31st January 2017

Advisian
Level 17, 141 Walker Street
North Sydney NSW 2060
Attention: Claire Jones

RESPONSE TO COUNCIL LETTER
BREAKWATER WHARF
AT IMLAY STREET, EDEN

Dear Claire,

Reference is made to your request to provide traffic advice to respond to matters raised by Bega Valley Shire Council's regarding heavy vehicle access routes provided within an email dated 21st December 2016, in relation to the proposed Eden Breakwater Wharf Extension at Imlay Street Eden NSW.

The undersigned provides the following responses to each of the comments made by Council's Traffic Engineer (shown italicised).

1. **Proposed traffic route during the construction phase sighting public safety and potential impacts on amenity to pedestrians, vehicles, residents and business as well as the potential damage to local roads. Council propose alternative access.**

Refer to **Annexure A** for Council's proposed access and a map of Eden.

1 **MTE Response**
A review of the construction vehicle route for vehicles up to 19m semi-trailers (19m Semi-Trailer, 19m Articulated Vehicles, 18.7m Truck & Dog, 12.5m Heavy Rigid Vehicle, 8.8 Medium Rigid Vehicle, 6.4 Small Rigid Vehicle) for the construction of the proposed Eden Breakwater Wharf Extension has been undertaken including swept paths of critical intersections along the proposed alternative route outlined by Council. Section 1.1 summaries the swept paths assessment (provided in **Annexure B**) of Council's recommended truck routes.
### 1.1 Unsuccessful Truck Routes

Table 1 below summaries the unsuccessful truck routes for Council’s proposed heavy vehicle routes.

<table>
<thead>
<tr>
<th>Vehicle Size</th>
<th>Turning Movement</th>
<th>Council Route</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>19m Semi-trailer/Articulated Vehicle</td>
<td>Left turn from Princes Highway onto Mitchell Street</td>
<td>Yes</td>
<td>Unsuccessful - Vehicles pass over the kerb (left turn from Princes Highway north) and vehicles pass over roundabout refuge (right turn from Princes Highway north)</td>
</tr>
<tr>
<td></td>
<td>Right turn from Mitchell Street onto Princes Highway North</td>
<td>Yes</td>
<td>Unsuccessful - Vehicle pass over roundabout refuge and kerb.</td>
</tr>
<tr>
<td></td>
<td>Left turn into Bungo Street and Wirriga Street from Princes Highway</td>
<td>No (Wirriga was proposed by Mike Crandell in email dated 23/12/2016, Wirriga was tested by McLaren Traffic Engineering as an alternative)</td>
<td>Unsuccessful - Vehicles pass over kerbs and have to utilise the entire width of Bungo Street / Wirriga Street. Further, vehicles are unable to utilise the additional road widths along Bungo Street / Wirriga Street due to safety issues (conflicting vehicle movements from Princes Highway)</td>
</tr>
<tr>
<td></td>
<td>Left turn from Calle Calle Street onto Mitchell Street</td>
<td>Yes</td>
<td>Unsuccessful – Vehicles pass over the median separator along Mitchell Street. To achieve successful movements’ vehicles will have to utilise the entire road width under three 3 traffic controllers. An alternative is the removal of the median during construction (reinstall after construction) to enable vehicles to use additional width of Mitchell Street to ensure left turns can be made.</td>
</tr>
<tr>
<td></td>
<td>Left turn onto Albert Terrace from Museum Street</td>
<td>No (Alternative route tested for Heavy vehicles by McLaren Traffic Engineering)</td>
<td>Unsuccessful - Vehicles pass over landscape. To achieve successful movements two (2) Traffic controller would be required to stop traffic along Albert Terrace in both directions.</td>
</tr>
</tbody>
</table>
19m Semi-trailer/Articulated Vehicle | Continuing onto Museum Street from Calle Calle Street and vice versa | No (Alternative route tested for Heavy vehicles by Mclaren Traffic Engineering) | Unsuccessful – Vehicle take up entire width of road and does not allow for two-way passing. To achieve successful movements, two (2) traffic controllers are required to stop vehicular flow in both directions.  

18.7m Truck & Dog HRV | Continuing onto Museum Street from Calle Calle Street | Yes | Unsuccessful - Vehicle take up entire width of road and does not allow for two-way passing. To achieve successful movements, two (2) traffic controllers are required to stop vehicular flow in both directions.

