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MARTINUS INLAND RAIL



PRECINCT TRAFFIC MANAGEMENT PLAN – LOCKHART LGA (YERONG CREEK)

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
DPHI	NSW Department of Planning, Housing and Infrastructure
EAD	Per CoA A1, Environmental Assessment Documentation that includes: • Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); • Albury to Illabo Response to Submissions (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); • Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); • Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); • Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
EIS	Environmental Impact Statement
EPA	Environment Protection Authority (NSW)
EPBC Act	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (Federal)
EPL	Environment Protection Licence
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
km	Kilometre
LoS	Level of Service
m	metre
MR	Martinus Rail
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PIR	Preferred Infrastructure Report

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

REFERENCED DOCUMENTS

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

- Albury to Parkes (A2P) Construction Environment Management Framework (CEMF) (ARTC).
- Construction Traffic, Transport, and Access Management Plan - Stage B Albury to Illabo | A2I.
- Australian Standard 1428.1-2009 Design for access and mobility.
- Australian Standard AS 1742 Parts 1 to 14, Manual of Uniform Traffic Devices (as required).
- Australian Standard AS 1743.3-2019 Traffic control devices for works on roads.
- Australian Standard AS 3845.2:2017 Road Safety Barrier Systems and Devices.
- Australian Standard AS 3845.1:2015 Road Safety Barrier Systems and Devices.
- Austroads Guide to Temporary Traffic Management: Parts 1-10 (2021).
- Austroads Guide to Traffic Management – Parts 1-13 (2020).
- Austroads Guide to Road Design – Parts 1-8 (2020).
- Austroads Guide to Road Safety – Parts 1-9 (2019).
- Austroads Safe System Assessment Framework (2016).
- Austroads Design Vehicles and Turning Path Templates (2023).
- Transport Management Centre – Road Occupancy Manual (2015).
- NSW Speed Zoning Standard (Transport for NSW (Transport), 2023).
- Transport for NSW Traffic control at work sites Technical Manual (2022).
- Roads and Maritime Delineation Manual (2008);
- Guide to Traffic Generating Developments Version 2.2 (Roads and Traffic Authority (RTA), 2002);
- Level Crossing Closures Policy (Transport for NSW (Transport), n.d.).
- Cycling Aspects of Austroads Guides (Austroads, 2014).
- NSW Bicycle Guidelines version 1.2 (RTA, 2005).
- Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004);
- Construction of New Level Crossing Policy (Transport, 2017a).
- Future Transport Strategy 2056 (Transport, 2018a).
- NSW Freight and Ports Plan 2018-2023 (Transport, 2018b).
- NSW Sustainable Design Guidelines Version 4.0 (Transport, 2017b).
- Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (RTA, 2011).
- Guides to Road Design (Austroads, 2021).
- Supplement to Austroads Guide to Road Design (Transport, 2023).
- ARTC Inland Rail Albury to Illabo (A2I) Project Technical Paper 1 – Traffic and Transport (July 2022).
- Appendix C Addendum Assessment to Technical Paper 1: Traffic and Transport Parts 1 and 2 (November 2023).
- Appendix D Addendum Assessment to Technical Paper 1: Traffic and Transport (February 2024).
- TfNSW adopted Standards, Supplements and Technical Directions

1 INTRODUCTION

1.1 Inland Rail

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

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

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

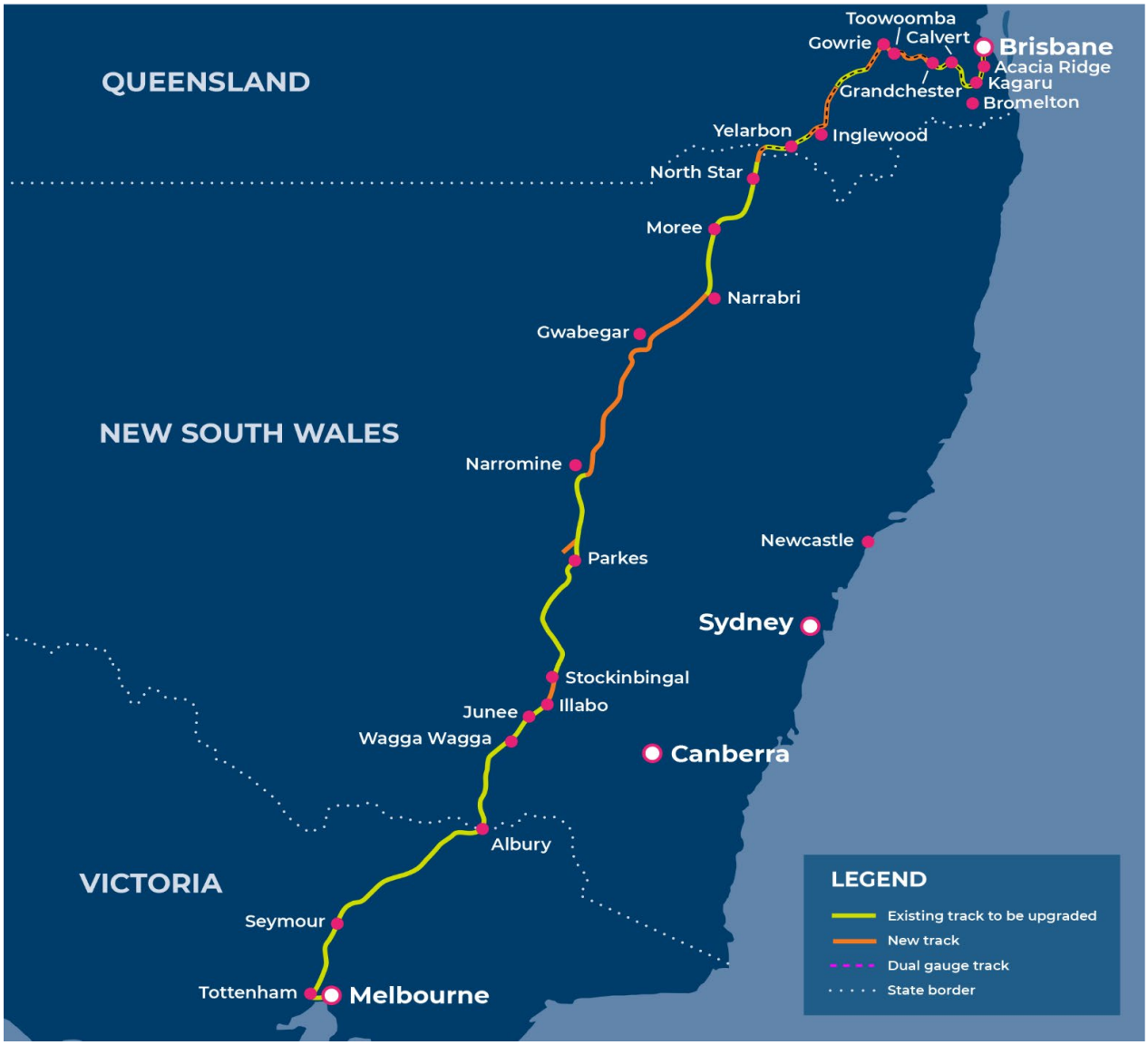


FIGURE 1: RAIL ALIGNMENT

1.2 Albury to Parkes (A2P)

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

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

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

1.3 Project Scope

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

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

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

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

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

1.4 Site Location

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

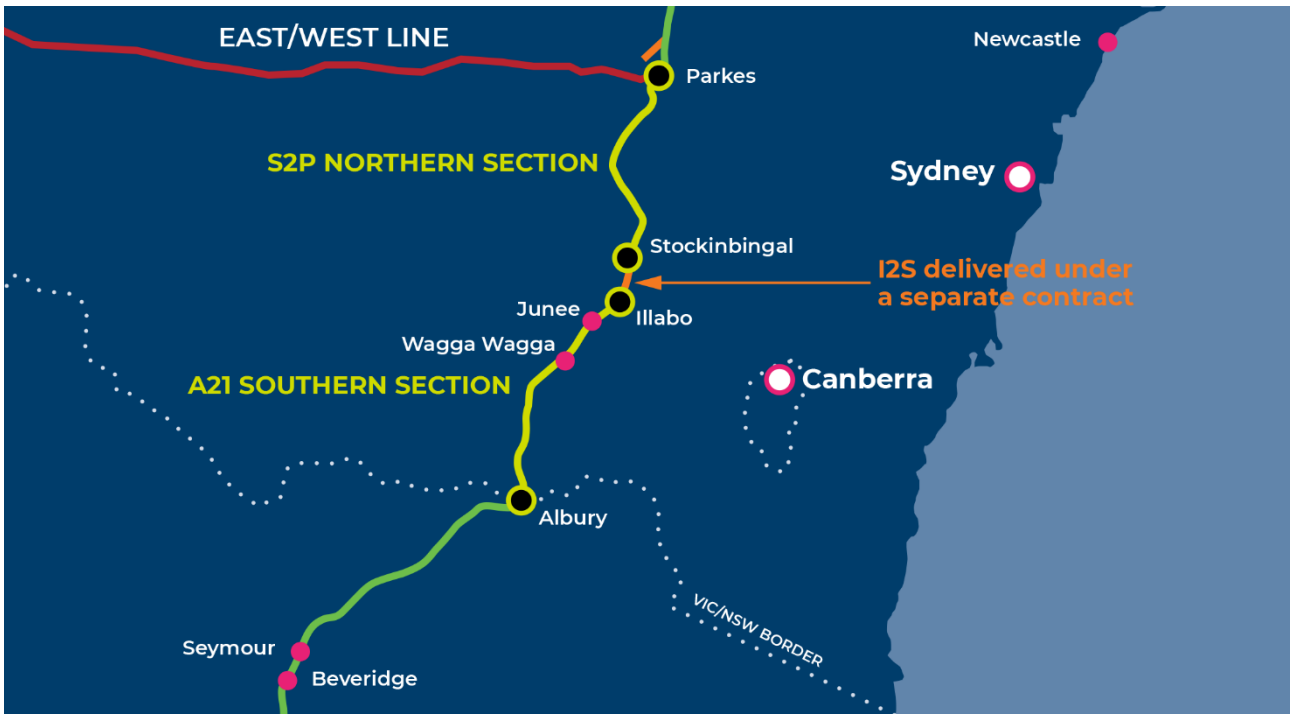


FIGURE 2: ALBURY TO PARKES AREA SPLIT

1.5 Background

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

1.6 Objectives

The objectives of this PTMP are to:

- Avoid or minimise potential impacts of construction activities on road safety and the existing transport network and associated infrastructure.
- Avoid or minimise potential impacts on the community and stakeholders with respect to traffic and transport.
- Where potential impacts cannot be avoided, identification of site-specific mitigation measures to minimise and mitigate impacts on road safety, traffic flow and access.

  Demonstrate how compliance with the obligations imposed by the requirements of the Ministers Conditions of Approval with respect to traffic and transport will be achieved.

1.7 Scope of this Plan

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

- **Yerong Creek Yard Clearances**

2 LOCALITY AND EXISTING CONDITIONS

2.1 Overview

Characteristics of the key roads and intersections proposed to support the construction activities are described below for Yerong Creek Yard Clearances site.

2.2 Yerong Creek Yard Clearances



FIGURE 3: STATE, REGIONAL AND LOCAL ROADS YERONG CREEK YARD CLEARANCES

2.2.1 Key Roads

Overview

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

TABLE 2: KEY ROADS – YERONG CREEK YARD CLEARANCES ENHANCEMENT SITE

Road	Road name	Road Hierarchy
1	Cox Street (Olympic Highway)	Classified State Road
2	Plunkett Street	Local Road
3	Finlayson Lane	Local Road

4	Cole Street	Local Road

Cox Street (Olympic Highway)

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of the Cox Street (Olympic Highway), proximate Yerong Creek Yard Clearances site.

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

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Cox Street (Olympic Highway)	Classified State Road	Two-lane, two-way	~3.5m wide lanes	50km/hr	3,077, 18% HV (2010)[1]

1 No data available, volumes estimated as Olympic Highway – 50m East of Mangoplah Road, The Rock 2655



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

Pedestrian and Cyclist Facilities

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

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

Provisions	Comment
Are footpaths provided on one or both sides of the road?	No formed footpaths provided
If yes, what is the width of the footpath(s)?	N/A
Does the road currently form part of a Principal Cycle Network?	No

Provisions	Comment
Are designated on-road cycle lanes provided?	No
Is the road designated as a Bicycle Awareness Zone (BAZ)?	No

Public Transport Facilities

Details of public transport facilities and services operating along the Cox Street (Olympic Highway), proximate Yerong Creek enhancement site is detailed in Table 5 below.

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

Bus stop ID	Direction	Services	Service frequency
There is no bus stops located proximate the Yerong Creek enhancement site.	Northbound	6232, 6234, 6331, 6333, 6339	Less than one (1) service per week (temporary coach)
	Southbound		

Parking Facilities

Details of parking facilities along the Cox Street (Olympic Highway), proximate Yerong Creek enhancement site is detailed in Table 6 below.

TABLE 6: PARKING FACILITIES – OLYMPIC HIGHWAY

Location	Parking	Time of day restriction
Cox Street (Olympic Highway)	On street roadside parking	No restrictions

Plunkett Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Plunkett Street, proximate Yerong Creek enhancement site.

TABLE 7: TRAFFIC AND LANE CONFIGURATIONS – PLUNKETT STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Plunkett Street	Local road	Two-lane, two-way	~3.6m wide lanes	50km/hr	764, 12% HV (2014)[2]

2 No data available, volumes estimated as Sladen Street, Henty with equivalent HV proportion.



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

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Plunkett Street, proximate Yerong Creek enhancement site.

TABLE 8: PEDESTRIAN AND CYCLIST FACILITIES – PLUNKETT STREET

Provisions	Comment
Are footpaths provided on one or both sides of the road?	Yes – sealed path with rail crossing northern side only
If yes, what is the width of the footpath(s)?	~1.5 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 Plunkett Street, proximate Yerong Creek enhancement site is detailed in Table 9 below.

TABLE 9: PUBLIC TRANSPORT FACILITIES – PLUNKETT STREET

Bus stop ID	Direction	Services	Service frequency
Plunkett St at Finlayson Lane (264270)	Eastbound	S264, S754, S866	Four (4) services daily
	Westbound		
Yerong Creek Rural Centre, Plunkett St (264216)	Westbound	S194, S866	Two (2) services daily

Parking Facilities

Details of parking facilities along Plunkett Street, proximate Yerong Creek enhancement site are detailed in Table 10 below.

TABLE 10: PARKING FACILITIES – PLUNKETT STREET

Location	Parking	Time of day restriction
Plunkett Street (between Cox Street and Finlayson Lane)	No parking	N/A
Plunkett Street (between Finlayson Lane and Moonba Street)	Kerbside parking northern and southern sides	No restrictions

Finlayson Lane

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Finlayson Lane proximate Yerong Creek enhancement site.

TABLE 11: TRAFFIC AND LANE CONFIGURATIONS – FINLAYSON LANE

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Finlayson Lane	Local road	Two-lane, two-way	~3.2m wide lanes	50km/hr	191, 12% HV (2014)[3]

3 No data available, volumes estimated as 25% of Plunkett St with equivalent HV proportion.



FIGURE 6: FINLAYSON LANE (SOURCE: *GOOGLE MAPS)*

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Finlayson Lane, proximate Yerong Creek enhancement site.

TABLE 12: PEDESTRIAN AND CYCLIST FACILITIES – FINLAYSON LANE

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

No known services operate along Finlayson Lane, proximate Yerong Creek enhancement site.

Parking Facilities

Details of parking facilities along Finlayson Lane, proximate Yerong Creek enhancement site are detailed in Table 13 below.

TABLE 13: PARKING FACILITIES – FINLAYSON LANE

Location	Parking	Time of day restriction
Finlayson Lane (north of Plunkett Street)	Roadside parking easter and western sides	No restrictions
Finlayson Lane (south of Plunkett Street)	Roadside parking easter and western sides	No restrictions

Cole Street

Traffic and Lane Configurations

The following table details the typical traffic and lane configurations of Cole Street, proximate Yerong Creek enhancement site.

TABLE 14: TRAFFIC AND LANE CONFIGURATIONS – COLE STREET

Road name	Road hierarchy	Road Configuration	Lane Configuration	Speed Limit	AADT
Cole Street	Local road	Two-lane, two-way	~3.2m wide lanes	50km/hr	Traffic data unavailable



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

Pedestrian and Cyclist Facilities

The following table provides a review of pedestrian and cyclist provisions along Cole Street, proximate Yerong Creek enhancement site.

TABLE 15: PEDESTRIAN AND CYCLIST FACILITIES – COLE STREET

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

Public Transport Facilities

Details of public transport facilities and services operating along Cole Street, proximate Yerong Creek enhancement site is detailed in Table 16 below.

TABLE 16: PUBLIC TRANSPORT FACILITIES – COLE STREET

Bus stop ID	Direction	Services	Service frequency
Yerong Creek Public School, Cole St (264214)	Eastbound	S754, S866	Two (2) services daily
	Westbound		

Parking Facilities

Details of parking facilities along Cole Street, proximate Yerong Creek enhancement site are detailed in Table 17 below.

TABLE 17: PARKING FACILITIES – COLE STREET

Location	Parking	Time of day restriction
Cole Street between Olympic Highway and Plunkett Street	No parking	N/A
Coles Street between Olympic Highway and Macarthur Street	Roadside parking northern and southern sides	No restrictions

2.2.2 Key Intersections

Overview

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

TABLE 18: KEY INTERSECTIONS – YERONG CREEK YARD CLEARANCES ENHANCEMENT SITE

Intersection number	Intersection	Control
1	Cox Street (Olympic Highway) / Plunkett Street / Cole Street	Priority-controlled (X-Junction)
2	Plunkett Street / Finlayson Lane	Priority-controlled (X-junction)

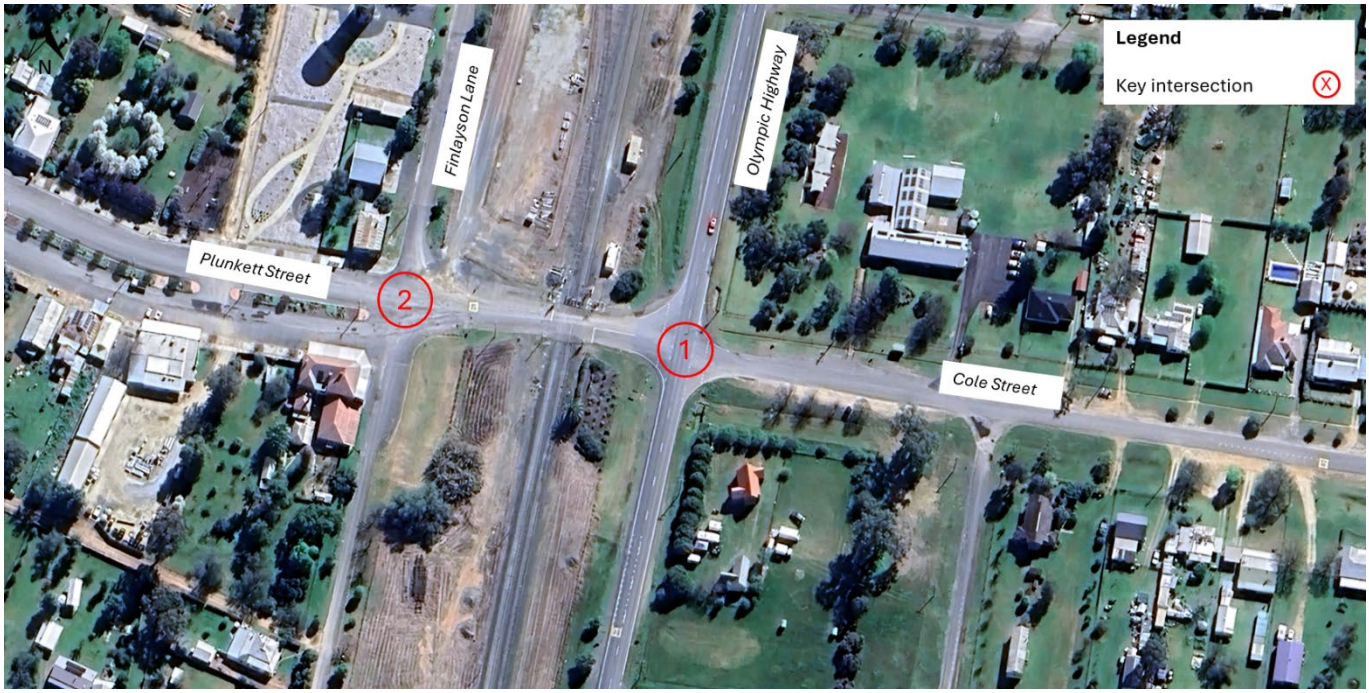


FIGURE 8: KEY INTERSECTIONS LOCATION

Background Intersection Performance

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

TABLE 19: LEVEL OF SERVICE CRITERIA

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

Olympic Highway / Plunkett Street / Cole Street

The following table provide an overview of the operations of the Olympic Highway / Plunkett St / Cole St intersection.

