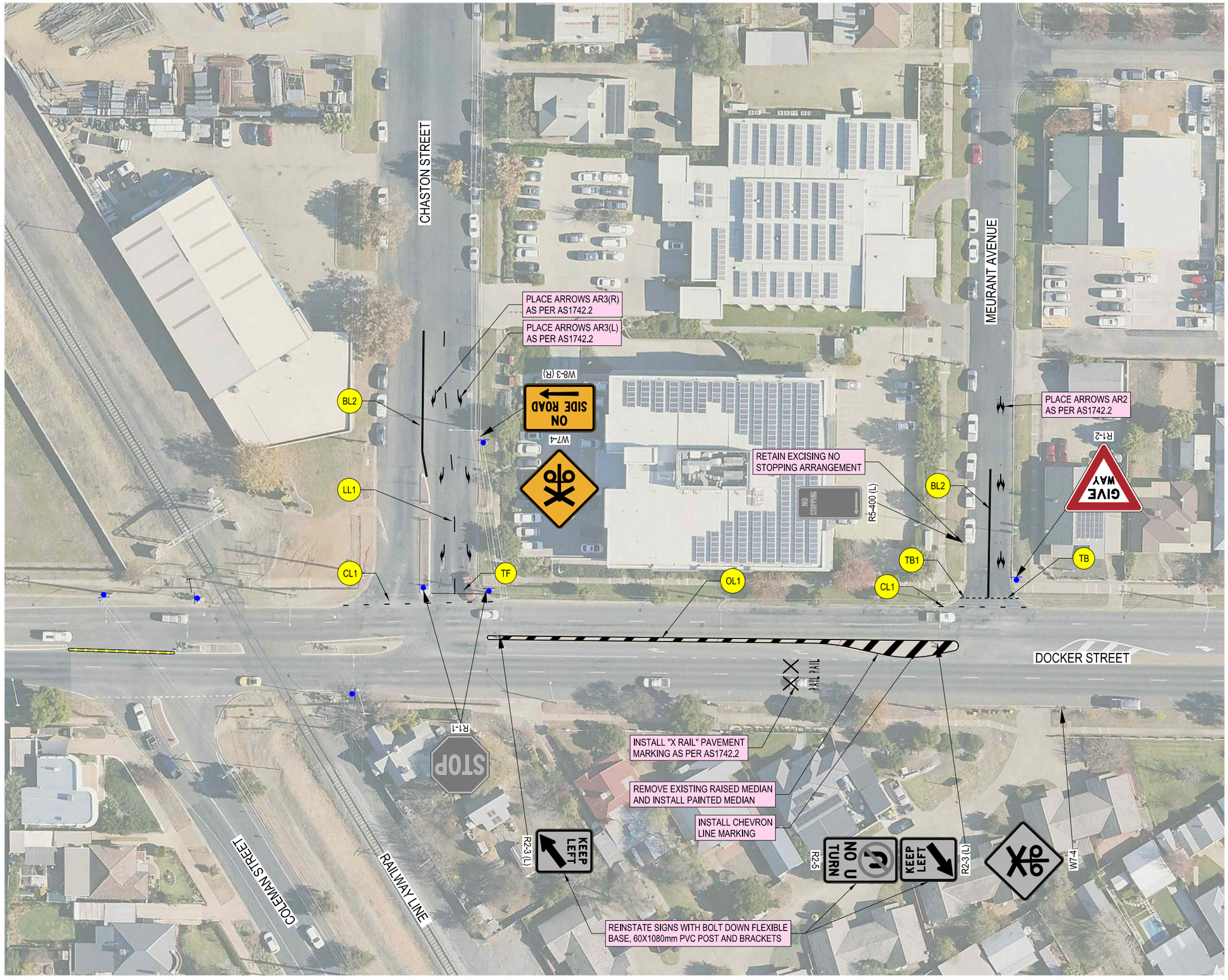

LEGEND

- XXXX — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING / RAISED PAVEMENT MARKER CALLOUT
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

NOTES

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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
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DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PMO\Active work sets\2501.78.207 CTTAMP Mitigations\dgn\JC C drive\D-CORR- Bourke - Docker Street split.dgn

DESIGN LOT CODE: XXXXXXX

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING: FILE NAME ; FILE NAME

PLOT DATE / TIME: 15/12/2025 11:08:24 AM — PLOT BY: JacksonColes

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
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CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA94) — HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T. HUNTER	7.11.2025
DRG CHECK	J.COLES	7.11.2025
DESIGN	T. HUNTER	7.11.2025
DESIGN CHECK	J. COLES	7.11.2025
DESIGN MNGR	J. GORRIE	7.11.2025
PROJECT MNGR	J. GORRIE	7.11.2025