1.2 Alternative Proposed Construction Routes  
Due to the number of unsuccessful truck movements detailed in Table 1, the following has been considered for the alternative construction routes:

- Turning movements to / from the Princes Highway from side roads, that affect vehicular traffic flow along the Princes Highway (requiring vehicles to stop due to vehicles requiring the full width of the roadway) were not considered as an appropriate construction route;
- Two-way passing on Calle Calle Street / Museum Street is to be achieved without the use of any traffic controllers;
- Bungo Street appears to have reduced sight lines for heavy vehicles to manoeuvre left / right onto the Princes Highway;

The proposed construction routes restrict construction vehicles from travelling through Eden Town Centre (Imlay Street). The use of Imlay Street for construction vehicles was identified as a potential route in the EIS subject to restricting the maximum load of construction vehicles to 20-22 tonnes to reduce damage to the upgraded road. The proposed construction routes are alternative routes for construction vehicles. Table 2 below summaries the alternative construction routes for all vehicle sizes (19m Semi-Trailer, 19m Articulated Vehicles, 18.7m Truck & Dog, 12.5m Heavy Rigid Vehicle, 8.8 Medium Rigid Vehicle, 6.4 Small Rigid Vehicle).

A map of each route is reproduced in Annexure C, D, E & F.

**TABLE 2: PROPOSED CONSTRUCTION ROUTES**

<table>
<thead>
<tr>
<th>Vehicle Size</th>
<th>Haulage Map</th>
<th>Proposed Route</th>
<th>Proposed Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>19m Semi-Trailer/Articulated Vehicle</td>
<td>Refer to Annexure C</td>
<td>Entry from Princes Highway North</td>
<td>Successful - It is expected that construction vehicles travelling from the Princes Highway north will turn left into Barclay Street, right into Calle Calle Street right onto Chandos Street and left onto Imlay Street.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Egress to Princes Highway North</td>
<td>Successful - Vehicles exiting the site travelling towards the Princes Highway north will turn right from Imlay Street into Chandos Street, left onto Calle Calle Street, left onto Wirriga Street and then right onto the Princes Highway. It should be noted that vehicles turning left at the intersection of Curalo Street / Calle Calle Street / Wirriga Street requires the use of the entire width of Wirriga Street to make left turn movements. Heavy Vehicles can stop at the “Give Way” intersection which provides...</td>
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<tr>
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<tr>
<td>------------------</td>
<td>-------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Breakwater Wharf</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Imlay Street, Eden</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>17010.01FB</strong></td>
<td><strong>31st January 2017</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Entry from Princes Highway West</strong></th>
<th>Adequate sight line distances to all intersections before making this turn.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Egress to Princes Highway West (Option 1)</strong></td>
<td>Successful - It is expected that construction vehicles travelling from the Princes Highway west will turn onto Mitchell Street, turn right onto Calle Calle Street, right onto Chandos Street and left onto Imlay Street.</td>
</tr>
<tr>
<td><strong>Egress to Princes Highway West (Option 2)</strong></td>
<td>Successful - Vehicles exiting the site travelling towards the Princes Highway west will turn right from Imlay Street into Chandos Street, left onto Calle Calle Street, left onto Mitchell Street subject to three (3) traffic controllers or median removal and then continue onto the Princes Highway west. It should be noted that heavy vehicles (19m Semi-Trailer) can make the left-hand turn from Calle Calle Street onto Mitchell Street if the entire road width of Calle Calle Street is used. Heavy vehicles travelling along Calle Calle Street have adequate sight lines with the exception of vehicle movements from Mitchell Street. It is considered that the local street network utilised for construction routes within Eden are characterised by low traffic volumes such that only a single traffic controller may be required. Hence, potentially only one (1) traffic controller would be required at this intersection.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Refer to Annexure D</strong></th>
<th>Refer to Annexure E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>18.7m Truck and Dog / HRV</strong></td>
<td><strong>Entry from Princes Highway North/West</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Egress from Princes Highway North/West</strong></td>
</tr>
</tbody>
</table>

**McLaren Traffic Engineering** recommends the use of Option 1 over Option 2.
<table>
<thead>
<tr>
<th>MRV/ SRV</th>
<th>Refer to Annexure F</th>
<th>Entry from Princes Highway North/West</th>
<th>Successful - It is expected that Medium Rigid Vehicles travelling from the Princes Highway (west and north) will either turn left or continue onto Mitchell Street, turning right onto Calle Calle Street, continuing onto Museum Street before turning left onto Albert Terrace.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Egress from Princes Highway North/West</td>
<td>Successful - Vehicles exiting the site travelling towards the Princes Highway (west and north) will turn right onto Museum Street, continue onto Calle Calle Street, left onto Mitchell Street and either right onto the Princes Highway north or continue onto the Princes Highway west.</td>
</tr>
</tbody>
</table>

Utilising the construction route outlined in the EIS (using Eden Town Centre) would have an impact on parking manoeuvres and pedestrian safety. The alternative construction routes outlined in Table 2 above, would have a larger impact on residential amenity in terms of acoustics and less impact on pedestrian safety.