TABLE 20: KEY INTERSECTION – OLYMPIC HIGHWAY / PLUNKETT STREET/ COLE STREET

Intersection	Control
Cox Street / Plunkett Street / Cole Street	Priority-controlled (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Cox Street (Olympic Highway) / Plunkett Street / Cole Street intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 9:00am – 10:00am and between 1:30pm – 2:30pm. Recorded traffic volumes during the peak period are presented in Table 21.

TABLE 21: OLYMPIC HIGHWAY / PLUNKETT STREET / COLE STREET – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (9:00am –10:00am)	PM peak volume (1:30pm – 2:30pm)	Daily Volumes
Cox Street (north)			
Left (onto Cole Street)	3	2	29
Through (onto Cox Street)	89	92	889
Right (onto Plunkett Street)	6	8	75
U-turn (onto Cox Street)	0	0	0
Cole Street (east)			
Left (onto Cox Street)	1	2	26
Through (onto Plunkett Street)	6	1	27
Right (onto Cox Street)	2	0	22
U-turn (onto Cole Street)	0	0	0
Cox Street (south)			
Left (onto Plunkett Street)	4	4	49
Through (onto Cox Street)	75	90	898
Right (onto Cole Street)	3	4	28
U-turn (onto Cox Street)	0	0	0
Plunkett Street (west)			
Left (onto Cox Street)	14	7	83
Through (onto Cole Street)	4	1	30
Right (onto Cox Street)	4	4	43
U-turn (onto Plunkett Street)	0	0	0

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is shown in Table 19. The results of the WSP assessment are presented below for the "2024 Base" scenarios (24-hour peak).

TABLE 22: INTERSECTION DELAY AND LOS ANALYSIS - OLYMPIC HIGHWAY / PLUNKETT ST / COLE ST

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

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

Plunkett Street / Finlayson Lane

The following table provide an overview of the operations of the Plunkett Stret / Finlayson Lane intersection.

TABLE 23: KEY INTERSECTION – PLUNKETT STREET / FINLAYSON LANE

Intersection	Control
Plunkett Street / Finlayson Lane	Priority-controlled (X-Junction)

Background Traffic Volumes

Background traffic volumes at the Plunkett Street / Finlayson Lane intersection have been obtained from 12-hour traffic surveys undertaken by *Matrix Traffic and Transport Data* on Thursday 8th June 2023. The morning (AM) and afternoon (PM) peak periods for the intersection was determined to be between 9:00am – 10:00am and between 1:30pm – 2:30pm. Recorded traffic volumes during the peak period are presented in Table 24.

TABLE 24: PLUNKETT STREET / FINLAYSON LANE – TRAFFIC VOLUMES

Intersection approach	AM Peak volume (9:00am –10:00am)	PM peak volume (1:30pm – 2:30pm)	Daily Volumes
Finlayson Lane (north)			
Left (onto Plunkett Street)	2	1	7
Through (onto Finlayson Lane)	0	0	1
Right (onto Plunkett Street)	0	1	2
U-turn (onto Finlayson Lane)	0	0	0
Plunkett Street (east)			
Left (onto Finlayson Lane)	3	4	0
Through (onto Plunkett Street)	12	13	11
Right (onto Finlayson Lane)	1	2	12
U-turn (onto Plunkett Street)	0	0	20
Finlayson Lane (south)			
Left (onto Plunkett Street)	0	1	6

Intersection approach	AM Peak volume (9:00am –10:00am)	PM peak volume (1:30pm – 2:30pm)	Daily Volumes
Through (onto Finlayson Lane)	0	0	0
Right (onto Plunkett Street)	4	1	17
U-turn (onto Finlayson Lane)	0	0	0
Plunkett Street (west)			
Left (onto Finlayson Lane)	1	0	2
Through (onto Plunkett Street)	16	10	131
Right (onto Finlayson Lane)	0	0	4
U-turn (onto Plunkett Street)	0	1	4

Background Intersection Performance

An intersection delay and LOS analysis was completed by WSP as part of Appendix D *Addendum to Technical Paper 1: Traffic and Transport.* The LOS criteria adopted for assessing intersection performance is shown in Table 19. The results of the WSP assessment are presented below for the "2024 Base" scenarios (24-hour peak).

TABLE 25: INTERSECTION DELAY AND LOS ANALYSIS - PLUNKETT STREET / FINLAYSON LANE

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

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

3 PROPOSED ARRANGEMENTS

3.1 Yerong Creek Yard Clearances

3.1.1 Site Location

The location and layout of the Yerong Creek Yard Clearances enhancement site is shown below in Figure 9.

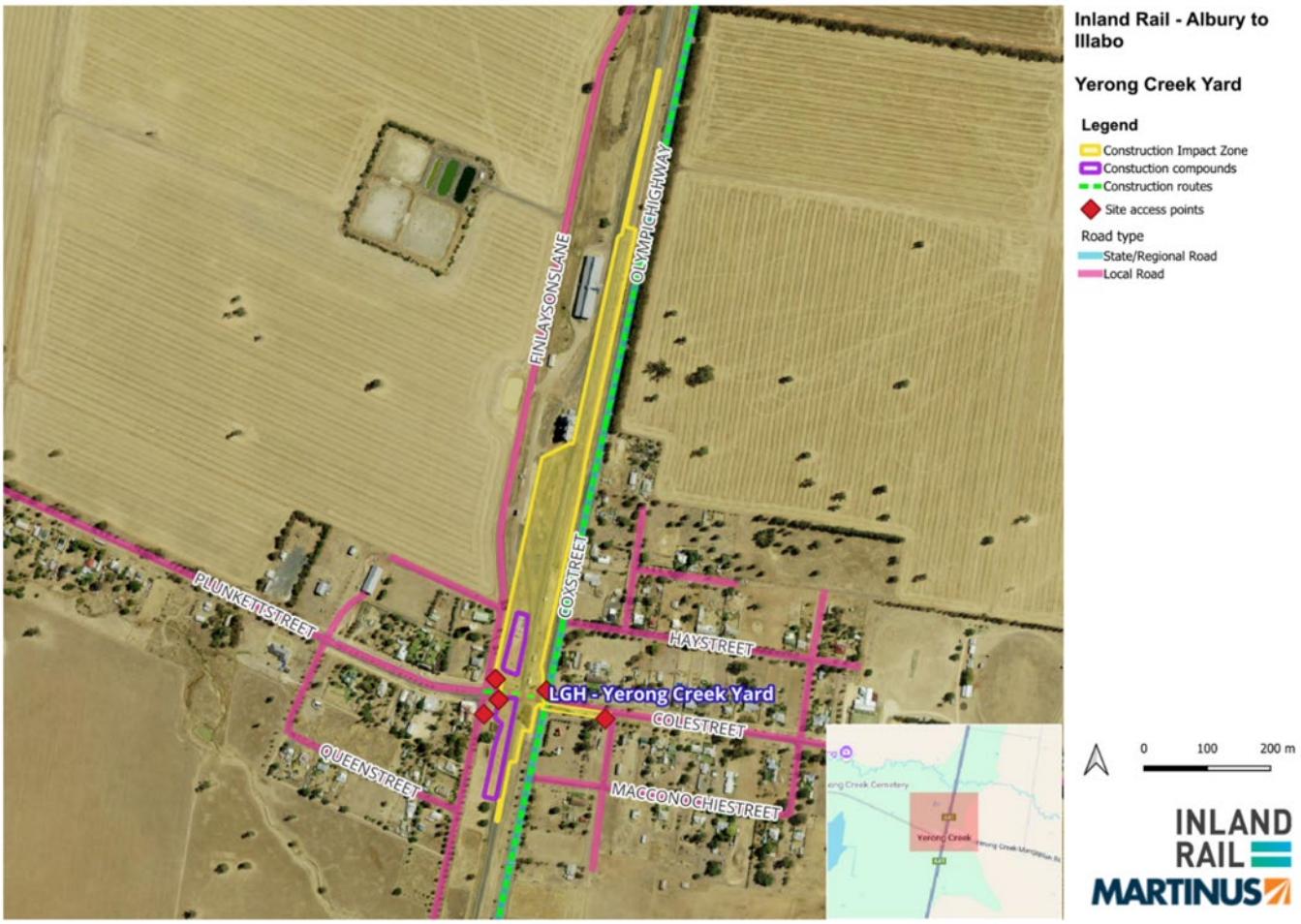


FIGURE 9: YERONG CREEK YARD CLEARANCES ENHANCEMENT SITE

3.1.2 Works Required

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

- Site establishment
- Utility works
- Demolition of platform and hut (slew enable)
- Civil works (earthworks, subsoil drainage, shoulder reconstruction)
- Track works (ballast op up, mainline slewing
- Signalling works
- Level crossing upgrade
- Demobilise

3.1.3 Timing and Duration

The proposed arrangements are planned to be implemented from August 2026 and continue until September 2026.

The works at the railway level crossing is planned to be undertaken over a 7-day period in September 2026, commencing shortly before and finishing shortly after a 60-hour track possession.

3.1.4 Operating Conditions

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

A temporary road closure of Plunkett Street between Cox (Olympic Highway) and Finlayson Lane is required for the railway level crossing works. This is further detailed in Section 3.1.9. Furthermore, temporary speed limit reductions and/or short-term traffic control may be implemented along the Olympic Highway, Cole Street, Plunkett Street and/or Finlayson Lane to facilitate the safe and efficient movement of construction heavy vehicles (refer to Section 3.1.14).

3.1.5 Construction Traffic

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

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

Based on the current methodology and program, it is expected that peak construction vehicle movements will occur over a 7-day period in September 2026, commencing shortly before and finishing shortly after a 60-hour rail possession.

3.1.6 Site Access

Overview

Access to Yerong Creek Yard Clearances site will be via three (3) existing access points located off the Olympic Highway on Plunkett Street as well as two (2) new access points located off Finlayson Lane and Cole Street. A summary of permitted movements and methods of control at site access locations is provided below in Table 26, with further details provided in subsequent sections of this report.

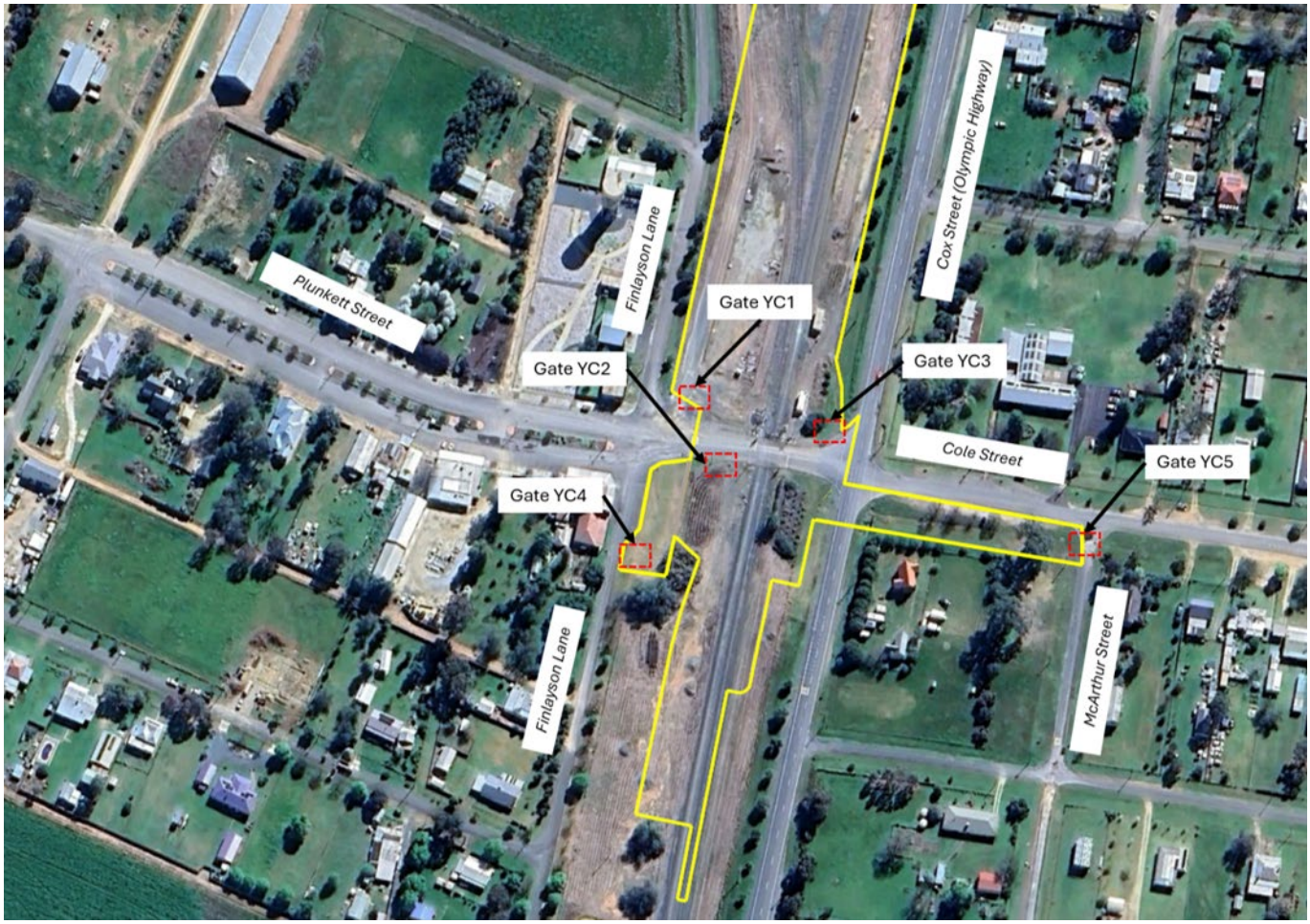


FIGURE 10: SITE ACCESS LOCATIONS – YERONG CREEK YARD CLEARANCES

A summary of permitted movements and methods of control at site access locations is provided below in Table 26, with further details provided in subsequent sections of this report.

TABLE 26: SITE ACCESS DETAILS – YERONG CREEK YARD CLEARANCES SITE

Access	Site Entry/Exit	Vehicle type	Permitted Movements	Control
Gate YC1 – Existing access off Plunkett Street (north)	Entry and exit	Light vehicles	All movements	Give way
		Up 12.5m single unit truck	Right in, left out	Give way (a spotter is required for egressing movements to manage any interface with traffic turning from Finlayson Lane onto Cole Street / Plunkett Street) and interface with pedestrians and cyclists.
		Up 19.0m truck and dog	Right in, left out	
		19.0m semi-trailer	Right in, left out	
Gate YC2 – Existing access off Plunkett Street (south)	Entry and exit	Light vehicles	All movements	Give-way
		Up 12.5m single unit truck	Left in, right out	Give-way (a spotter is required for egressing movements to manage any interface with traffic turning from Finlayson Lane onto Cole Street / Plunkett Street and interface with pedestrians and cyclists.
		Up 19.0m truck and dog	Left in, right out	
		19.0m semi-trailer	Left in, right out	
Gate YC3 – Existing access off Cox Street (Olympic Highway)	Entry and exit	Light vehicles	All movements	Traffic Control (including spotters) - refer to Section 3.1.14.
		Up 12.5m single unit truck	Left in, right out	
		Up 19.0m truck and dog	Left in, right out	
		19.0m semi-trailer	Left in, right out	
Gate YC4 – New access off Finlayson Lane	Entry and exit	Light vehicles	Left in, right out	Traffic Control (including spotters) - refer to Section 3.1.14.
		Up 12.5m single unit truck	Left in, right out	
Gate YC5 – New access off Cole Street	Entry and exit	Light vehicles	Right in, left out	Traffic Control (including spotters) - refer to Section 3.1.14.
		Up 12.5m single unit truck	Reverse in, left out	
		19.0m semi-trailer		

Gate YC1 – Existing access off Plunkett Street (north)

Located off Plunkett Street near Finlayson Lane, Gate YC1 is an existing access to the rail corridor that will provide access to Yerong Creek Yard Clearances site compound.



FIGURE 11: GATE YC1 – PLUNKETT STREET (NORTH)

Details of permitted movements and methods of control at Gate YC1 is summarised in Table 26.

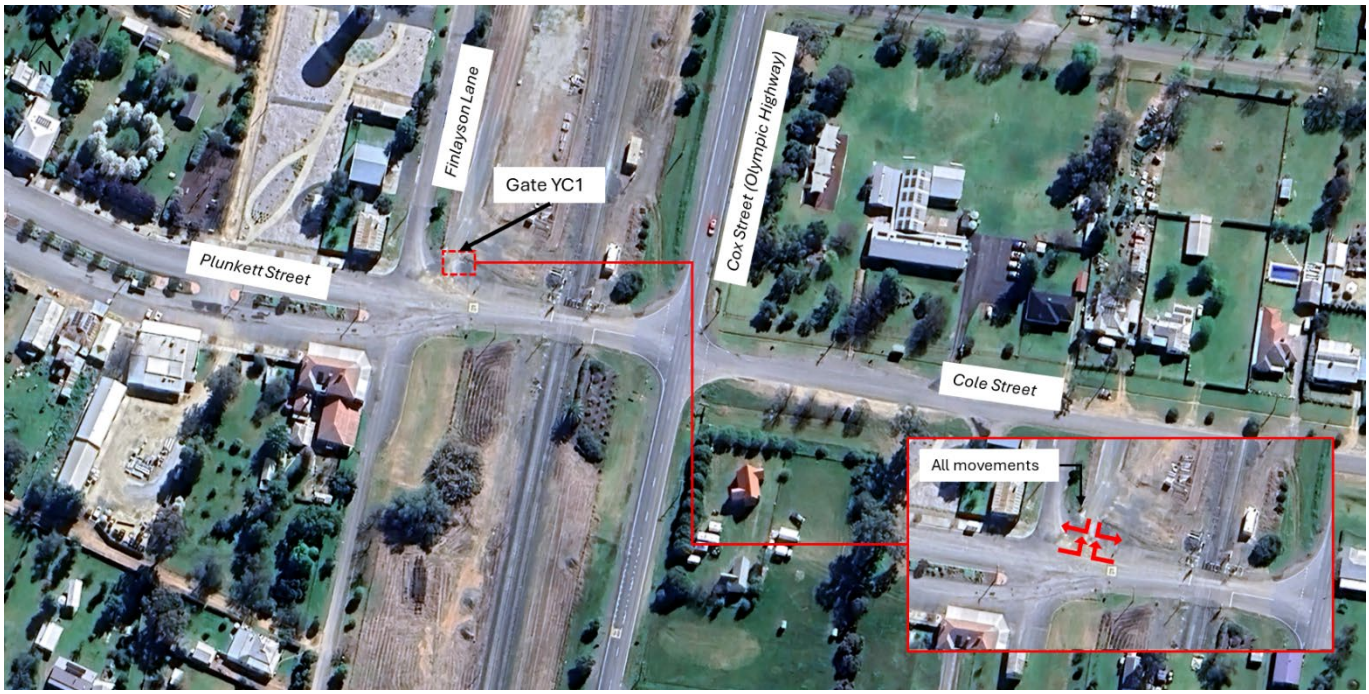


FIGURE 12: SITE ACCESS DETAILS – GATE YC1

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 27: SIGHT DISTANCE ASSESSMENT – GATE YC1

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
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 YC1 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Plunkett Street, sight distance to the east is limited due to the proximity of the Cole Street / Plunkett Street / Cox Street (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Cox Street (Olympic Highway) onto Plunkett Street will do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate YC1 and the Cole Street / Plunkett Street / Cox Street (Olympic Highway) intersection (approximately 85m) is considered appropriate given requirement of appropriate safe stopping distance and minimum gap sight distance are achieved.