WAGGA WAGGA CITY COUNCIL
BOURKE STREET & DOCKER STREET
A2I CTTAMP
WAGGA WAGGA PRECINCT
ROAD FURNITURE AND PAVEMENT MARKING PLAN
DOCKER STREET UPGRADES 1

A3

PART

RES 2501.78.207

SHEET No. 002

ISSUE

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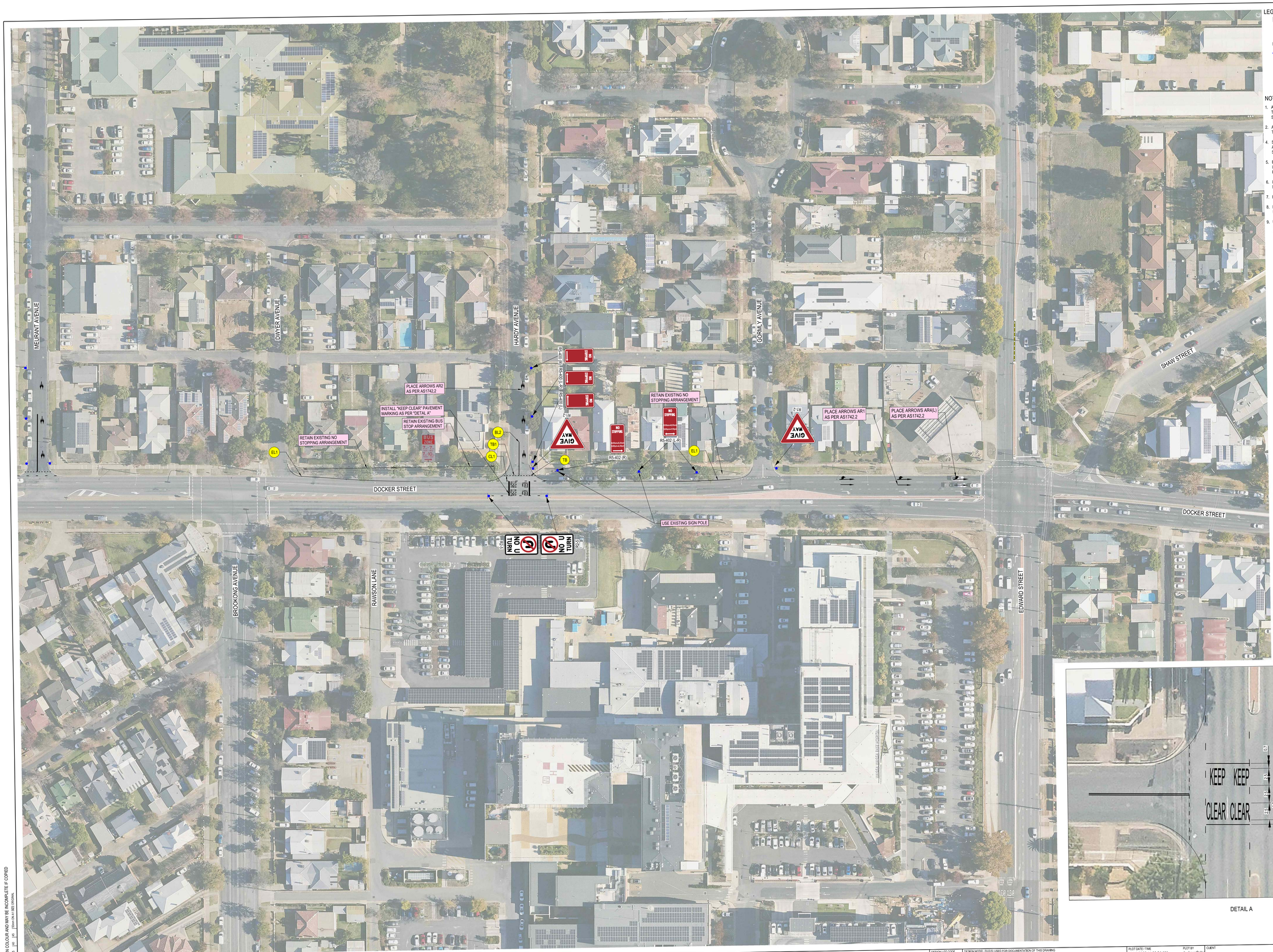

