INCREASING MINIMUM SWEEP PATH NECESSARY TO AVOID RECEDING BAR ON HIGH RUIN MANOEUVRES

HIGHWAY MODIFICATION REQUIRED TO ACCOMMODATE LEFT TURNING VEHICLE SWEEP PATH

FUTURE BUS LINK RESERVE

B-DOUBLE 26M

<table>
<thead>
<tr>
<th>Component</th>
<th>Minimum</th>
<th>Lock-To-Lock Time</th>
<th>Steering Angle</th>
<th>Articulating Angle</th>
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<tr>
<td>Tractor Width</td>
<td>2.50</td>
<td>6.0</td>
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<td>Trailer Width</td>
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<td>Tractor Track</td>
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<tr>
<td>Kerb</td>
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</table>

SWEPT PATH KEY

- Vehicle Centre Line
- Vehicle Tyre Path
- Vehicle Body Path
- Assumed Speed 10km/h

FROM VEHICLE BODY 600mm CLEARANCE

VEHICLE BODY PATH

VEHICLE TYRE PATH

VEHICLE CENTRE LINE

INDICATIVE EXISTING GATEWAY

CONCEPT DESIGN

HOLLISNGWORTH ROAD

TRUCK WIDTHs

TRUCK TRACKs

TRUCK TRACKs

SWEPT PATH ASSESSMENT

MARSDEIN PARK

PROPOSED ROUNDABOUT

PRELIMINARY PLAN

Preliminary proposals that require to complete further investigation

SHEET 1 OF 2