Acceleration and Deceleration Lanes

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

Access Controls Assessment

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

TABLE 28: SITE ACCESS ASSESSMENT CRITERIA – GATE YC1

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



FIGURE 13: VIEW EAST FROM GATE YC1 (AT ACCESS POINT)



FIGURE 14: VIEW WEST FROM GATE YC1 (AT ACCESS POINT)

As available sight distance approaching Gate YC1 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 30 below.

TABLE 29: GATE YC1 – 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 YC1. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the works. A spotter will be used for egressing movements to manage any interface with traffic turning from Finlayson Lane onto Cole Street / Plunkett Street) and pedestrian and cyclist movements. Furthermore, 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.

Gate YC2 – Existing access off Plunkett Street (south)

Located off Plunkett Street near Finlayson Lane, Gate YC2 is an existing access to the rail corridor that will provide access to Yerong Creek Yard Clearances site compound.



FIGURE 15: GATE YC2 – PLUNKETT STREET

Details of permitted movements and methods of control at Gate YC2 is summarised in Table 26.

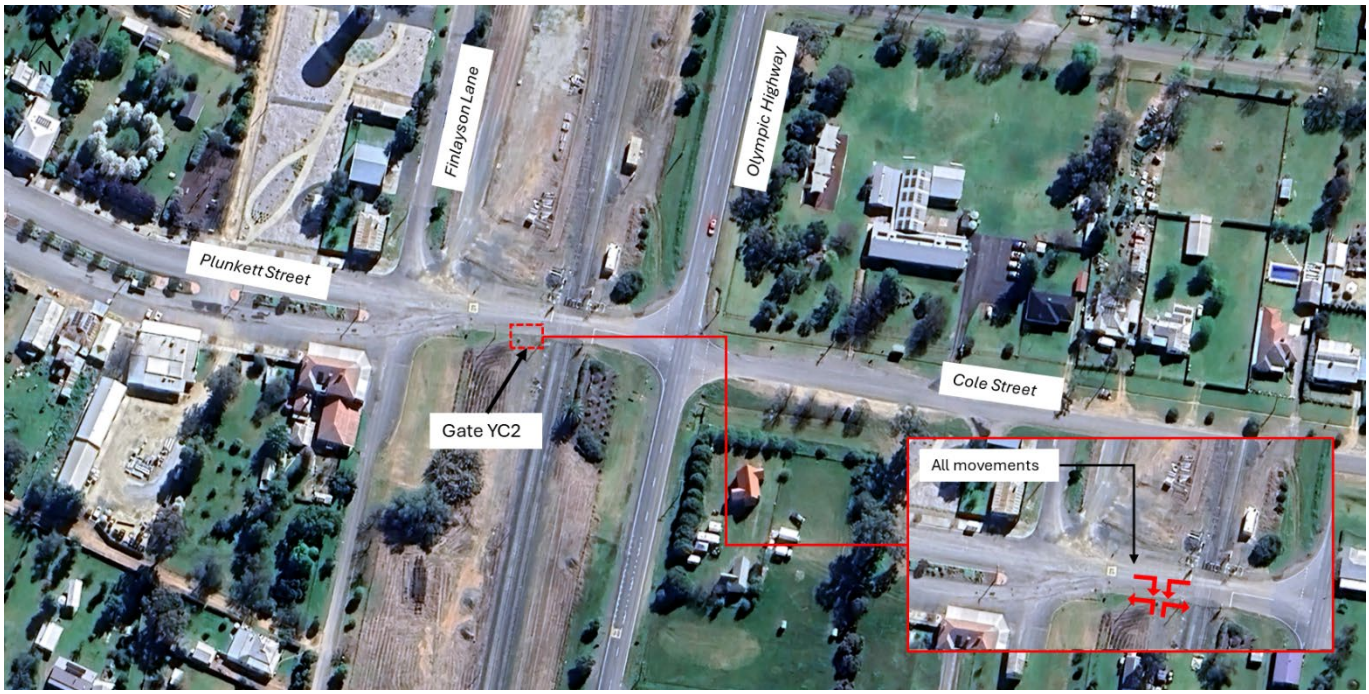


FIGURE 16: SITE ACCESS DETAILS – GATE YC2

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 30: SIGHT DISTANCE ASSESSMENT – GATE YC2

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 YC2 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Plunkett Street, sight distance to the east is limited due to the proximity of the Cole Street / Plunkett Street / Cox Street (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Cox Street (Olympic Highway) onto Plunkett Street will do so at speeds less than that of the posted speed limit. On this basis, sight distance available between Gate YC2 and the Cole Street / Plunkett Street / Cox Street (Olympic Highway) intersection (approximately 75m) is considered appropriate given requirement of appropriate safe stopping distance are achieved.

Acceleration and Deceleration Lanes

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

Access Controls Assessment

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

TABLE 31: SITE ACCESS ASSESSMENT CRITERIA – GATE YC2

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



FIGURE 17: VIEW EAST FROM GATE YC2 (AT ACCESS POINT)



FIGURE 18: VIEW WEST FROM GATE YC2 (AT ACCESS POINT)

As available sight distance approaching Gate YC2 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 32 below.

TABLE 32: GATE YC2 – 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 YC2. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the works. A spotter will be used for egressing movements to manage any interface with traffic turning from Finlayson Lane onto Cole Street / Plunkett Street) and pedestrian and cyclist movements. Furthermore, 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.

Gate YC3 – Existing access off Cox Street (Olympic Highway)

Located off Cox Street (Olympic Highway), Gate YC3 is an existing access to the rail corridor that will provide access to Yerong Creek enhancement site.



FIGURE 19: GATE YC3 – COX STREET (OLYMPIC HIGHWAY)

Details of permitted movements and methods of control at Gate YC3 is summarised in Table 26.

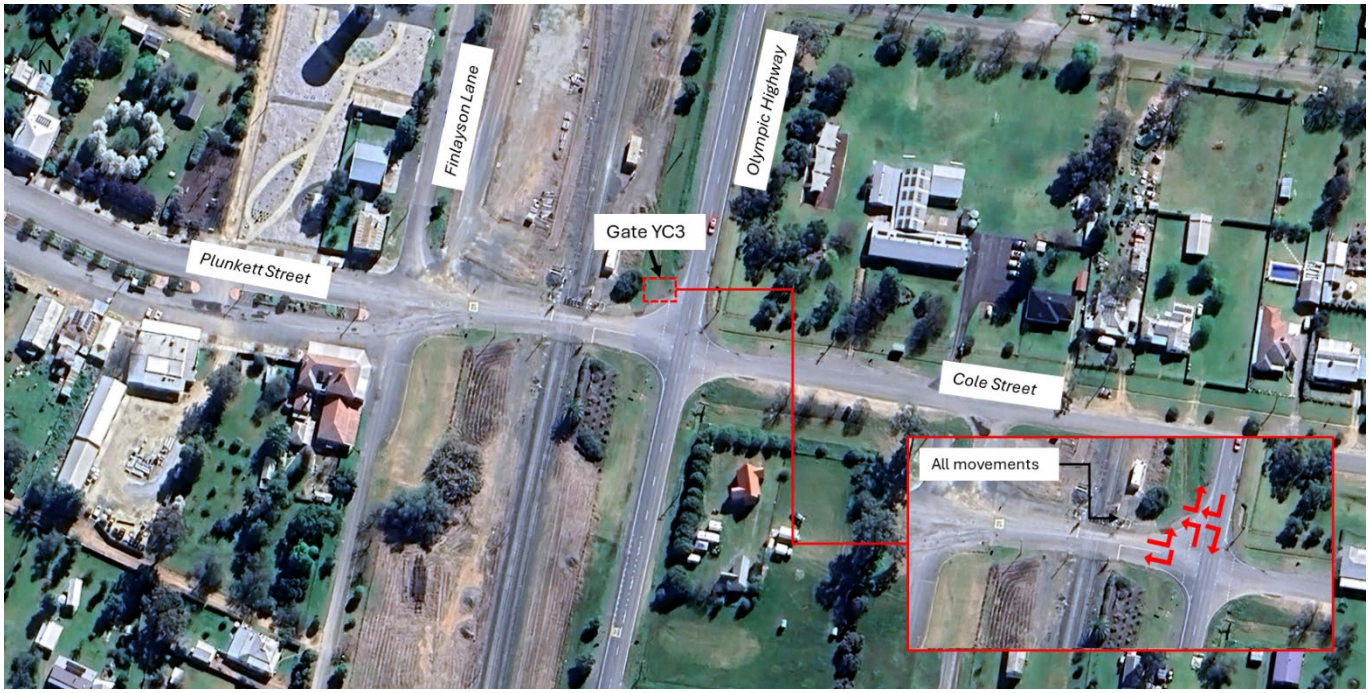


FIGURE 20: SITE ACCESS DETAILS – GATE YC3

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 33: SIGHT DISTANCE ASSESSMENT – GATE YC3

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
East of access	50km/hr[2]	73m[1]	Refer below	123m	Refer below	83m	Refer below
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).

Due to the location of the access on Cox Street (Olympic Highway) / Plunkett Street, sight distance to the east is limited due to the proximity of the Cole Street / Plunkett Street / Cox Street (Olympic Highway) intersection and also to the west due to the roadside vegetation and the railway level crossing infrastructure.

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 heavy vehicles expected to enter the site access and volume of vehicles travelling along Cox 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 the Cox 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 Cox Street (Olympic Highway) falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

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

TABLE 34: SITE ACCESS ASSESSMENT CRITERIA – GATE YC3

Site Access Assessment	
Location:	Cox Street (Olympic Highway)
AADT:	3,077
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 21: VIEW SOUTH FROM GATE YC3 (AT ACCESS POINT)



FIGURE 22: VIEW NORTH FROM GATE YC3 (AT ACCESS POINT)

As available sight distance approaching Gate YC3 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 35 below.

TABLE 35: GATE YC3 – 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

In accordance with TfNSW's *Technical Manual – Traffic control at work sites,* traffic control is required to facilitate the safe and efficient movement of construction vehicles into and out of Gate YC3. Additionally, 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 YC3. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the works. A spotter will be used for egressing movements to manage any interface with traffic turning from Finlayson Lane onto Cole Street / Plunkett Street) and pedestrian and cyclist movements. Furthermore, 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.

Gate YC4 – New access off Finlayson Lane

Located off Finlayson Lane, Gate YC4 is a new access to the land adjacent the rail corridor that will provide access for utility under bore works.



FIGURE 23: GATE YC4 – FINLAYSON LANE

Details of permitted movements and methods of control at Gate YC4 is summarised in Table 26.

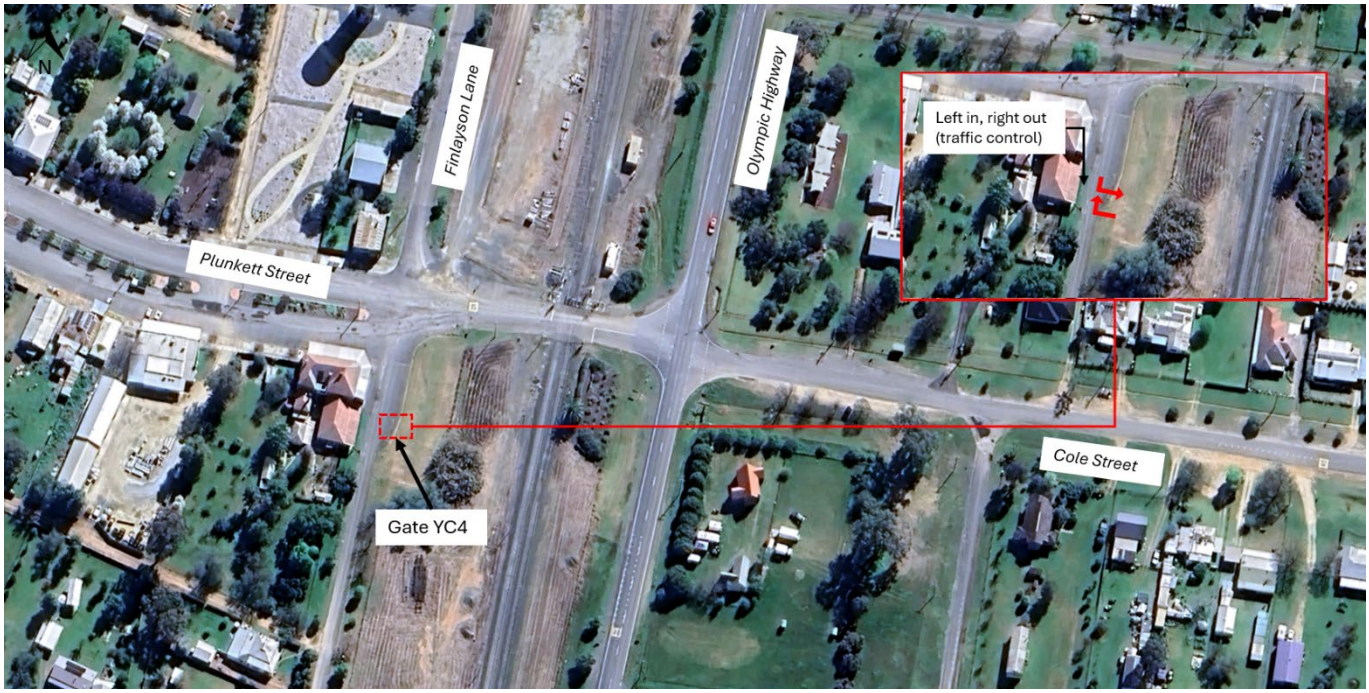


FIGURE 24: SITE ACCESS DETAILS – GATE YC4

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 36: SIGHT DISTANCE ASSESSMENT – GATE YC4

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]	Refer below	123m	Refer below	83m	Refer below
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).

Available sight distance to the south of Gate YC4 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Finlayson Lane, sight distance to the north is limited to approximately 40m due to the proximity of the Plunkett Street / Finlayson Lane intersection. That said, it is reasonably expected that vehicles manoeuvring from the Plunkett Street onto Finlayson Lane will do so at speeds less than that of the posted speed limit. On this basis, the adoption of stopping sight distance and minimum gap sight distance requirements for an operating speed of 30km/hr is considered appropriate (27m and 38m accordingly).

Acceleration and Deceleration Lanes

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

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

Access Controls Assessment

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

TABLE 37: SITE ACCESS ASSESSMENT CRITERIA – GATE YC4

Site Access Assessment	
Location:	Finlayson Lane
AADT:	191
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 25: VIEW SOUTH FROM GATE YC4 (AT ACCESS POINT)



FIGURE 26: VIEW NORTH FROM GATE YC4 (AT ACCESS POINT)

As available sight distance approaching Gate YC4 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 30 below.

TABLE 38: GATE YC4 – 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 YC4. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the works. Traffic control will be used to manage ingress and egress of heavy construction vehicle movements. Furthermore, to minimise any potential impacts to the road network, the movement of construction vehicles will be scheduled outside of school zone times.

Gate YC5 – New access off Cole Street

Located off Cole Street, Gate YC5 is a new access to the road reserve on the southern side of Cole Street that will provide access for utility under bore works (during a 2 week period prior to the Plunkett Street closure only).



FIGURE 27: GATE YC5 – COLE STREET

Details of permitted movements and methods of control at Gate YC5 is summarised in Table 26.



FIGURE 28: SITE ACCESS DETAILS – GATE YC5

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 39: SIGHT DISTANCE ASSESSMENT – GATE YC5

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
East of access	50km/hr[2]	73m[1]	Yes	123m	Yes	83m	Yes
South 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 YC5 achieves the minimum requirements for the existing posted speed limit.

However, due to the location of the access on Cole Street, sight distance to the west is limited due to the proximity of the Cole Street / Cox Street (Olympic Highway) intersection. That said, it is reasonably expected that vehicles manoeuvring from the Cox Street (Olympic Highway) onto Cole Street will do so at speeds less than that of the posted speed limit. On this basis, sight distance available to the west between Gate YC5 and the Cole Street / Cox Street (Olympic Highway) intersection (approximately 85m) is considered appropriate given requirement of appropriate safe stopping distance and minimum gap sight distance are achieved. The sight distance to the south is limited due to the observation angles available on exit, however, northbound vehicles travelling along McArthur Street have approach sight distance, stopping sight distance and it is reasonably expected that vehicles manoeuvring from the McArthur Street onto Cole Street will do so at speeds less than that of 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 Cole 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 the Cole Street.
- Turning volumes are expected to be low (i.e. up to six (6) vehicles per hour).
- The observation angle towards approaching traffic along Cole Street falls within the acceptable range of the minimum gap sight distance (MGSD) model.

Access Controls Assessment

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

TABLE 40: SITE ACCESS ASSESSMENT CRITERIA – GATE YC5

Site Access Assessment	
Location:	Cole Street
AADT:	~500-750 vpd
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 29: EASTBOUND VIEW APPROCHAING GATE YC5 (~80M FROM ACCESS POINT)



FIGURE 30: WESTBOUND VIEW APPROACHING GATE YC5 (~100M FROM ACCESS POINT)



FIGURE 31: NORTHBOUND VIEW APPROACHING GATE YC5 (~100M FROM ACCESS POINT)

As available sight distance approaching Gate YC5 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 41 below.

TABLE 41: GATE YC5 – 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 YC5. The VMP will identify the location of the site access gate and permitted movements and be communicated to workers and delivery drivers associated with the works. Traffic control will be used to manage ingress (reversing) and egress of heavy construction vehicle movements as well as manage the light vehicle ingress and egress (spotter) interface with traffic turning vehicles from McArthur Street onto Cole Street.

All movement of heavy construction vehicles will be scheduled outside of school zone times to mitigate any potential impacts to the road network, particularly the function of the Yerong Creek Public School Bus Stop (ID 264241) located on the northern side of Cole Street between Cox Street (Olympic Highway) and McArthur Street.

3.1.7 Construction Vehicle Access Routes

Construction vehicles will access the worksite via the routes identified within Environmental Approval Documentation, with the routes detailed below in Table 42.

TABLE 42: CONSTRUCTION VEHICLE ACCESS ROUTES

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate YC1	Inbound	Cox Street (Olympic Highway), onto Plunkett Street.	Up to 19.0m semi-trailer
	Outbound	Plunkett Street onto the Cox Street (Olympic Highway).	Up to 19.0m semi-trailer
Gate YC2	Inbound	Cox Street (Olympic Highway), onto Plunkett Street.	Up to 19.0m semi-trailer
	Outbound	Plunkett Street onto the Cox Street (Olympic Highway).	Up to 19.0m semi-trailer
Gate YC3	Inbound	Cox Street (Olympic Highway)	Up to 19.0m semi-trailer
	Outbound	Cox Street (Olympic Highway)	Up to 19.0m semi-trailer
Gate YC4	Inbound	Cox Street (Olympic Highway), onto Plunkett Street, onto Finlayson Lane	Up 12.5m single unit truck
	Outbound	Finlayson Lane, onto Plunkett Street, onto the Cox Street (Olympic Highway).	Up 12.5m single unit truck
Gate YC5	Inbound	Cox Street (Olympic Highway), onto Cole Street.	Up to 19.0m semi-trailer
	Outbound	Cole Street onto the Cox Street (Olympic Highway).	Up to 19.0m semi-trailer

These access routes are depicted in Figure 32. Alteration to these construction routes will be required during the Plunkett Street closure (refer to 3.1.9 for details), these alterations are detailed in Table 43 and depicted in Figure 33.

NOTE: Gates YC4 and YC5 are only required for a 2 week period prior to the Plunkett Street closure period.