DETAIL A

LEGEND

- DESIGN CONTROL CALLOUT
- CONSTRUCTION CALLOUT
- LINEMARKING / RAISED PAVEMENT MARKER CALLOUT
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
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- EXISTING SIGN TO BE RETAINED OR RELOCATED
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6. FOR SIGN POST AND FOOTING DETAILS REFER TO TRANSPORT FOR NSW ACCEPTANCE DOCUMENT FOR FRANGIBLE SIGN POST PRODUCT.
7. REFER TO SHEET RF-XXXX FOR BARRIER SETOUT DETAILS
8. INCLINE FACE OF RAISED MEDIANS SHALL BE MARKED WITH TYPE E6 LINEMARKING.
9. UNLESS OTHERWISE SPECIFIED, AUDIO-TACTILE LINEMARKING IS TO BE INSTALLED, REFER TO TRANSPORT FOR NSW TECHNICAL DIRECTION TTD 2020/04 FOR DETAILS

THIS DRAWING MAY BE PRESERVED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
10mm ON A1 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME: R:\Rigore Engineering Services\PMO\Active work sets\2501_78.207 CTTAMP M8\gisfiles\qgis\UC C-drive\D-CORR- Bourke - Docker Street.qpt\qgis

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION
XXXXXX	01	DD-MMM-YY	ISSUED FOR XXXXX

DESIGN LOT CODE: XXXXXX

WVN No.	APPROVAL
XX	XXX

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING: FILE NAME : FILE NAME

SCALES ON A1 R3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

COORDINATE SYSTEM: MGA ZONE 56 (GDA94) — HEIGHT DATUM: AHD

DRAWING(S) / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

PLOT DATE / TIME: 29/10/2025 11:08:24 AM — PLOT BY: JacksonCole

	NAME	DATE
DRAWN		
DRG CHECK		
DESIGN		
DESIGN CHECK		
DESIGN MNGR		
PROJECT MNGR		

CLIENT: MARTINUS

WAGGA WAGGA CITY COUNCIL

A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
DOCKER STREET UPGRADES 2

RMS REGISTRATION No.

ISSUE STATUS

SHEET No.: 003 — PART — ISSUE

A1

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URANA STREET

PROPOSED KLEMMFIX BARRIER

SHAW STREET

BOLTON STREET

DOCKER STREET

RETAIN EXISTING NO STOPPING ARRANGEMENT

EDWARD STREET

RETAIN EXISTING NO STOPPING ARRANGEMENT

EL1

CL1

(1) R5-402

R5-402 (L-R)

(2) R5-402

DARLOW STREET

MORGAN STREET

INSTALL "KEEP CLEAR" PAVEMENT MARKING AS PER "DETAIL A".

EL1

CLEAR

CLEAR

LEGEND

- DESIGN CONTROL CALLOUT
- CONSTRUCTION CALLOUT
- LINEMARKING / RAISED PAVEMENT MARKER CALLOUT
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

NOTES

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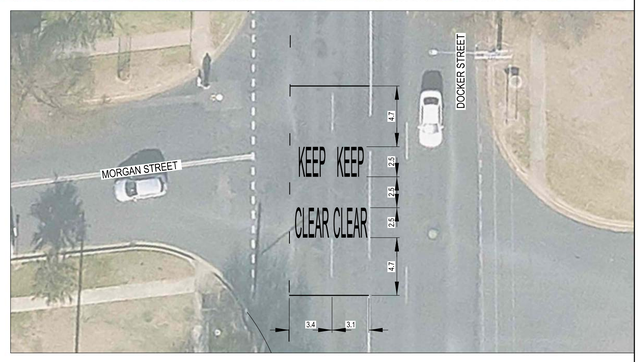

DETAIL A

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

DRAWING FILE LOCATION / NAME: K:\Rigore Engineering Services\PWO\Active work sets\2501.78.207-CTTAMP M\$\plan\design\pC C drive\DoCORR\ Bourke + Docker Street spill.dgn				DESIGN LOT CODE: XXXXXXX		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING: FILE NAME ; FILE NAME		PLOT DATE / TIME: 12/12/2025 11:08:24 AM	PLOT BY: JacksonColes
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A1 R3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE
XXXXXX	01	DD-MM-YY	ISSUED FOR XXXXX	XX	XXX	0 10 20 30 40 SCALE 1:1000m	RIGORE ENGINEERING SERVICES	DRAWN	T. HUNTER	7.11.2025
								DRG CHECK	J.COLES	7.11.2025
								DESIGN	T. HUNTER	7.11.2025
								DESIGN CHECK	J. COLES	7.11.2025
						COORDINATE SYSTEM:	HEIGHT DATUM: AHD	DESIGN MNGR	J. GORRIE	7.11.2025
								PROJECT MNGR	J. GORRIE	7.11.2025

CLIENT: MARTINUS

WAGGA WAGGA CITY COUNCIL
BOURKE STREET & DOCKER STREET
A2I CTTAMP
WAGGA WAGGA PRECINCT
ROAD FURNITURE AND PAVEMENT MARKING PLAN
DOCKER STREET UPGRADES 3