The estimated number of construction movements per day is 4 (2 in, 2 out) truck movements outside of mobilisation, demobilisation and concrete pours as outlined in the EIS. This level of traffic is low and will have minor to nil impacts on pedestrian safety, traffic flow, and residential amenity. Hence, the construction routes outlined within the EIS and the alternative routes within this letter are both sufficient to accommodate construction vehicles in terms of the traffic flow, pedestrian safety, and residential amenity outside of mobilisation, demobilisation and concrete pours.

The peak estimated number of construction movements occurs during concrete pours with a peak of 50 (25 in, 25 out) truck movements per day. Typically, during concrete pours trucks will have a staggered arrival but arrive over a shorter period. For this reason, it is recommended that during concrete pours trucks use the alternative proposed route outlined in this letter to avoid Eden Town Centre. It should be noted that concrete pours do not occur every day and cannot be avoided for this type of construction.

Please contact the undersigned should you require further information or assistance.

Yours faithfully

McLaren Traffic Engineering

Craig McLaren
Director
BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]
RMS Accredited Level 3 Road Safety Auditor
RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)
Alternative access for heavy rigid, 19m semi, 19m truck and dog combinations include the use of Mitchel Street from the Princes Highway, turning right onto Calle Calle Street, right onto Chandos Street and left onto Imlay Street.

Alternative access for Medium Rigid Vehicles and Light Rigid Vehicles include the use of Mitchell Street, turning right onto Calle Calle Street, continuing onto Museum Street and left onto Albert Terrace.

It should be noted that 19m vehicles entering from the Princes Highway north cannot make left hand turns onto Mitchell Street at the roundabout. Similarly, Vehicles exiting the site and travelling to Princes Highway west cannot make turns into Mitchell Street from Calle Calle Street without the use of 3 traffic controllers or removal of the exiting median.
ANNEXURE A: COUNCIL PROPOSED ALTERNATIVE ACCESS AND MAP OF EDEN
(Sheet 2 of 2)
ANNEXURE B: UNSUCCESSFUL SWEPT PATHS
(Sheet 1 of 7)

19m Articulated Vehicle / Semi-Trailer from Imlay St left onto Mitchell street
Tested @ 5km/hr
Unsuccessful – Vehicle body passes over refuge.

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE B: UNSUCCESSFUL SWEPT PATHS
(Sheet 2 of 7)

19m Articulated Vehicle from Princes Hwy Left onto Bungo Street
Tested @ 5km/hr
Successful – Subject to using the entire roadway

19m Articulated Vehicle from Princes Hwy Left onto Wirriga Street
Tested @ 5km/hr
Unsuccessful – Vehicle body passes over kerb

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE B: UNSUCCESSFUL SWEPT PATHS
(Sheet 3 of 7)

19m Articulated Vehicle from Mitchell St Right onto Imlay St
Tested @ 5km/hr
Unsuccessful – Vehicle body passes over kerb and refuge

19m Articulated Vehicle from Wirriga St Left onto Princes Hwy
Tested @ 5km/hr
Successful – subject to using the northbound side of Princes Highway and the entire road width (Wirriga Street)
Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE B: UNSUCCESSFUL SWEPT PATHS
(Sheet 4 of 7)

19m Articulated Vehicle from Bungo St Left onto Princes Hwy
Tested @ 5km/hr
Unsuccessful – Vehicle passes over landscape

19m Articulated Vehicle from Calle Calle St Left onto Mitchell St
Tested @ 5km/hr
Unsuccessful – Vehicle body passes over kerb and median

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE B: UNSUCCESSFUL SWEPT PATHS
(Sheet 5 of 7)

Heavy Rigid Vehicle from Calle Calle St continue onto Museum Street passing a B85 on arc
Tested @ 5km/hr
Unsuccessful – Does not allow two-way passing

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE B: UNSUCCESSFUL SWEPT PATHS
(Sheet 6 of 7)