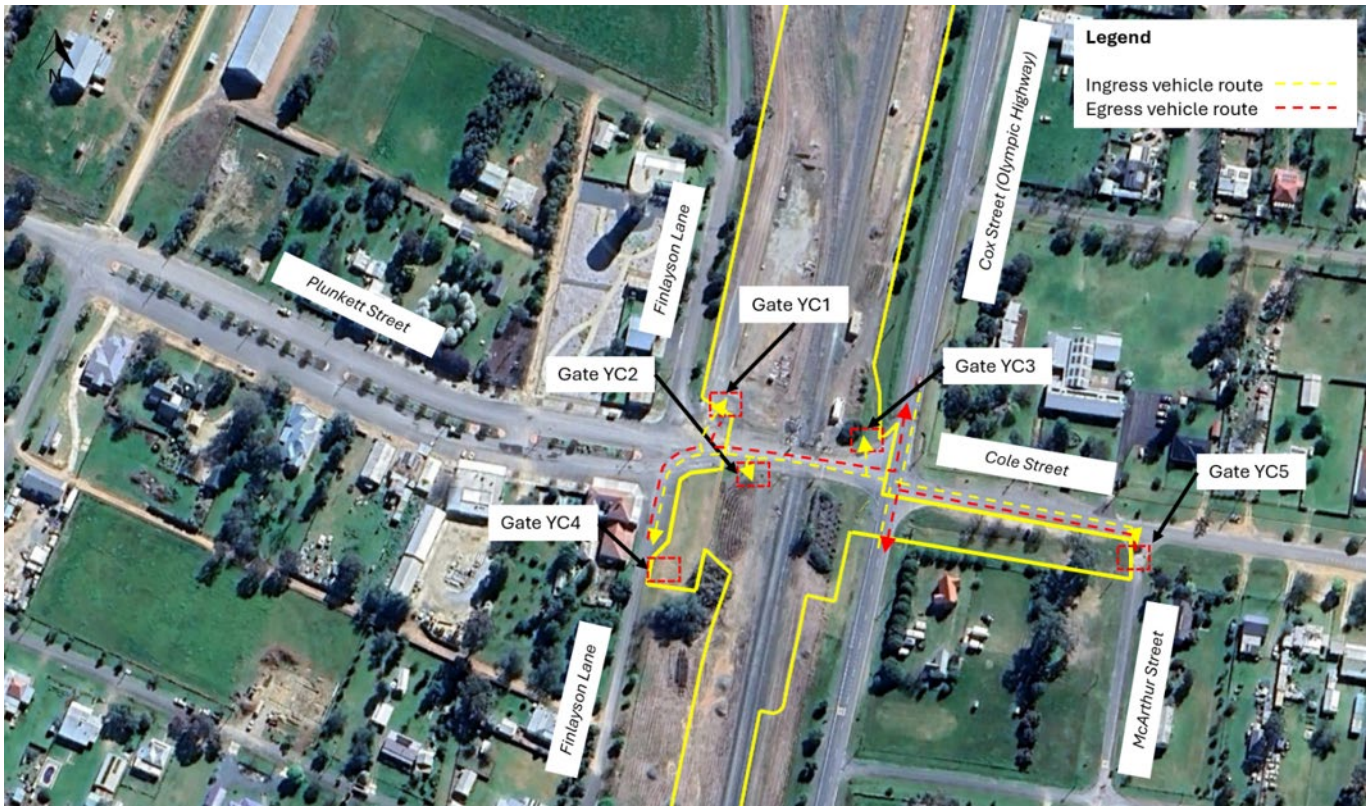


FIGURE 32: CONSTRUCTION VEHICLE ACCESS ROUTES

TABLE 43: CONSTRUCTION VEHICLE ACCESS ROUTES – DURING PLUNKETT STREET CLOSURE

Site Access	Direction	Access Route	Largest suitable vehicle type
Gate YC1	Inbound	"North" and "South" detour as detailed in Section 3.1.9.	Light vehicles only
	Outbound	"North" and "South" detour as detailed in Section 3.1.9.	Light vehicles only
Gate YC2	Inbound	"North" and "South" detour as detailed in Section 3.1.9.	Light vehicles only
	Outbound	"North" and "South" detour as detailed in Section 3.1.9.	Light vehicles only
Gate YC3	Inbound	Cox Street (Olympic Highway)	Up to 19.0m semi-trailer
	Outbound	Cox Street (Olympic Highway)	Up to 19.0m semi-trailer

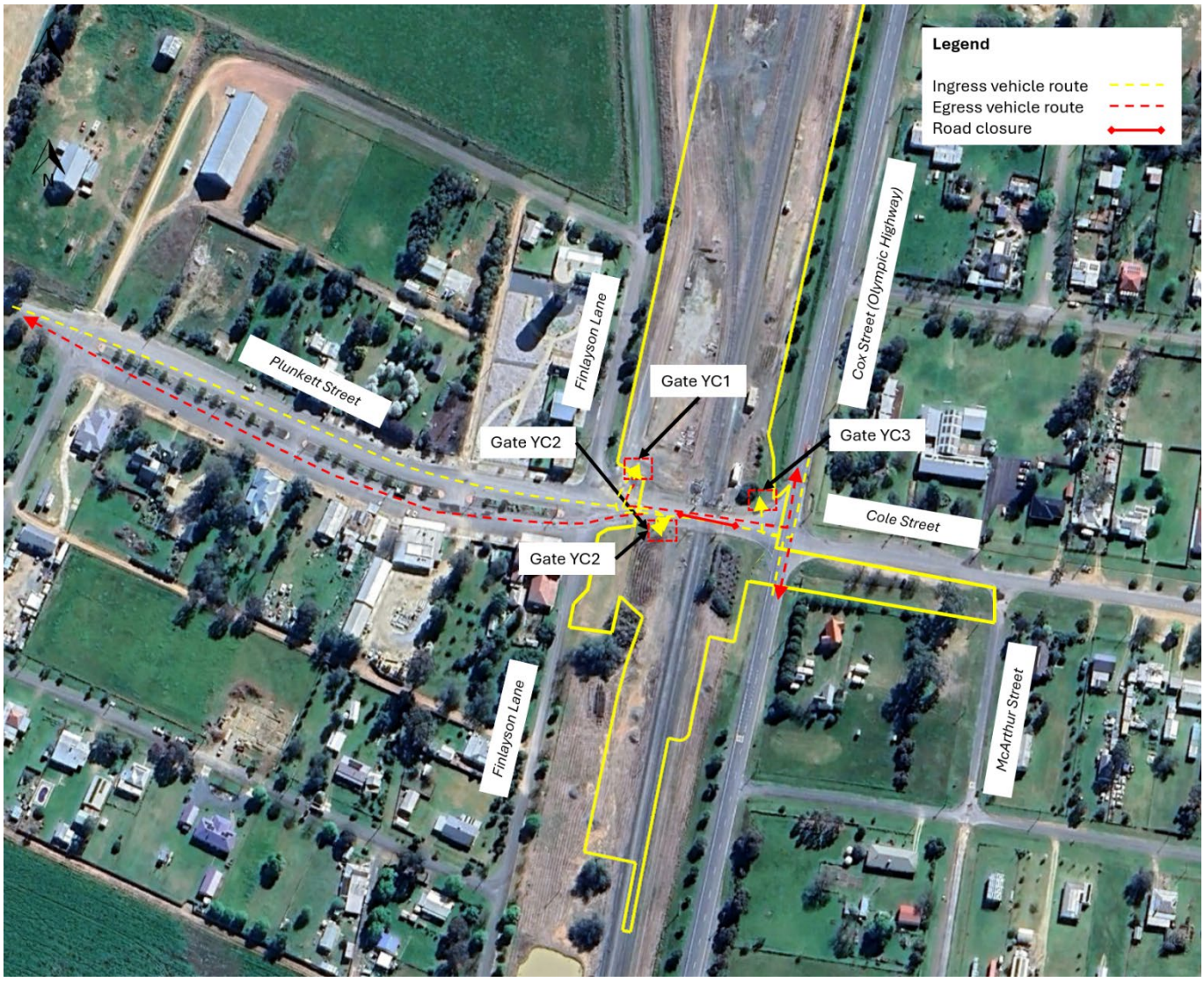


FIGURE 33: CONSTRUCTION VEHICLE ACCESS ROUTES – DURING PLUNKETT STREET CLOSURE

A swept path analysis has been undertaken for key movements along the construction vehicle access routes and is detailed in Section 4.3.

3.1.8 Impact on Traffic Flow

Key Roads

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

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

TABLE 44: LINK LOS ADAPTED FROM THE *GUIDE TO TRAFFIC GENERATING DEVELOPMENT (2002) TABLE 4.4*

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

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

The link LOS assessment for Yerong Creek Yard Clearances site is shown in Table 45 below. It should be noted that to determine future year background traffic demands (2025), an annual growth rate of 3% (compounding) has been applied to the recorded background traffic volumes (refer to Section 2) in line with the growth rates adopted within *Technical Paper – Traffic and Transport.*

TABLE 45: AM PEAK LINK LOS ASSESSMENT – YERONG CREEK YARD CLEARANCES

Road link	No. of lanes (per direction)	Road type	2025 peak hour Background volume (one way)	Without construction traffic LOS	Construction volume (one way)	Total volume	Percent increase in volumes	With project LOS
Olympic Highway	1	Highway	284	A	5	289	1.7%	A
Plunkett Street / Cole Street	1	Urban	53	A	5	58	9.4%	A

(1) 8 59 No data available, volumes estimated as Olympic Highway – 50m East of Mangoplah Road, The Rock 2655

(2) No data available, volumes estimated as Sladen Street, Henty

The link LOS assessment for The Yerong Creek Yard Clearances 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 works. As such, mitigations are not considered warranted as a result of the works.

Key Intersections

To evaluate the impact of the 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 works within Yerong Creek Yard Clearances site. As detailed within Section 3.1.6, a peak of six (6) construction vehicles per hour (one (1) vehicle every 10 minutes) is expected to be generated during the works. The addition of six (6) construction vehicles per hour is not expected to result in any significant impacts to intersection performance.

3.1.9 Impact of Road Closure

Plunkett Street Road Closure

The works required will be facilitated through the closure of Plunkett Street (during the 60-hour track possession period only - starting on a Friday evening and ending early the following Monday morning) between the between Cox Street (Olympic Highway) and Finlayson Lane, however, pedestrian and cyclist access will remain.

Provisions will also be made for emergency services to cross the established work zone with rapidly deployable temporary railway ramps (refer to Figure 34). Furthermore, a call up protocol will be established between emergency service departments and the site manager/supervisor to ensure the deployment of the temporary railway ramps commences before the emergency services vehicle arrives at the site.



FIGURE 34: RAPIDLY DEPLOYABLE TEMPORARY RAILWAY RAMP

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

- **Detour route 'North'**: Plunkett Street, Osborne-Yerong Creek Road, County Boundary Road, Lockhart- The Rock Road, Urana Street.
- **Detour route 'South'**: Plunkett Street, Osborne-Yerong Creek Road, Woodend-Five Ways Road, Henty-Pleasant Hills Road, Sladen Street.

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 The Rock (or vice versa) will be subject to Detour route 'North'. The current route via the Olympic Highway between Plunkett Street and the Urana Street/Olympic Highway intersection is about 12 mins (15.1km) which when detoured via Milbrulong will increase to 45 mins (61.6km).

Similarly, trips from west of the railway line seeking Henty (or vice versa) will be subject to Detour route 'South'. The current route via the Olympic Highway between Yarragundry Street and the Sladen Street/Olympic Highway intersection is about 10 mins (15.0km) which when detoured via Wooden Five Ways Road will increase to 26 mins (33.6km).

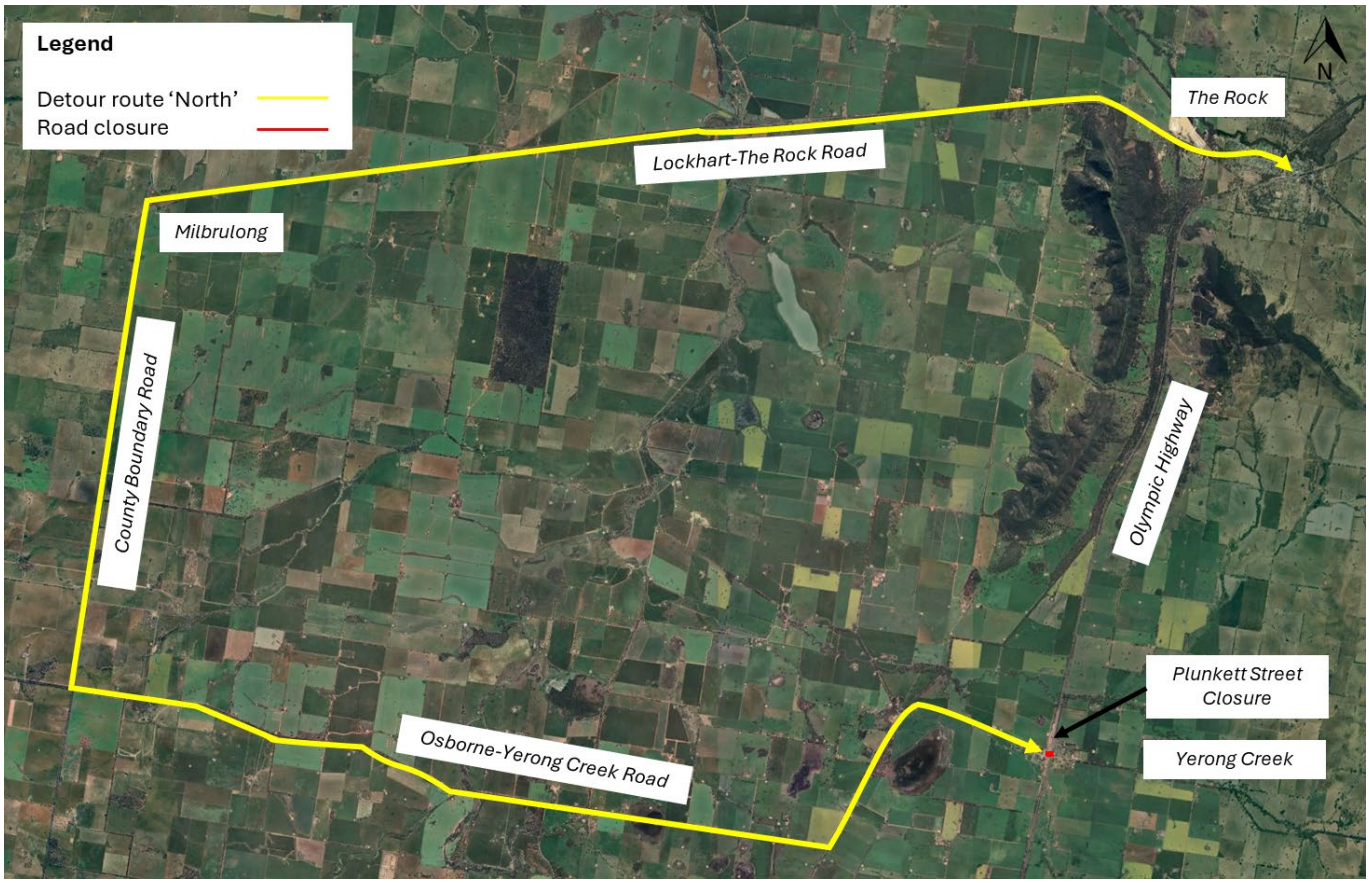


FIGURE 35: PLUNKETT STREET ROAD CLOSURE (NORTH DETOUR)

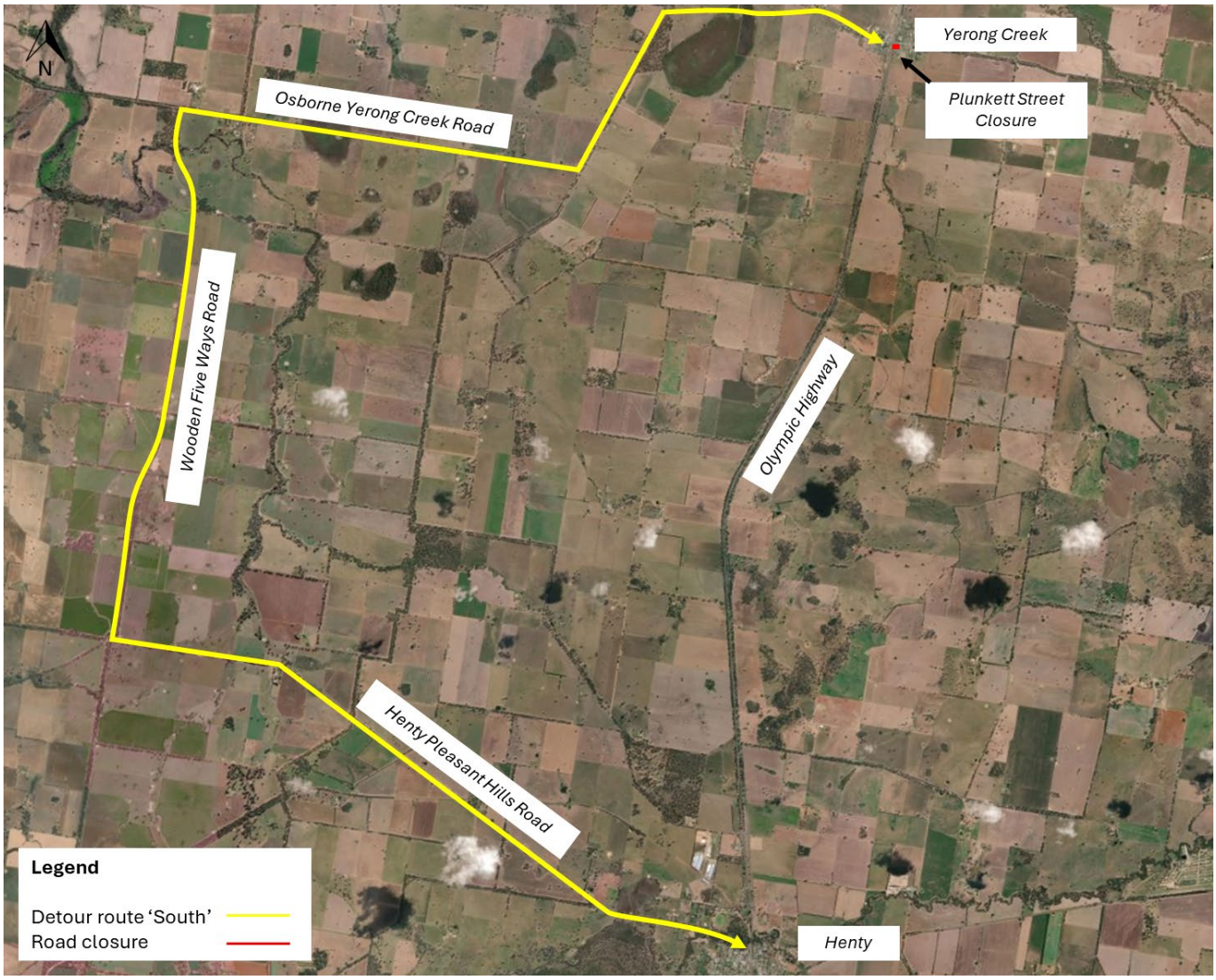


FIGURE 36: PLUNKETT STREET ROAD CLOSURE (SOUTH DETOUR)

3.1.10 Impact on Public Transport

There will be no change to or impact to public transport operations or access during the works at the Yerong Creek Yard Clearances enhancement site. As detailed in Section 3.1.9, the temporary traffic detour during the 60-hour possession will start on a Friday evening and end early the following Monday morning, therefore will not impact the existing school bus services.

3.1.11 Impact on Pedestrians and Cyclists

There will be no change to or impact to pedestrian and cyclist facilities or access during the works. 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 Plunkett 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 the works at the Yerong Creek Yard Clearances enhancement site with the only exception being a temporary traffic detour during the 60-hour possession required for the railway level crossing reconstruction. At this time, the traffic detour as outlined in Section 3.1.9 will be implemented.

3.1.13 Changes to Kerbside Management

There will be no change to or impact to kerbside management during the works at the Yerong Creek Yard Clearances enhancement site. As detailed in Section 3.1.9, the temporary traffic detour during the 60-hour possession will start on a Friday evening and end early the following Monday morning, therefore will not impact the kerbside services.