RMS REGISTRATION No.: RES 2501.78.207 | PART:
ISSUE STATUS | SHEET No.: 004 | ISSUE:

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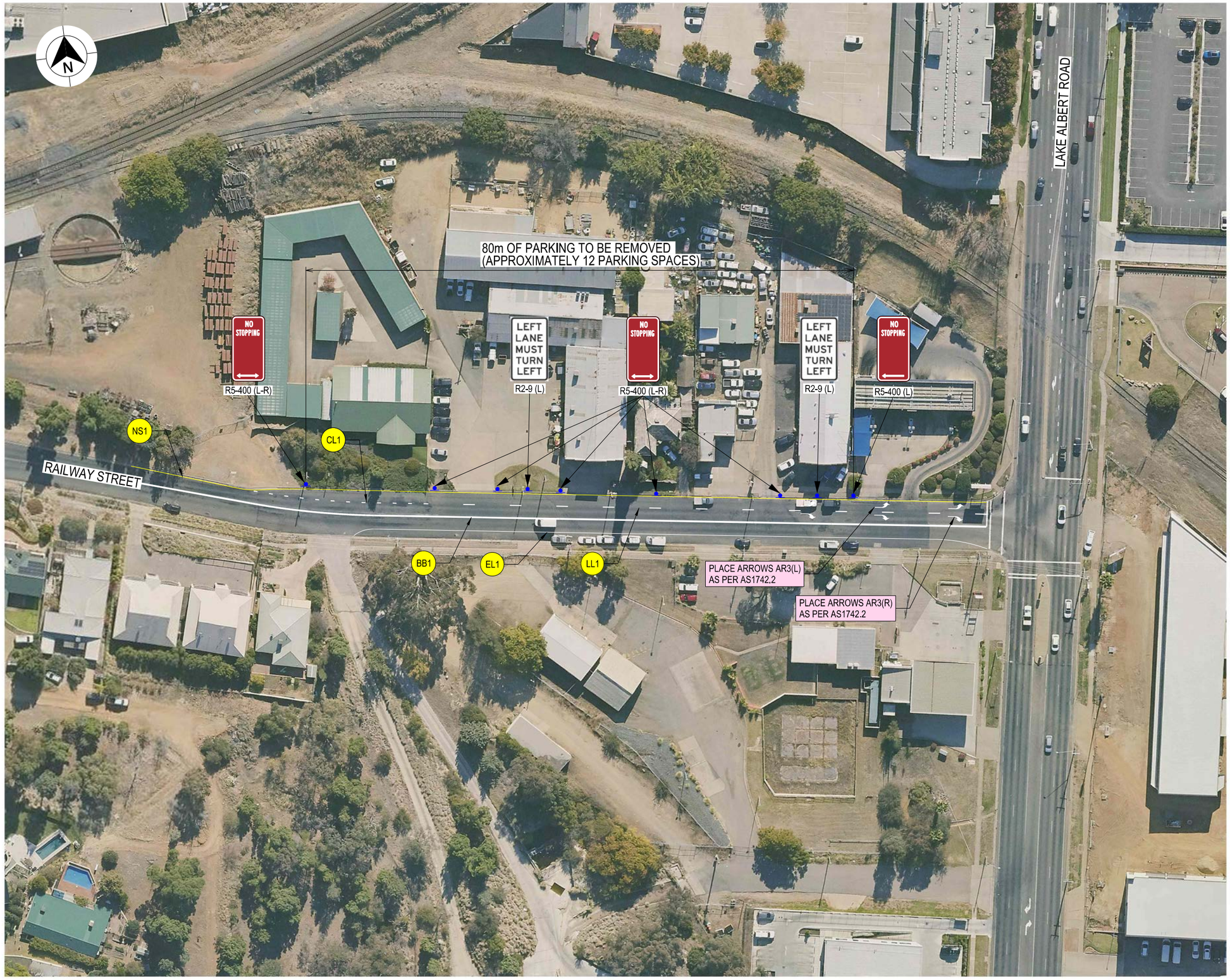

LEGEND

- XXXX — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING / RAISED PAVEMENT MARKER CALLOUT
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
- EXISTING SIGN TO BE RETAINED OR RELOCATED
- EXISTING SIGN TO BE REMOVED

GDA 2020

NOTES

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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\04-Corridors\D-CORR- Railway - Lake Albert 1.dgn

DESIGN LOT CODE:

DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING:

PLOT DATE / TIME: 13/11/2025 2:11:21 PM

PLOT BY: Thom Hunter

CLIENT: MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 10 20 30 40 — SCALE 1:1000m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	T.HUNTER	30/07/2025
DRG CHECK	J.COLES	30/07/2025
DESIGN	T.HUNTER	30/07/2025
DESIGN CHECK	J.COLES	30/07/2025
DESIGN MNGR	J.GORRIE	30/07/2025
PROJECT MNGR	J.GORRIE	30/07/2025