3.1.14 Works Requiring Traffic Control

The works are generally confined to the rail corridor, however, the Yerong Creek Yard Clearances enhancement site will require temporary speed limit reductions and/or traffic control (intermittent, short-term, long term) to be implemented to manage the construction site and some site entry and exit movements for construction heavy vehicles.

TABLE 46: SHORT-TERM TRAFFIC CONTROL REQUIREMENTS – YERONG CREEK YARD CLEARANCES

Location	Activity	Traffic control	Duration	Timing	Expected impacts
Plunkett Street closure and traffic detour	Track possession for Railway Level Crossing works	Detour of Plunkett Street on-road traffic.	60 hours possession period (Friday evening to early Monday morning)	Subject to the times permitted under the appropriate approval issued by the relevant authority.	Delays to traffic travelling to/from Yerong Creek along Olympic Highway, Plunkett Street and Cole Street
Gate YC3 – Existing access off Cox Street (Olympic Highway)	Site access manoeuvres	Hold and release / intermittent stop (including spotters)	6 months		Minor delays to traffic travelling along Olympic Highway, Plunkett Street and Cole Street.
Pedestrian and Cyclist management	Pedestrian and cyclist interface with construction vehicles.	Traffic Guidance Scheme and Spotters at gates YC1, YC2 & YC3.	6 months		Minor delays to pedestrian and cyclist.
Gate YC4 – New access off Finlayson Lane	Site access manoeuvres	Hold and release / intermittent stop (including spotters)	2 weeks (prior to Plunkett Street closure)		Minor delays to traffic travelling along Finlayson Street.
Gate YC5 – New access off Cole Street	Site access manoeuvres	Hold and release / intermittent stop (including spotters)	2 weeks (prior to Plunkett Street closure)		Minor delays to traffic travelling along Cole Street and McArthur Street.

4 ROAD SAFETY ASSESSMENT OF CONSTRUCTION VEHICLE ACCESS ROUTES

4.1 Background

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

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

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

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

4.2 Crash History

4.2.1 Background

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

- Yerong Creek Yard clearances enhancement site
  - No crashes were recorded in the vicinity of the Yerong Creek Yard clearances enhancement site during the data collection period.

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 47: CRASH HISTORY DATA THRESHOLDS

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

Notes:

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

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

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

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

4.2.2 Crash analysis

Yerong Creek

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 37: CRASH LOCATIONS YERONG CREEK

With respect to the identified thresholds, the occurrence of zero (0) crashes spaced across Yerong Creek is not considered to present any trends or patterns warranting further investigation.

4.3 Swept path analysis

4.3.1 Overview

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

4.4 Risk Assessment

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

Identified risks have been considered using the risk scoring matrix shown in Table 48, with the risk assessment detailed in Table 49 (Yerong Creek).

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 48: 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 49: RISK ASSESSMENT (YERONG CREEK)

		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
Plunkett Street (between Finlayson Lane and Cox Street (Olympic Highway)												
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**	-.	-	-	-	Plunkett 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: • Plunkett Street	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 Plunkett 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 Plunkett 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 Plunkett Street.
6	Cyclists impacted by wind turbulence of passing vehicles.	1	4	**M**	1	4	**M**	-	-	-	-	Low speed environment.
7	Conflict between cyclists and vehicles where there isn't enough space to safely overtake	1	4	**M**	1	4	**M**	-	-	-	-	Overtaking is generally not expected along Plunkett Street.

5 OPERATIONAL REQUIREMENTS

5.1 Temporary Road Safety Barriers and End Treatments

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

5.2 Temporary Signage

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

5.3 Temporary Pavement Markings

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

5.4 Variable Message Signs

Variable message signs may be provided as part of the project's traffic management on the approach to the project works. Typically, VMS will be installed two (2) weeks prior to any changes to traffic conditions and/or to support 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 Lockhart (Yerong Creek) precinct is included in Table 50.

TABLE 50: CPTED SCREENING ASSESSMENT

Question		Yes/No	Comments
1	Are any pedestrian footpaths required to be diverted due to the Project construction work? (If 'no', the screening assessment is complete. If 'yes' proceed to Question 2).	No	Refer to Section 3.1.11
2	If pedestrian diversions are required as a result of the construction work, does the diversion direct pedestrians onto existing pedestrian or shared access footpaths? (If 'yes', the screening assessment is complete. If 'no' proceed to Question 3)	-	
3	Does the diverted pedestrian footpath provide for clear lines of sight to public places and provide natural surveillance?	-	
4	Does the diverted pedestrian footpath facilitate access to public space (e.g. does not create enclosed spaces or spaces that only have one entry and exit point)	-	
5	Does the diverted pedestrian footpath provide good definition of space and ownership.	-	
6	Is lighting sufficient and meet ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public	-	

6 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

List of Expected Traffic Guidance Schemes

TGS #	Title	Comment
MR-A2I-YC-TGS-001	Plunkett Street Closure and traffic detour	
MR-A2I-YC-TGS-002	Gate YC3 – Existing access off Cox Street (Olympic Highway)	
MR-A2I-YC-TGS-003	Pedestrian and Cyclist management	
MR-A2I-YC-TGS-004	Gate YC4 – New access off Finlayson Lane	
MR-A2I-YC-TGS-005	Gate YC5 – New access off Cole Street	

APPENDIX B

Swept Path Analysis

LOCKHART COUNCIL
CTTAMP MITIGATIONS
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
YERONG CREEK



LOCALITY PLAN

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

PLOT DATE / TIME 8/5/2026 2:09:28 PM PLOT BY BryceDennett

CLIENT MARTINUS

PREPARED BY RIGORE ENGINEERING SERVICES

DESIGNED	VERIFIED	PROJECT MANAGER	CLIENT REPRESENTATIVE
SIGNED	SIGNED	SIGNED	SIGNED
NAME B.DENNETT	NAME J.GORRIE	NAME J.GORRIE	NAME P.BILLINGHAM
TITLE CIVIL DESIGNER	TITLE MANAGING DIRECTOR	TITLE MANAGING DIRECTOR	TITLE CLIENT REPRESENTATIVE
DATE	DATE	DATE	DATE

PREPARED FOR MARTINUS PTY LTD

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS - YERONG CREEK

A3

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CLIENT PROJECT No.
PMO REGISTRATION No. RES2501.78.207
STAGE 1
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CTTAMP MITIGATIONS - INDEX

		ISSUE DATE				PASS/FAIL
	ISSUE NUMBER	1	2	3		
	DD	29	22	5		
	MM	10	7	8		
	YY	25	26	26		
SHEET NUMBER	**SHEET DESCRIPTION**	AMENDMENT				
SW6	SWEPT PATH ANALYSIS (45 SHEETS)					
SW6-001	COVER SHEET					
SW6-002	INDEX					
SW6-003	KEY PLAN					
SW6-004	SWEPT PATH - TD - COX STREET AND PLUNKETT STREET - LI RO					PASS
SW6-005	SWEPT PATH - TD - COX STREET AND PLUNKETT STREET - RI LO					PASS
SW6-006	SWEPT PATH - SU - COX STREET AND PLUNKETT STREET - LI RO					PASS
SW6-007	SWEPT PATH - SU - COX STREET AND PLUNKETT STREET - RI LO					PASS
SW6-008	SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - LI					PASS
SW6-009	SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - LO					PASS
SW6-010	SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - RI					PASS
SW6-011	SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - RO					PASS
SW6-012	SWEPT PATH - TD - YC1 - LO					PASS
SW6-013	SWEPT PATH - TD - YC1 - RI					PASS
SW6-014	SWEPT PATH - SU - YC1 - LO					PASS
SW6-015	SWEPT PATH - SU - YC1 - RI					PASS
SW6-016	SWEPT PATH - SEMI - YC1 - LO					PASS
SW6-017	SWEPT PATH - SEMI - YC1 - RI					PASS
SW6-018	SWEPT PATH - LV - YC1 - LI					PASS
SW6-019	SWEPT PATH - LV - YC1 - RO					PASS
SW6-020	SWEPT PATH - TD - YC2 - LI					PASS
SW6-021	SWEPT PATH - TD - YC2 - RO					PASS
SW6-022	SWEPT PATH - SU - YC2 - LI					PASS
SW6-023	SWEPT PATH - SU - YC2 - RO					PASS
SW6-024	SWEPT PATH - SEMI - YC2 - LI					PASS
SW6-025	SWEPT PATH - SEMI - YC2 - RO					PASS
SW6-026	SWEPT PATH - LV - YC2 - LO					PASS
SW6-027	SWEPT PATH - LV - YC2 - RI					PASS
SW6-028	SWEPT PATH - LV- YC3 - LI OLYMPIC HIGHWAY					PASS
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SW6-035	SWEPT PATH - SEMI - YC3 - RO					PASS
SW6-036	SWEPT PATH - TD - YC3 - LI OLYMPIC HIGHWAY					PASS
SW6-037	SWEPT PATH - TD - YC3 - LI					PASS
SW6-038	SWEPT PATH - TD - YC3 - RO					PASS
SW6-039	SWEPT PATH - SU - YC3 - LI OLYMPIC HIGHWAY					PASS
SW6-040	SWEPT PATH - SU - YC3 - LI					PASS
SW6-041	SWEPT PATH - SU - YC3 - RO					PASS
SW6-042	SWEPT PATH - SU - YC4 - LI & RO					CONDITIONAL
SW6-043	SWEPT PATH - SEMI - YC4 - LI & RO					CONDITIONAL
SW6-044	SWEPT PATH - SU - YC5 - LI & RO					CONDITIONAL
SW6-045	SWEPT PATH - SEMI - YC5 - LI & RO					CONDITIONAL

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CLIENT: MARTINUS

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

A3

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HEIGHT DATUM: AHD

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	DESIGN	B.DENNETT	05/08/2026
	DESIGN CHECK	J.GORRIE	05/08/2026
	DESIGN MNGR	J.GORRIE	05/08/2026
	PROJECT MNGR	P.BILLINGHAM	05/08/2026

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CLIENT: MARTINUS

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

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PLUNKETT STREET

COX STREET

COLES STREET

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Truck and Dog 50T

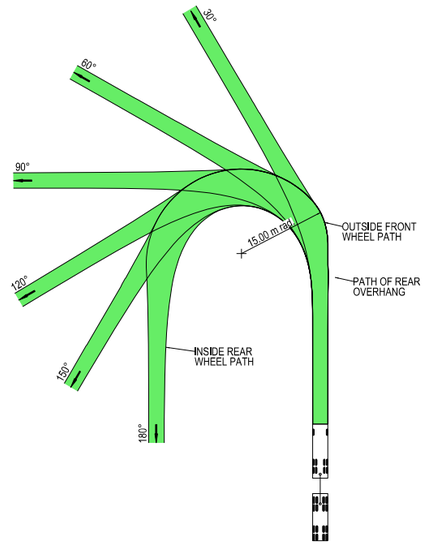
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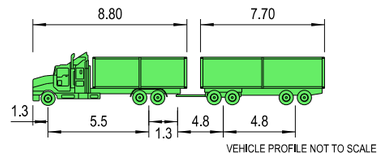
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- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

DESIGN TRUCK AND 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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HEIGHT DATUM AHD

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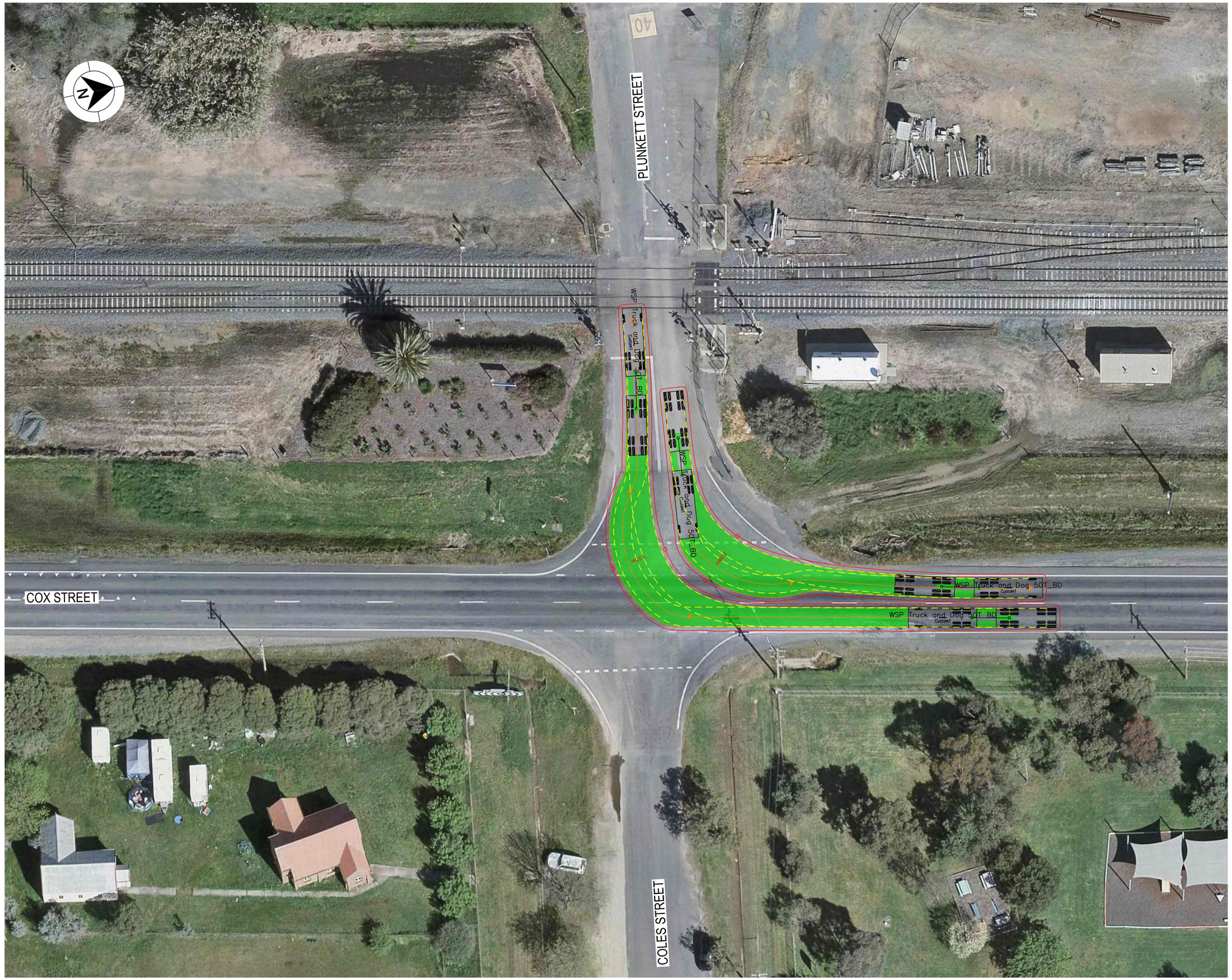
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GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
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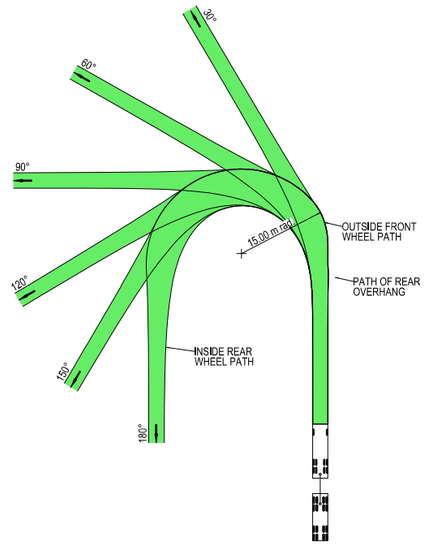


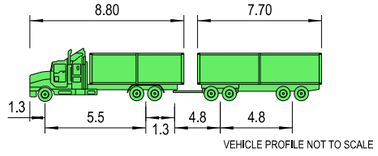
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- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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

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DESIGN CHECK	J.GORRIE	05/08/2026
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PROJECT MNGR	P.BILLINGHAM	05/08/2026

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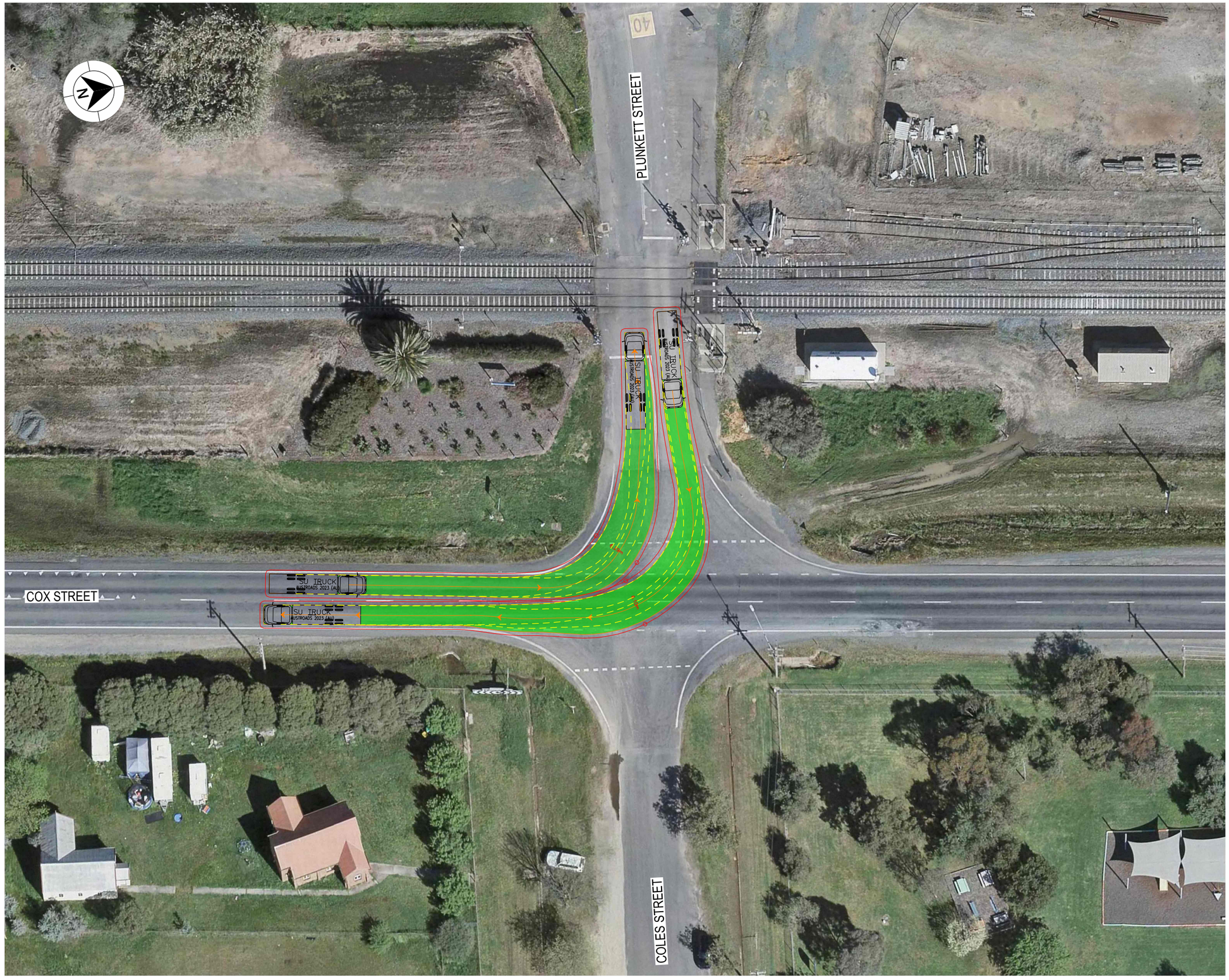
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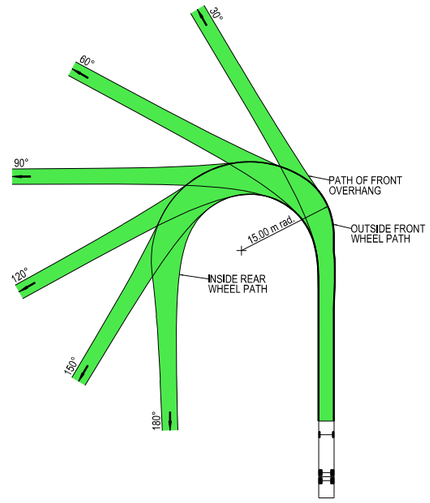
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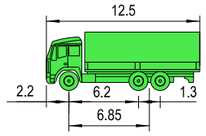
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- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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

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DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

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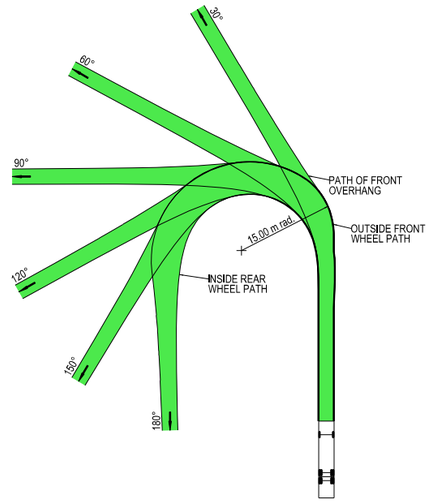
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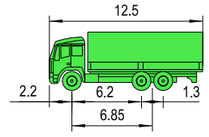
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- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
COX STREET AND PLUNKETT STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - COX STREET AND PLUNKETT STREET - RI LO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

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SHEET No. SW6-007
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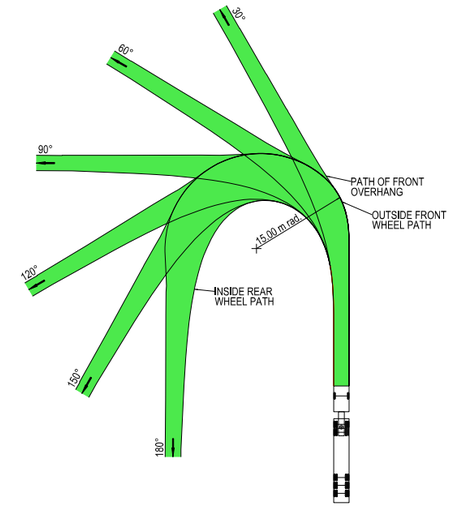
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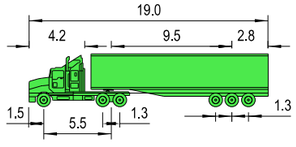
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
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DESIGN LOT CODE

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

PLOT DATE / TIME: 05/08/2026
PLOT BY: ThomHunter

CLIENT: MARTINUS

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

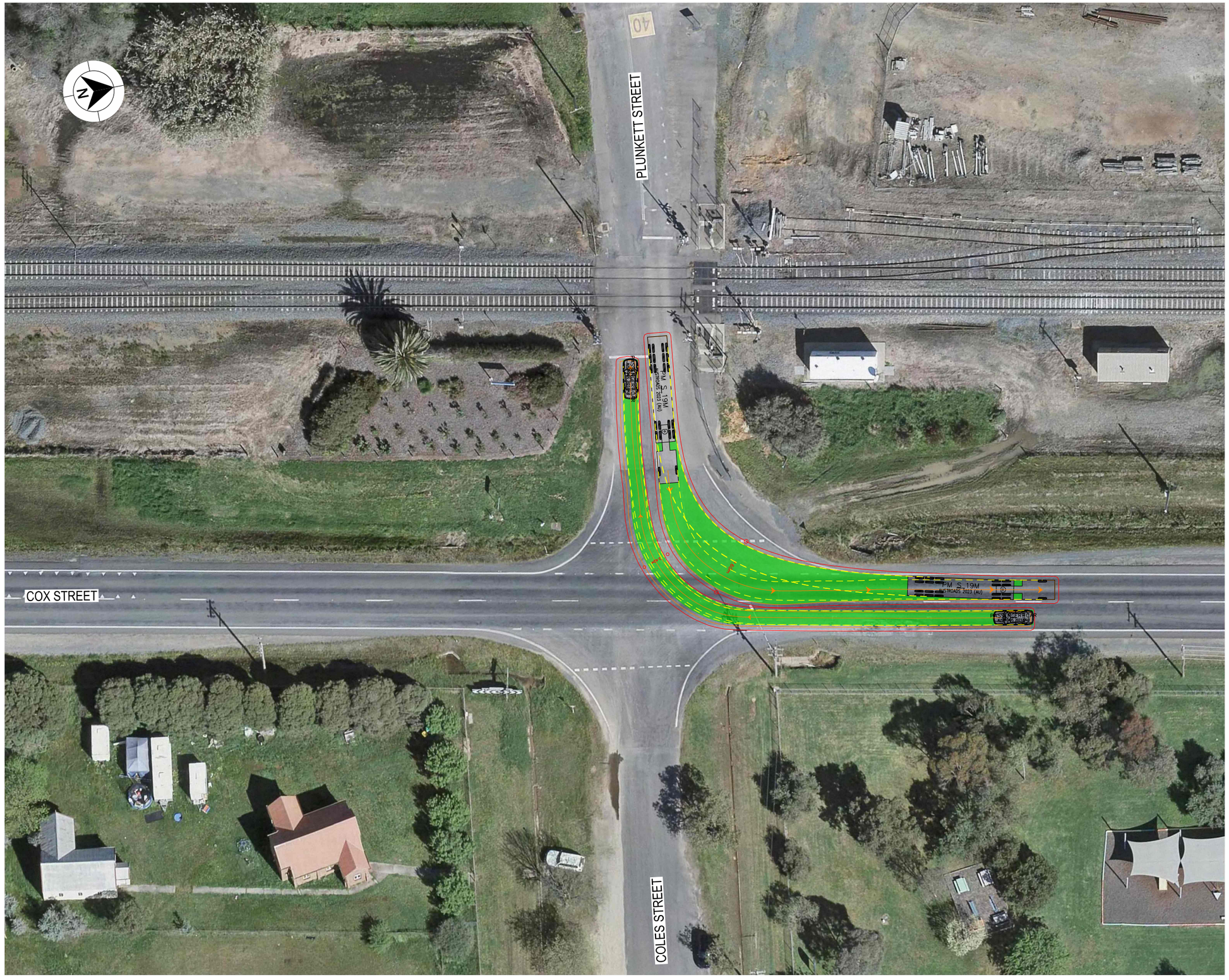
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DESIGN CHECK	J.GORRIE	05/08/2026
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PROJECT MNGR	P.BILLINGHAM	05/08/2026

LOCKHART COUNCIL
COX STREET AND PLUNKETT STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - LI

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SHEET No. SW6-008
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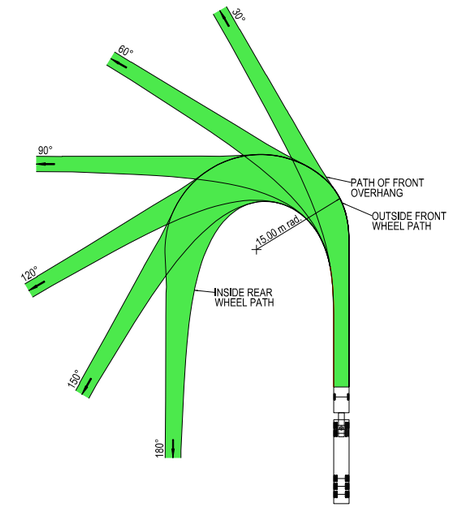
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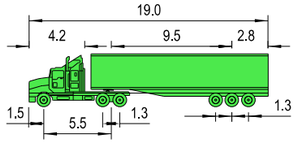
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)

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

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50mm ON A3 SIZE ORIGINAL

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DESIGN LOT CODE

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PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

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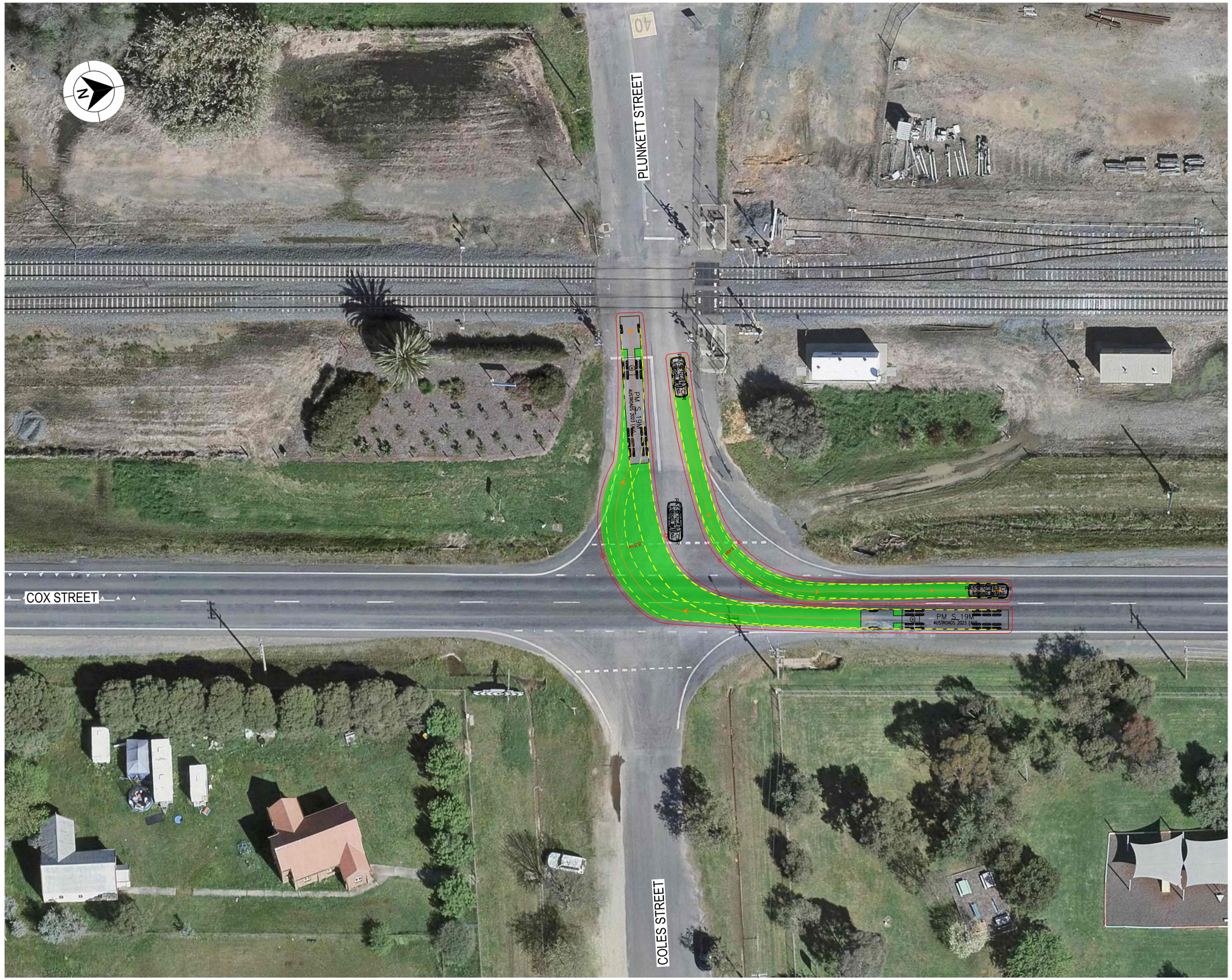
MARTINUS

LOCKHART COUNCIL
COX STREET AND PLUNKETT STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - LO

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SHEET No. SW6-009
ISSUE 3

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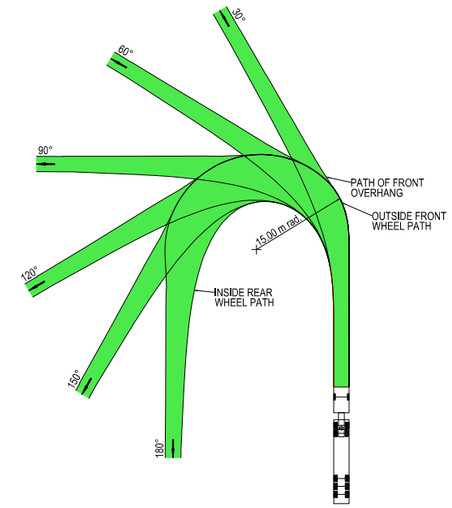
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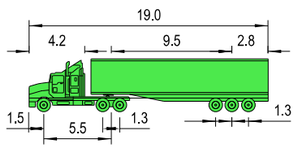
GDA 2020

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

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

PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	TITLE	NAME	DATE
DRAWN		B.DENNETT	05/08/2026
DRG CHECK		J.GORRIE	05/08/2026
DESIGN		B.DENNETT	05/08/2026
DESIGN CHECK		J.GORRIE	05/08/2026
DESIGN MNGR		J.GORRIE	05/08/2026
PROJECT MNGR		P.BILLINGHAM	05/08/2026

MARTINUS

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SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - RI

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RIGORE REGISTRATION No. RES2501.78.207
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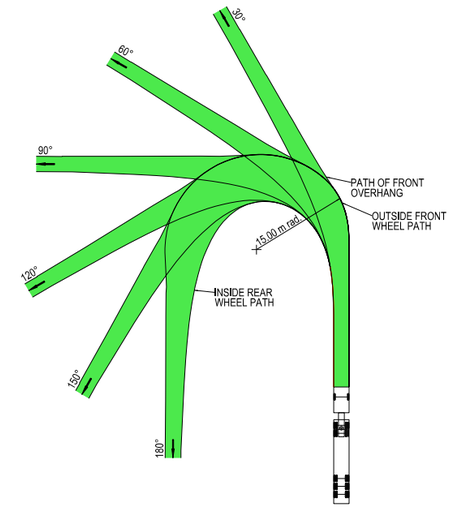
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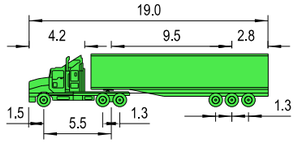
GDA 2020

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

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SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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

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

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SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

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MARTINUS

LOCKHART COUNCIL
COX STREET AND PLUNKETT STREET
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - COX STREET AND PLUNKETT STREET - RO

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ISSUE STATUS ISSUE FOR APPROVAL
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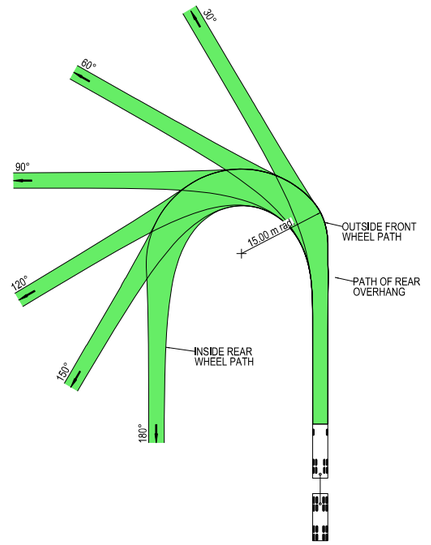
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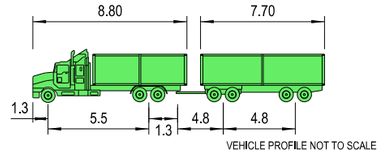
GDA 2020

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

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC1
A2I CTTAMP
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SWEPT PATH ANALYSIS
SWEPT PATH - TD - YC1 - LO

A3

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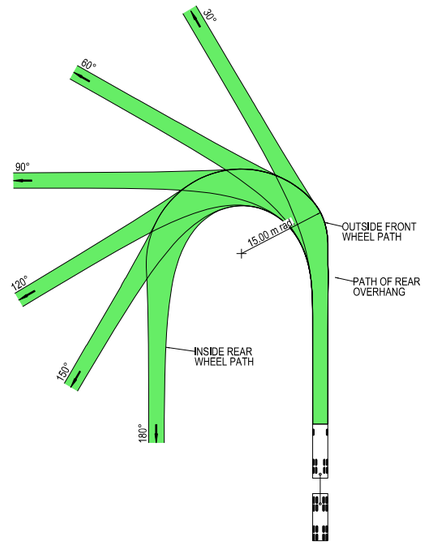
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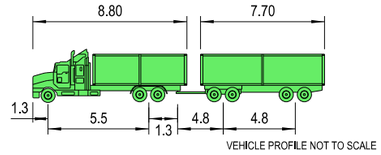
GDA 2020

- 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

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SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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CLIENT

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YC1 - RI

A3

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SCALE 1:500m

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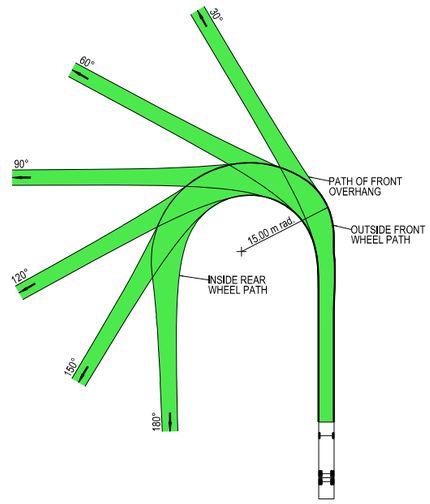
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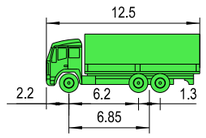
GDA 2020

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

AUSTROADS
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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC1 - LO

A3

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS ISSUE FOR APPROVAL
SHEET No. SW6-014
ISSUE 3

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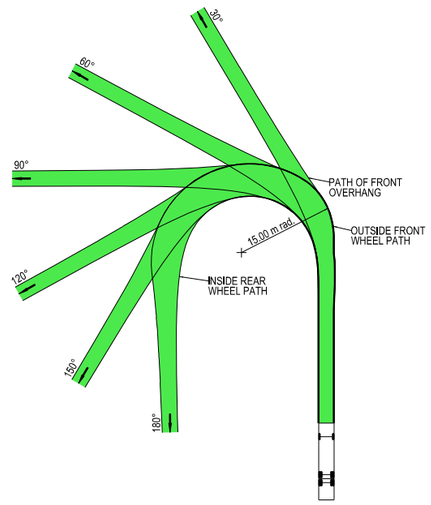
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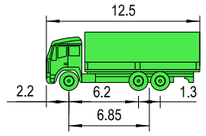
GDA 2020

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

AUSTROADS
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

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PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC1 - RI

A3

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

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

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DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

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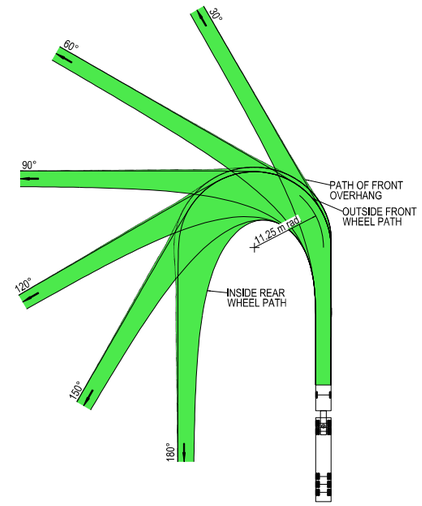


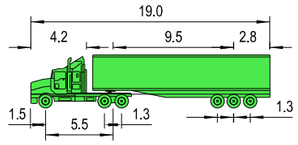
LEGEND

GDA 2020

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

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





VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
3. THE OUTSIDE EDGE OF THE SWEPT PATH REMAINS WITHIN THE PAVED AREA

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

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PLUNKETT STREET - GATE YC1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YC1 - LO

A3

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

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

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PROJECT MNGR	P.BILLINGHAM	05/08/2026

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SHEET No. SW6-016
ISSUE 3

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FINLAYSON LANE

PLUNKETT STREET

FINLAYSON LANE

PM S 19M AUSTROADS 2023 (Au)

PM S 19M AUSTROADS 2023 (Au)