WAGGA WAGGA CITY COUNCIL
RAILWAY STREET AND LAKE ALBERT ROAD
A2I CTTAMP
WAGGA WAGGA PRECINCT
ROAD FURNITURE AND PAVEMENT MARKING PLAN
RAILWAY STREET UPGRADES

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. 0001 — ISSUE 1

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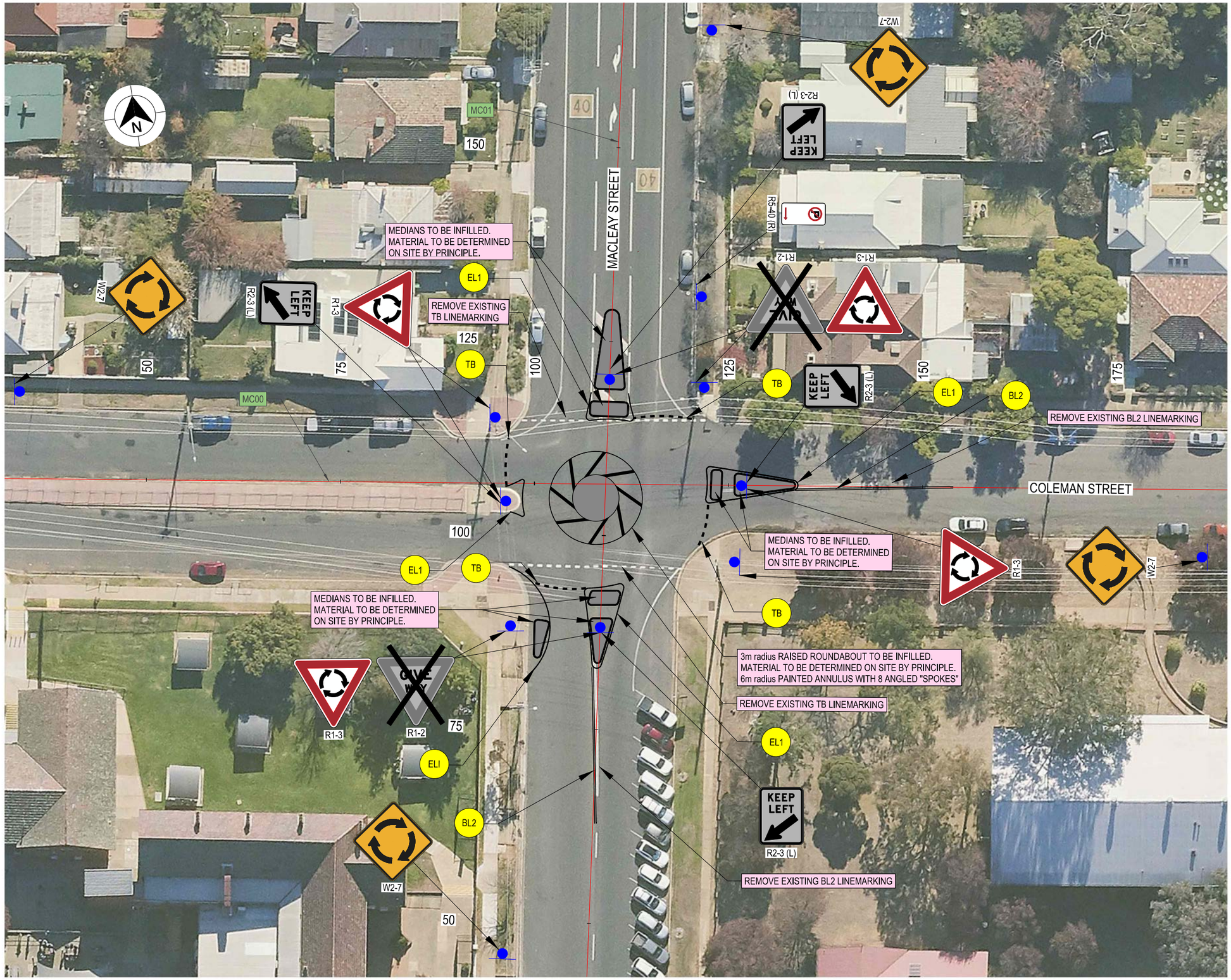

LEGEND

XXXX — DESIGN CONTROL CALLOUT

ABOVE GROUND POWER LINES

EP — POWER POLE

GDA 2020

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\Coleman and Macleay\Dgn\05-Drawing Production\P-PLAN-Coleman and Macleay Intersection- Latest.dgn				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME: 13/11/2025 11:55:34 AM	PLOT BY: JacksonColes
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						CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD		DRAWN: B.DENNETT 10.06.25	
								DRG CHECK: J.COLES 10.06.25	
								DESIGN: B.DENNETT 10.06.25	
								DESIGN CHECK: J.COLES 10.06.25	
								DESIGN MNGR: J.GORRIE XX.XX.XX	
								PROJECT MNGR: J.GORRIE XX.XX.XX	

CLIENT: MARTINUS

WAGGA WAGGA CITY COUNCIL
COLEMAN STREET & MACLEAY STREET INTERSECTION
A2I CTTAMP
WAGGA WAGGA PRECINCT
ROAD DETAIL PLAN
ROUNDABOUT SIGNAGE & LINEMARKING

A3

RIGORE REGISTRATION No. | PART 1

ISSUE STATUS: DETAILED DESIGN | SHEET No.: RD-0103 | ISSUE 1

RIGORE PTY LTD

LEGEND

GDA 2020

- XXXX — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- BB — LINEMARKING / RAISED PAVEMENT MARKER CALLOUT
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- PROPOSED GUIDE POSTS
- NEW SIGN TO BE INSTALLED
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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\04-Corridors\D-CADD- Wagga Precint Temp Works.dgn				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	WAGGA CITY COUNCIL FERNLEIGH ROAD AND BULOLO STREET A2I CTTAMP WAGGA PRECINCT SWEPT PATH ANALYSIS FERNLEIGH ROAD UPGRADES
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		RIGORE REGISTRATION No. RES2501.78.207 PART 1
						0 10 20 30 40 SCALE 1:1000m	RIGORE ENGINEERING SERVICES	DRAWN	T.HUNTER	21/01/2026	MARTINUS	ISSUE STATUS SHEET No. 0001 ISSUE 1
						CO-ORDINATE SYSTEM MGA ZONE 55 (GDA2020) HEIGHT DATUM AHD		DRG CHECK	J.GORRIE	21/01/2026		A3
								DESIGN	T.HUNTER	21/01/2026		
								DESIGN CHECK	J.GORRIE	21/01/2026		
								DESIGN MNGR	J.GORRIE	21/01/2026		
								PROJECT MNGR	P. BILLINGHAM	21/01/2026		

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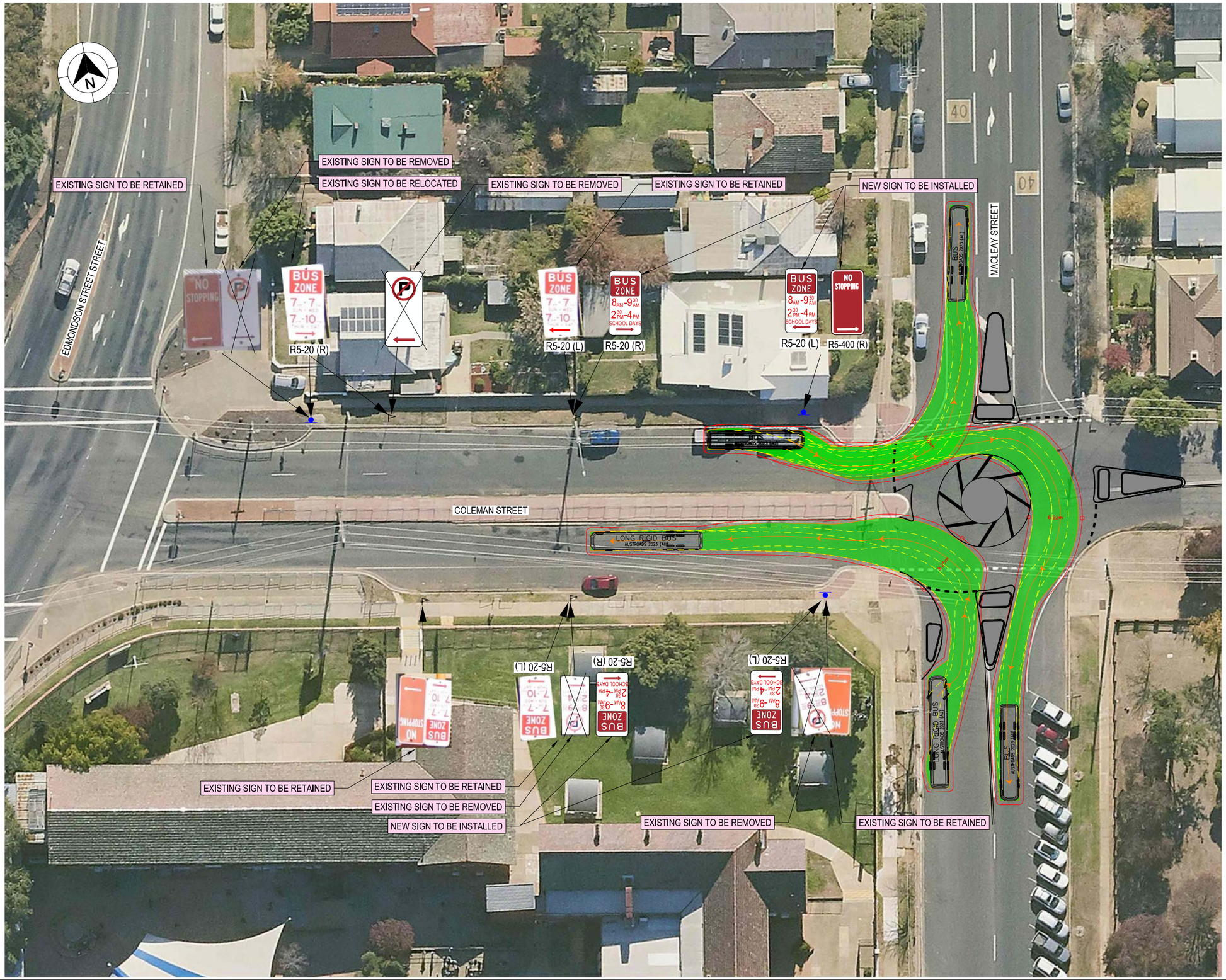