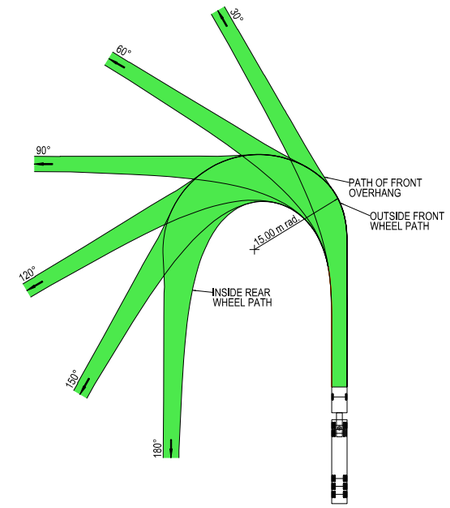
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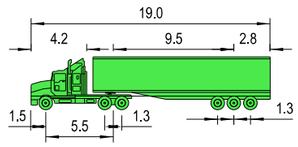
GDA 2020

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

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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PRIME MOVER & SEMI-TRAILER (19.0 m)	
OVERALL LENGTH	19.00 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	15.00 m
TURNING SPEED	5 - 15 km/h

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PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YC1 - RI

A3

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

SCALES ON A3 SIZE DRAWING
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SCALE 1:500m

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

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RIGORE REGISTRATION No. RES2501.78.207
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SHEET No. SW6-017
ISSUE 3

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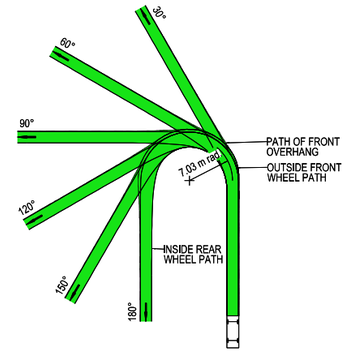
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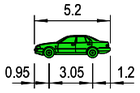
GDA 2020

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

AUSTROADS
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

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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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026 — PLOT BY ThomHunter

CLIENT

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC1 - LI

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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS: ISSUE FOR APPROVAL — SHEET No. SW6-018 — ISSUE 3

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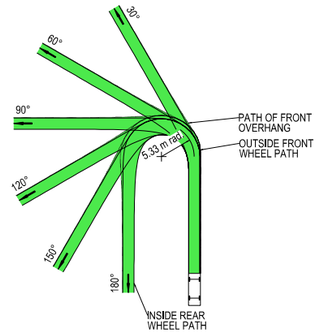
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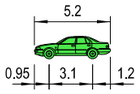
GDA 2020

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

AUSTROADS
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
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PASSENGER VEHICLE (5.2 m)	
OVERALL LENGTH	5.20 m
OVERALL WIDTH	1.84 m
OVERALL BODY HEIGHT	1.50 m
TRACK WIDTH	1.84 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	5.33 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

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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: 05/08/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
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CLIENT: MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC1
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC1 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

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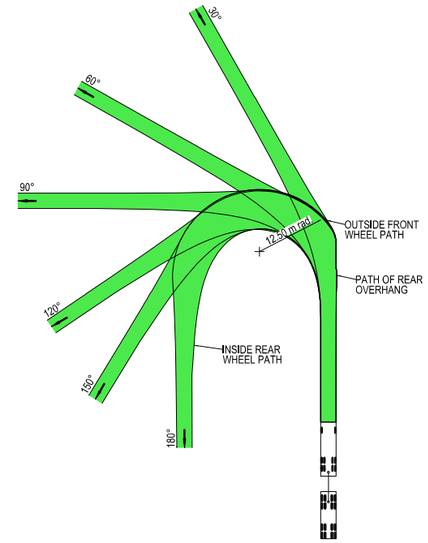
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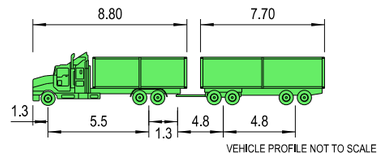
GDA 2020

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

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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

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PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

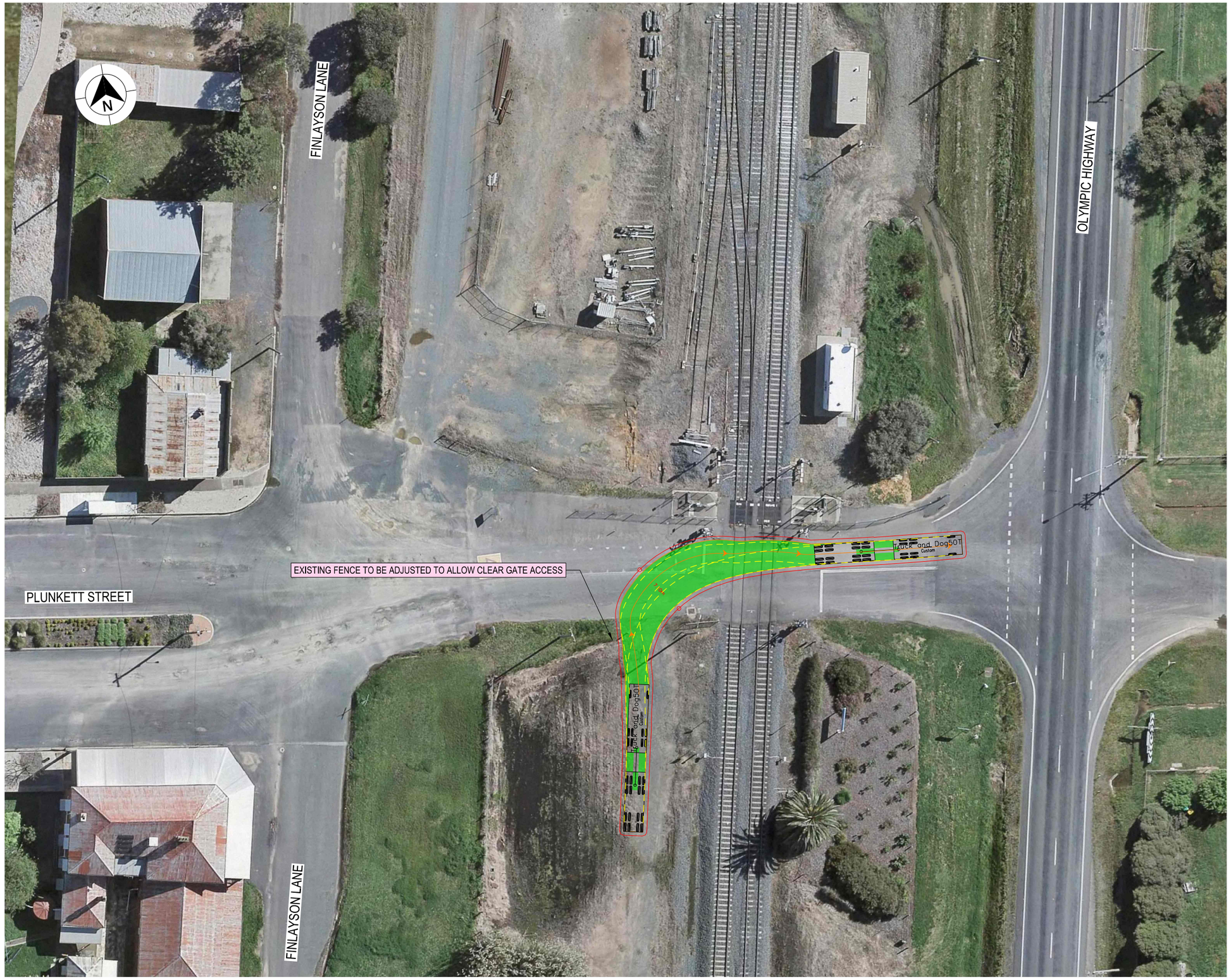
LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YC2 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 | PART 1

ISSUE STATUS ISSUE FOR APPROVAL | SHEET No. SW6-020 | ISSUE 3

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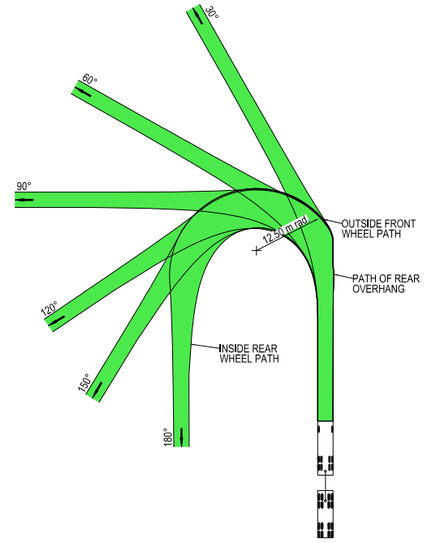
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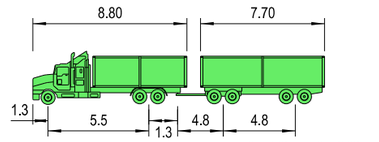
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- 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
50mm ON A3 SIZE ORIGINAL

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

DESIGN LOT CODE

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

PLOT DATE / TIME: 05/08/2026 — PLOT BY: ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY: RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YC2 - RO

A3

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

ISSUE STATUS: ISSUE FOR APPROVAL — SHEET No.: SW6-021 — ISSUE: 3

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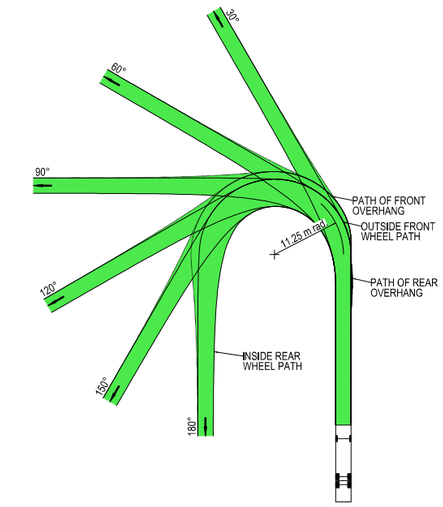
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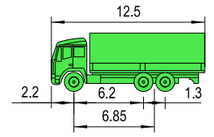
GDA 2020

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

AUSTROADS
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
50mm ON A3 SIZE ORIGINAL

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

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - SU - YC2 - LI

A3

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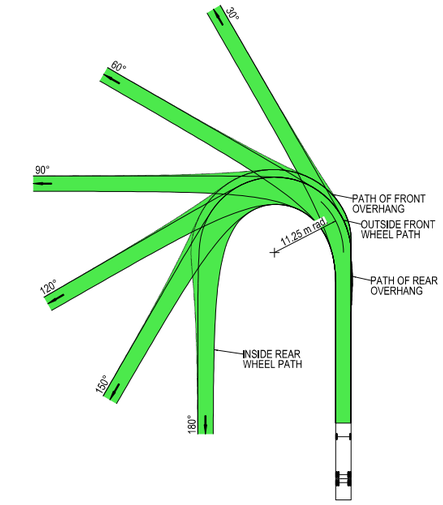
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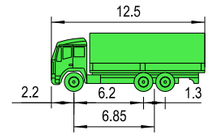
GDA 2020

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

AUSTROADS
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 -Yerong Creek 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: 05/08/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

CLIENT

MARTINUS

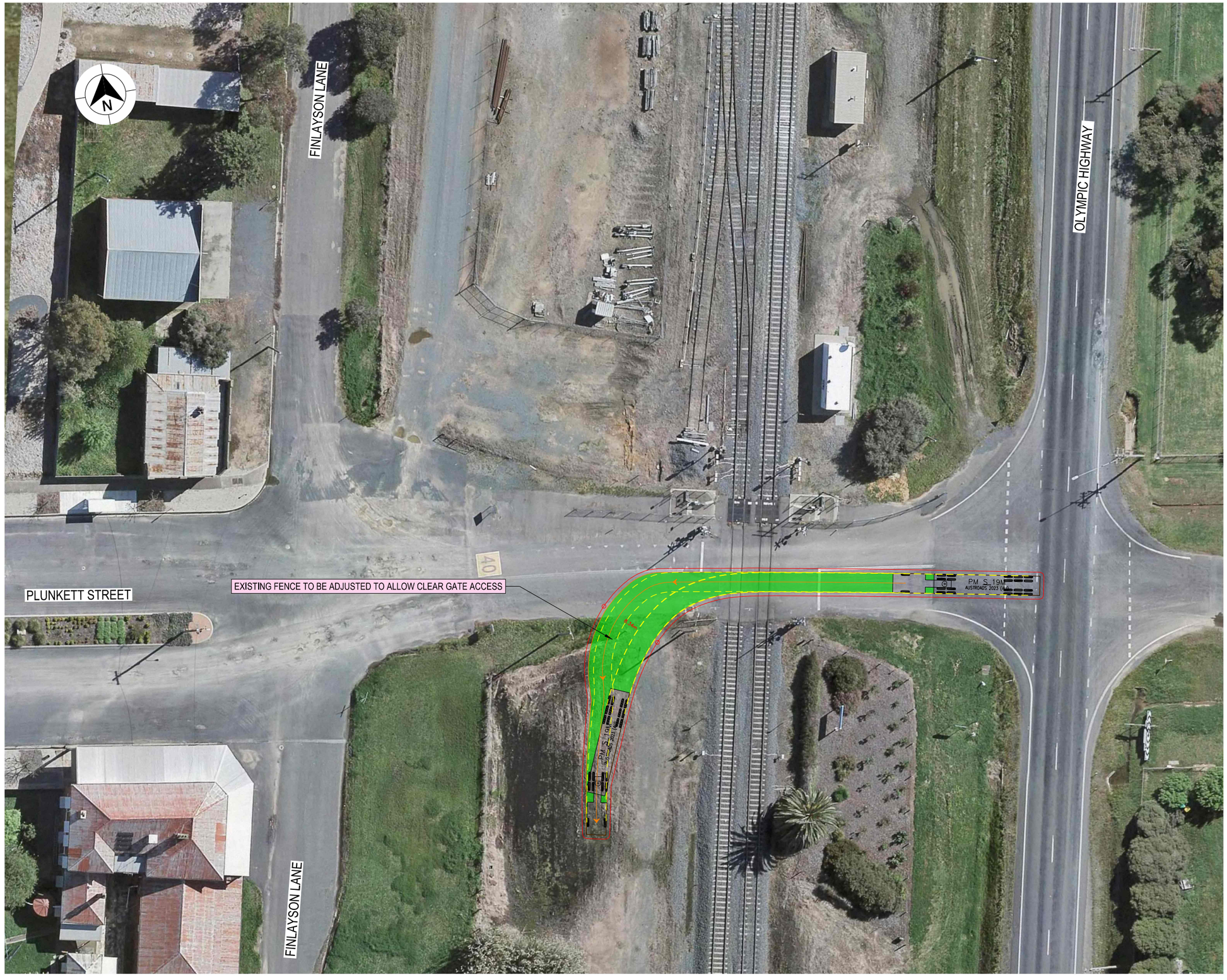
LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC2 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: ISSUE FOR APPROVAL SHEET No. SW6-023 ISSUE 3

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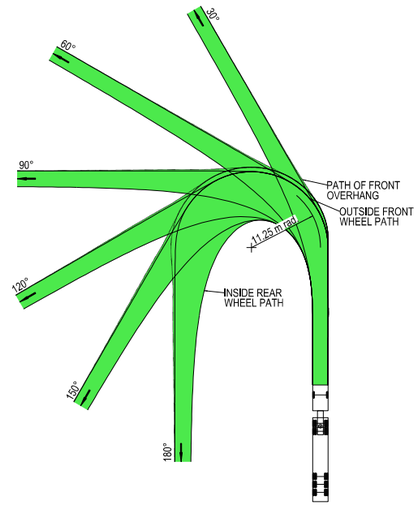
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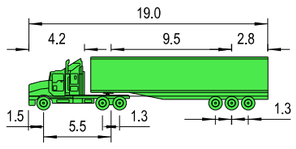
GDA 2020

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

AUSTROADS
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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026 — PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YC2 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS ISSUE FOR APPROVAL — SHEET No. SW6-024 — ISSUE 3

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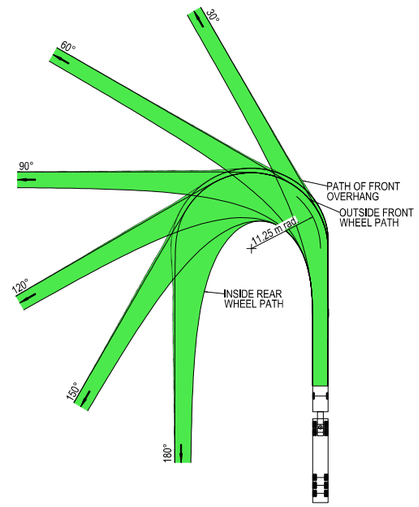
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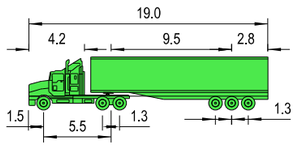
GDA 2020

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

AUSTROADS
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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026

PLOT BY ThomHunter

CLIENT

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

SCALES ON A3 SIZE DRAWING
0 5 10 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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YC2 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS ISSUE FOR APPROVAL
SHEET No. SW6-025
ISSUE 3

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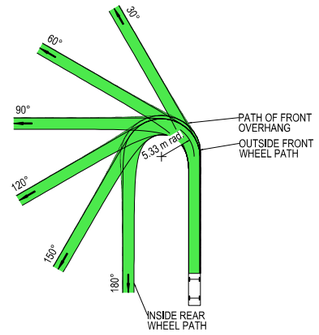
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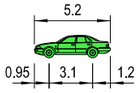
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

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 -Yerong Creek 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: 05/08/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
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DESIGN MNGR	J.GORRIE	05/08/2026
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CLIENT
MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC2 - LO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: ISSUE FOR APPROVAL SHEET No. SW6-026 ISSUE 3

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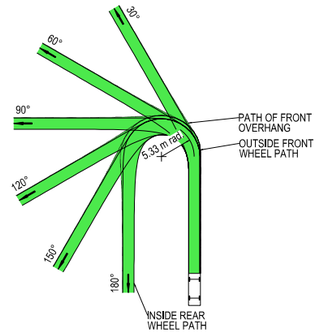
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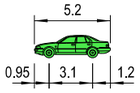
GDA 2020

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

AUSTROADS
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

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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 -Yerong Creek 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: 05/08/2026 PLOT BY: ThomHunter

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

CLIENT
MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC2
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC2 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS: ISSUE FOR APPROVAL SHEET No. SW6-027 ISSUE 3

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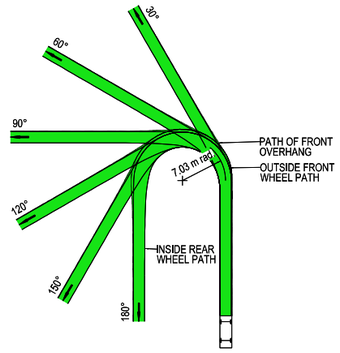
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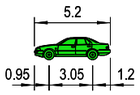
GDA 2020

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

AUSTROADS
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
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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

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

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC3 - LI OLYMPIC HIGHWAY

A3

RIGORE REGISTRATION No. RES2501.78.207
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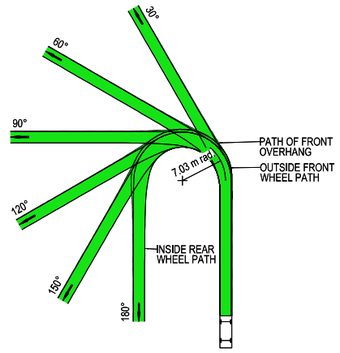
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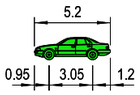
GDA 2020

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TURNING SPEED 15 - 20 km/h

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VEHICLE PROFILE NOT TO SCALE

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TURNING SPEED	15 - 20 km/h

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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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PLOT BY ThomHunter

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SCALE 1:500m

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

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MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC3 - LI

A3

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PART 1
ISSUE STATUS ISSUE FOR APPROVAL
SHEET No. SW6-029
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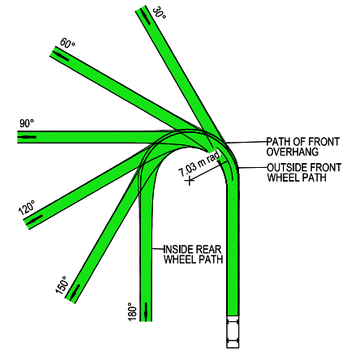
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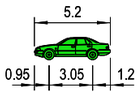
GDA 2020