LEGEND

- XXXX — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- EXISTING SIGNAGE LOCATION
- PROPOSED SIGNAGE LOCATION
- NEW SIGN TO BE INSTALLED
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GDA 2020

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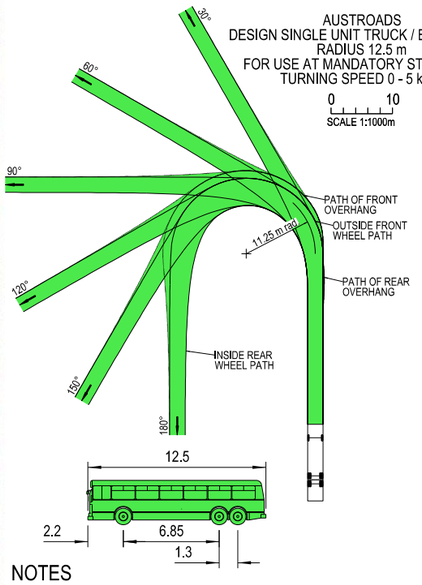
DESIGN VEHICLE COMPLETED SWEPT PATH
DESIGN VEHICLE WHEEL PATH

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



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

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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 -coleman street bus stop.dgn			13/11/2025 9:30:21 AM	JacksonColes	MARTINUS

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING: 0 5 10 15 20 — SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 55 (GDA2020) HEIGHT DATUM: AHD

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	J.COLES	06/11/2025
DRG CHECK	J.GORRIE	06/11/2025
DESIGN	J.COLES	06/11/2025
DESIGN CHECK	J.GORRIE	06/11/2025
DESIGN MNGR	J.GORRIE	06/11/2025
PROJECT MNGR	P. BILLINGHAM	06/11/2025

WAGGA CITY COUNCIL
COLEMAN STREET
A2I CTTAMP
WAGGA PRECINCT
SWEPT PATH ANALYSIS
COLEMAN STREET - PARKING SIGNAGE ARRANGEMENT

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. 0002 — ISSUE 1

REMOVE, RESHAPE OR RECONSTRUCT

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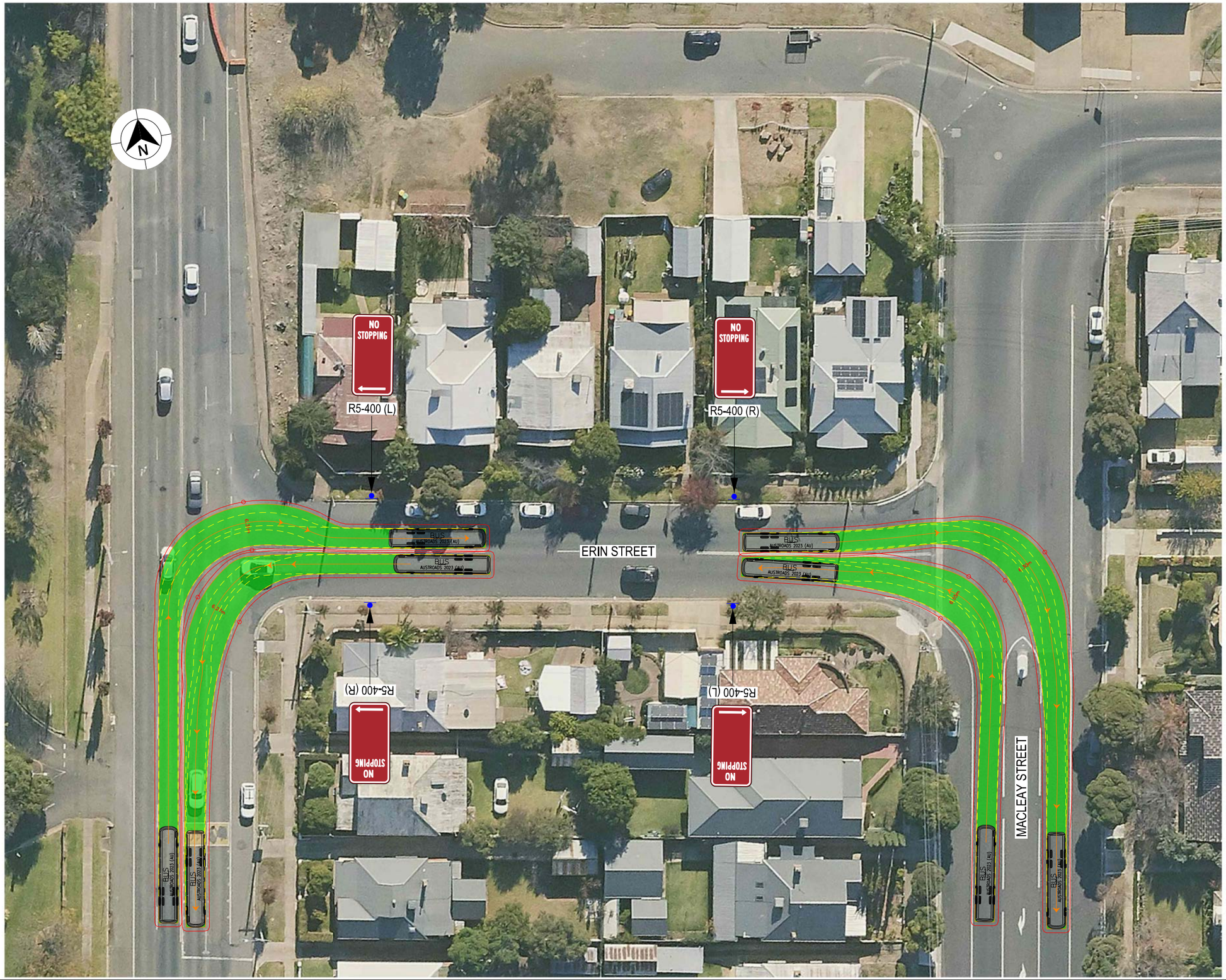

LEGEND

- XXXX — DESIGN CONTROL CALLOUT
- XXXX — CONSTRUCTION CALLOUT
- PROPOSED SIGNAGE LOCATION
- NEW SIGN TO BE INSTALLED

GDA 2020

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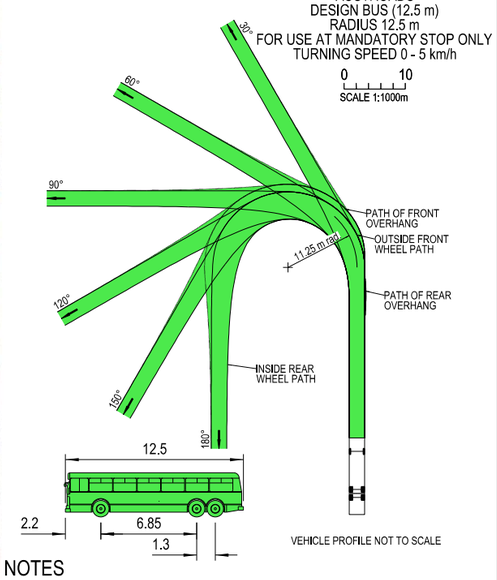
LEGEND

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

AUSTROADS
DESIGN 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

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 - Edmondson Street Route Sheet Arrangement (2025_7_22_2_26).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
DRAWN	J.COLES	23/09/2025
DRG CHECK	J.GORRIE	23/09/2025
DESIGN	J.COLES	23/09/2025
DESIGN CHECK	J.GORRIE	23/09/2025
DESIGN MNGR	J.GORRIE	23/09/2025
PROJECT MNGR	P. BILLINGHAM	23/09/2025

MARTINUS

WAGGA WAGGA CITY COUNCIL
EDMONDSON STREET AND ERIN STREET
A2I CTTAMP
WAGGA WAGGA PRECINCT
SWEPT PATH ANALYSIS
ERIN STREET - NO STOPPING SIGNAGE ARANGMENT

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS — SHEET No. 0001 — ISSUE 1

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