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RADIUS 8 m
TURNING SPEED 15 - 20 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

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PLOT DATE / TIME 05/08/2026
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

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DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC3 - LO

A3

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PART 1
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SHEET No. SW6-030
ISSUE 3

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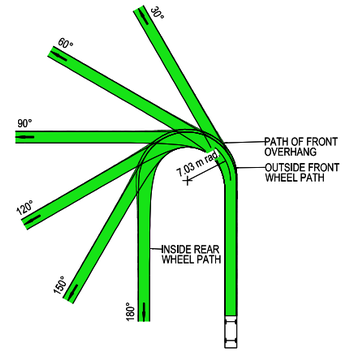
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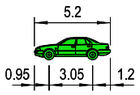
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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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

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

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	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
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - LV - YC3 - RI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1

ISSUE STATUS ISSUE FOR APPROVAL
SHEET No. SW6-031
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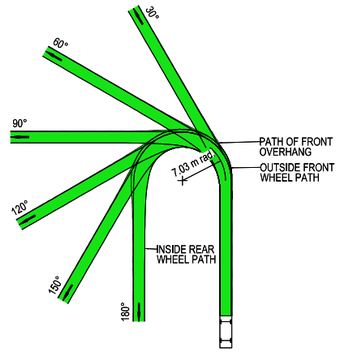
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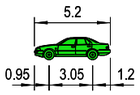
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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- DESIGN VEHICLE FAILED SWEPT PATH
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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

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

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026
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

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MARTINUS

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3

A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS

SWEPT PATH - LV - YC3 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS ISSUE FOR APPROVAL
SHEET No. SW6-032
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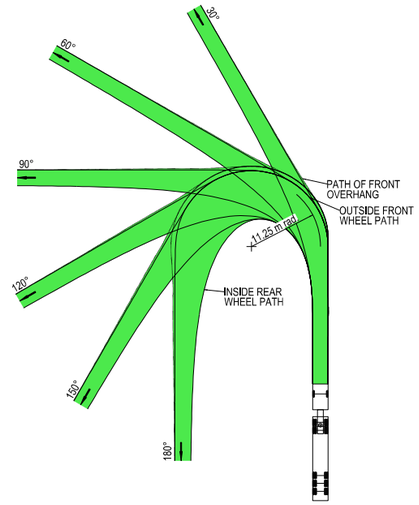
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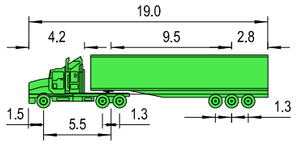
GDA 2020

- DESIGN VEHICLE COMPLETED SWEPT PATH
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- 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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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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DESIGN LOT CODE

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PLOT DATE / TIME 05/08/2026
PLOT BY ThomHunter

CLIENT

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GREATER HUME / LOCKHART PRECINCT
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SWEPT PATH - SEMI - YC3 - LI OLYMPIC HIGHWAY

A3

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SHEET No. SW6-033
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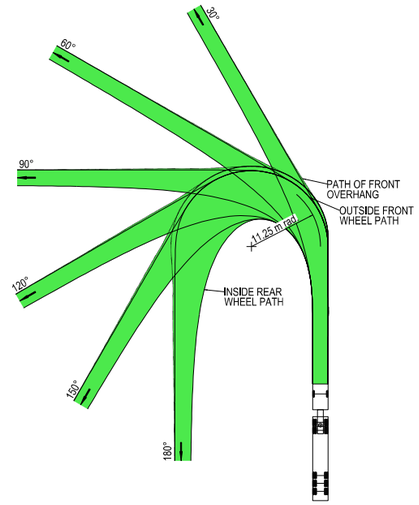
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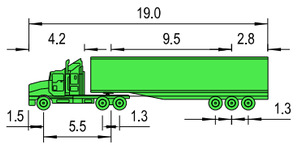
GDA 2020

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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		B.DENNETT	05/08/2026
DRG CHECK		J.GORRIE	05/08/2026
DESIGN		B.DENNETT	05/08/2026
DESIGN CHECK		J.GORRIE	05/08/2026
DESIGN MNGR		J.GORRIE	05/08/2026
PROJECT MNGR		P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YC3 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS ISSUE FOR APPROVAL
SHEET No. SW6-034
ISSUE 3

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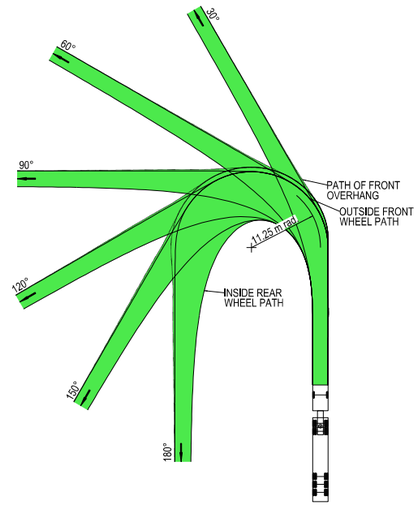
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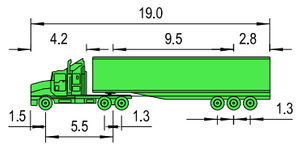
GDA 2020

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

AUSTROADS
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
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DESIGN LOT CODE

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

PLOT DATE / TIME: 05/08/2026
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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YC3 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS: ISSUE FOR APPROVAL
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FINLAYSON LANE

OLYMPIC HIGHWAY

PLUNKETT STREET

COLES STREET

FINLAYSON LANE

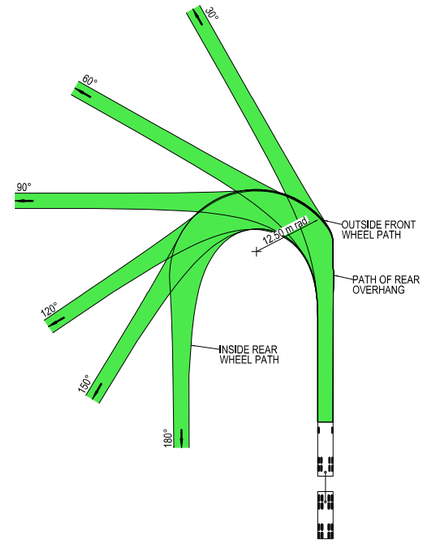
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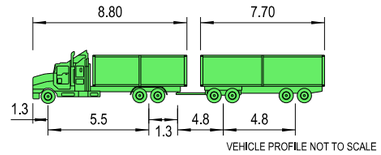
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

GDA 2020

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

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.5m CLEAR OF WHEEL PATHS
2. ALLOW 0.5m CLEARANCE OUTSIDE PATH OF OVERHANG AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.
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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 05/08/2026 — PLOT BY ThomHunter

CLIENT

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

SCALES ON A3 SIZE DRAWING
0 5 10 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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YC3 - LI OLYMPIC HIGHWAY

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS ISSUE FOR APPROVAL — SHEET No. SW6-036 — ISSUE 3

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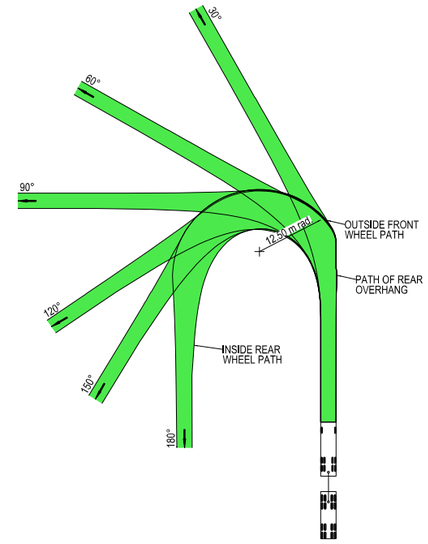


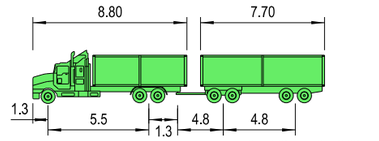
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- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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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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	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 05/08/2026
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YC3 - LI

A3

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PART 1
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SHEET No. SW6-037
ISSUE 3

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FINLAYSON LANE

OLYMPIC HIGHWAY

PLUNKETT STREET

COLES STREET

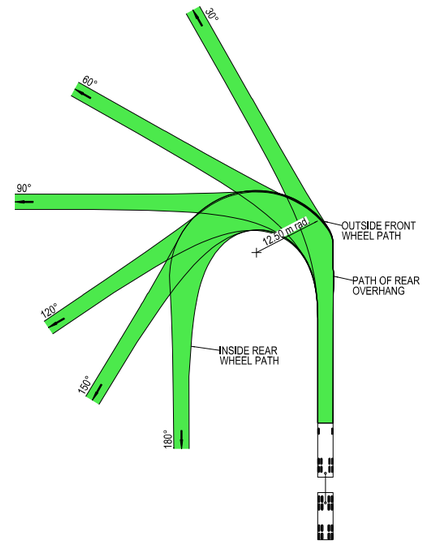
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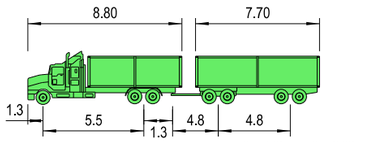
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- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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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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
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DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026

PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY

RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
OLYMPIC HIGHWAY - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - TD - YC3 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS ISSUE FOR APPROVAL

SHEET No. SW6-038

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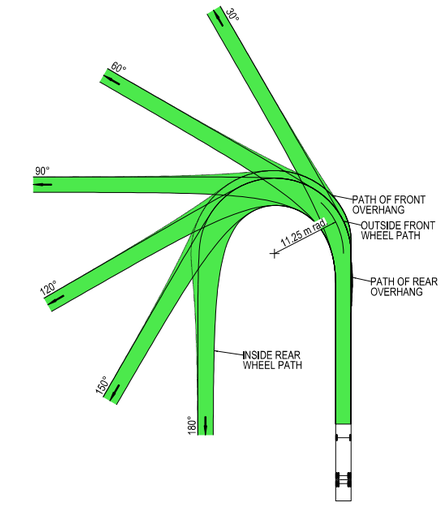
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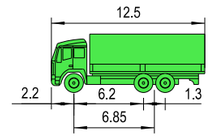
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- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS
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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

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 05/08/2026
PLOT BY ThomHunter

CLIENT

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

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

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

DRAWINGS / DESIGN PREPARED BY
RIGORE ENGINEERING SERVICES

TITLE	NAME	DATE
DRAWN	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC3 - LI

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS ISSUE FOR APPROVAL
SHEET No. SW6-039
ISSUE 3

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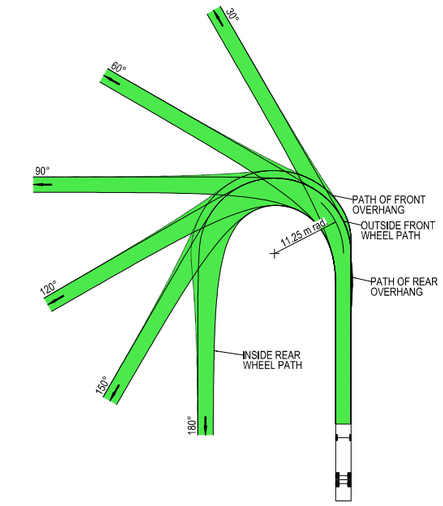
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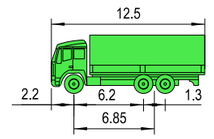
GDA 2020

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

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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

DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026 — PLOT BY ThomHunter

CLIENT

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

SCALES ON A3 SIZE DRAWING
0 5 10 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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
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SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC3 - LI OLYMPIC HIGHWAY

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

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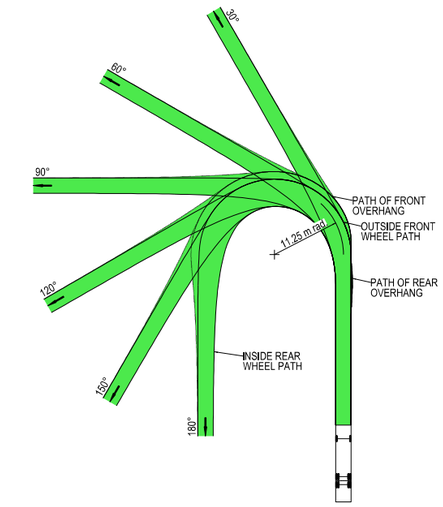
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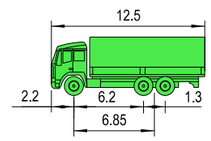
- DESIGN VEHICLE COMPLETED SWEPT PATH
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GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

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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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DRAWING FILE LOCATION / NAME
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DESIGN LOT CODE

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

PLOT DATE / TIME: 05/08/2026
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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

LOCKHART COUNCIL
PLUNKETT STREET - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC3 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207
PART 1
ISSUE STATUS: ISSUE FOR APPROVAL
SHEET No. SW6-041
ISSUE 3

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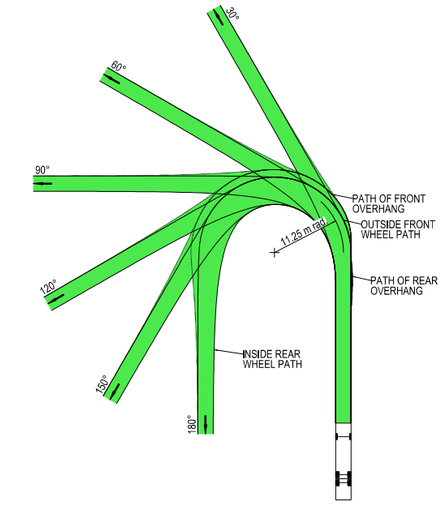
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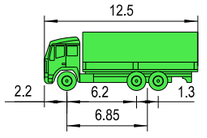
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12,5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE:

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

PLOT DATE / TIME: 05/08/2026 — 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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

LOCKHART COUNCIL
FINLAYSON STREET - GATE YC4
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC4 - LI

A3

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

ISSUE STATUS: ISSUE FOR APPROVAL — SHEET No.: SW6-042 — ISSUE: 3

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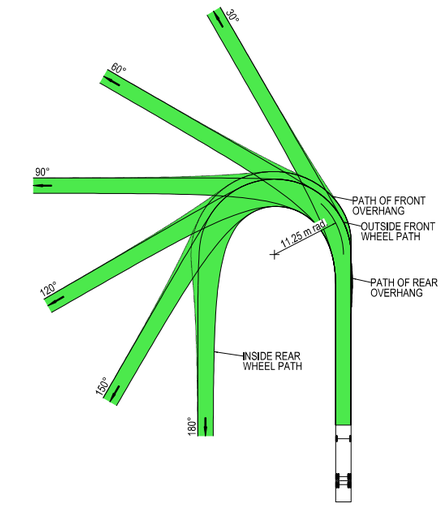
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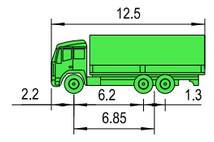
GDA 2020

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

AUSTROADS
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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026 — PLOT BY ThomHunter

CLIENT

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

SCALES ON A3 SIZE DRAWING
0 5 10 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	B.DENNETT	05/08/2026
DRG CHECK	J.GORRIE	05/08/2026
DESIGN	B.DENNETT	05/08/2026
DESIGN CHECK	J.GORRIE	05/08/2026
DESIGN MNGR	J.GORRIE	05/08/2026
PROJECT MNGR	P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
FINLAYSON STREET - GATE YC4
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC4 - RO

A3

RIGORE REGISTRATION No. RES2501.78.207 — PART 1

ISSUE STATUS ISSUE FOR APPROVAL — SHEET No. SW6-043 — ISSUE 3

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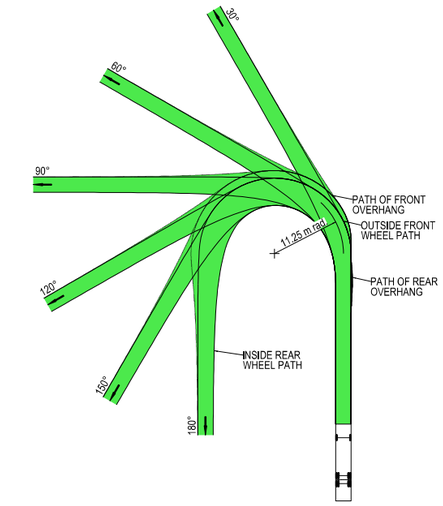
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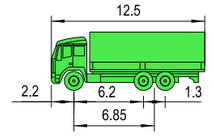
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE

GDA 2020

AUSTROADS
DESIGN SINGLE UNIT TRUCK / BUS (12.5 m)
RADIUS 12.5 m
FOR USE AT MANDATORY STOP ONLY
TURNING SPEED 0 - 5 km/h

0 10
SCALE 1:1000m





VEHICLE PROFILE NOT TO SCALE

NOTES

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

SINGLE UNIT SERVICE TRUCK (12.5 m)	
OVERALL LENGTH	12.50 m
OVERALL WIDTH	2.50 m
OVERALL BODY HEIGHT	4.30 m
TRACK WIDTH	2.50 m
LOCK-TO-LOCK TIME	6.00 s
CURB TO CURB TURNING RADIUS	11.25 m
TURNING SPEED	0 - 5 km/h

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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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

PLOT DATE / TIME 05/08/2026

PLOT BY ThomHunter

CLIENT

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

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

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

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RIGORE ENGINEERING SERVICES

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DRAWN		B.DENNETT	05/08/2026
DRG CHECK		J.GORRIE	05/08/2026
DESIGN		B.DENNETT	05/08/2026
DESIGN CHECK		J.GORRIE	05/08/2026
DESIGN MNGR		J.GORRIE	05/08/2026
PROJECT MNGR		P.BILLINGHAM	05/08/2026

MARTINUS

LOCKHART COUNCIL
COLE STREET - GATE YC5
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SU - YC5 - LI-RO

A3

RIGORE REGISTRATION No. RES2501.78.207

PART 1

ISSUE STATUS ISSUE FOR APPROVAL

SHEET No. SW6-044

ISSUE 3

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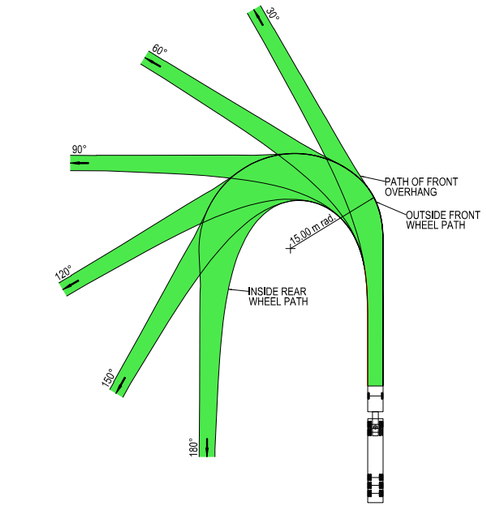
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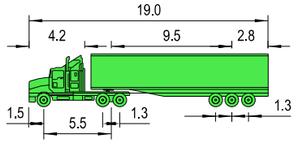
- DESIGN VEHICLE COMPLETED SWEPT PATH
- DESIGN VEHICLE CONDITIONAL PASS SWEPT PATH
- DESIGN VEHICLE FAILED SWEPT PATH
- 0.5m VEHICLE CLEARANCE
- DESIGN VEHICLE WHEEL PATH
- STORED PASSENGER VEHICLE

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 -Yerong Creek Route Sheet Arrangement.dgn

DESIGN LOT CODE

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PLOT DATE / TIME 05/08/2026

PLOT BY ThomHunter

CLIENT

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

SCALES ON A3 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	05/08/2026
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MARTINUS

LOCKHART COUNCIL
COLE STREET - GATE YC3
A2I CTTAMP
GREATER HUME / LOCKHART PRECINCT
SWEPT PATH ANALYSIS
SWEPT PATH - SEMI - YC5 - LI-RO

A3

RIGORE REGISTRATION No. RES2501.78.207 PART 1

ISSUE STATUS ISSUE FOR APPROVAL SHEET No. SW6-045 ISSUE 3

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