18.7 Truck and Dog from Calle Calle St continue onto Museum Street passing a B85 on arc
Tested @ 5km/hr
Unsuccessful – Does not allow two-way passing

Blue = Vehicle tyres
Purple = Vehicle body
Red = 300mm clearance
ANNEXURE B: UNSUCCESSFUL SWEPT PATHS
(Sheet 7 of 7)

Semi-Trailer turning left from Museum Street onto Albert Terrace
Tested @ 5km/hr
Unsuccessful – Vehicle passes over landscape

Blue = Vehicle tyres
Green = Vehicle body
Red = 300mm clearance
It is expected that construction vehicles travelling from the Princes Highway north will turn left into Barclay Street, right into Calle Calle Street, right onto Chandos Street and left onto Imlay Street.

Vehicles exiting the site travelling towards the Princes Highway north will turn right from Imlay Street into Chandos Street, left onto Calle Calle Street, left onto Wirriga Street and then right onto the Princes Highway.

It should be noted that entering articulated vehicles cannot continue from Calle Calle Street onto Museum Street due to the arc in the road (no passing along arc) and the left turn onto Albert Terrace.
ANNEXURE C: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES (NORTH) (Sheet 2 of 6)

19m Semi Trailer from Princes Hwy Left onto Barclay St
Tested @ 10km/hr
Successful

19m Semi Trailer from Barclay St right onto Calle Calle St
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE C: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES (NORTH)  
(Sheet 3 of 6)

19m Semi Trailer from Calle Calle St Right onto Chandos St  
Tested @ 5km/hr  
Successful

19m Semi Trailer from Chandos St Left onto Imlay St  
Tested @ 5km/hr  
Successful

Blue = Vehicle tyres  
Green = Vehicle body  
Red = 500mm clearance
ANNEXURE C: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES (NORTH)
(Sheet 4 of 6)

19m Semi Trailer from Imlay St Right onto Chandos St
Tested @ 5km/hr
Successful

19m Semi Trailer from Chandos St Left onto Calle Calle St
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE C: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES (NORTH)  
(Sheet 5 of 6)

19m Semi Trailer from Calle Calle St Left onto Wirriga St  
Tested @ 5km/hr  
Successful – Subject to the use of the entire Road

Blue = Vehicle tyres  
Green = Vehicle body  
Red = 500mm clearance

It should be noted that vehicles turning left at the intersection of Curalo Street / Calle Calle Street / Wirriga Street requires the use of the entire width of Wirriga Street to make left turn movements. Heavy Vehicles can stop at the “Give Way” intersection which provides adequate sight line distances to all intersections before making this turn.
ANNEXURE C: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES (NORTH) (Sheet 6 of 6)

AV from Bungo St right onto Princes Hwy
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE D: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICUALTED VEHICLES (WEST) 
(Sheet 1 of 7)
Option 1

- Egress from site for Semi-Trailers
- Entry to Site for Semi-Trailers

It is expected that construction vehicles travelling from the Princes Highway west will turn continue onto Mitchell Street, turn right onto Calle Calle Street, left onto Chandos Street and left onto Imlay Street.

Vehicles exiting the site travelling towards the Princes Highway west will turn right from Imlay Street into Chandos Street, left onto Calle Calle Street, left onto Mitchell Street (subject to traffic controllers or median removal) and then continue onto the Princes Highway.

The egress of semi-trailers onto the Princes Highway west requires three (3) traffic controllers at the intersection of Mitchell Street / Calle Calle Street to stop vehicular traffic. This allow for the left turn of semi-trailers to manoeuvre onto Mitchell Street. (Swept paths show Articulated vehicles require the use of the entire roadway along Calle Calle Street). It should be noted that heavy vehicles (19m Semi-Trailer) can make the left-hand turn from Calle Calle Street onto Mitchell Street if the entire road width of Calle Calle Street is used. Heavy vehicles travelling along Calle Calle Street have adequate sight lines with the exception of vehicle movements from Mitchell Street. Hence, potentially only one (1) traffic controller would be required at this intersection.
ANNEXURE D: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES (WEST) (Sheet 2 of 7)

An alternative to this would be to remove the median along Mitchell Street, to allow for construction vehicles to manoeuvre this turn and reinstall the median after construction.

It should be noted that entering articulated vehicles cannot continue from Calle Calle Street onto Museum Street due to the arc in the road (no passing along arc) and the left turn onto Albert Terrace.

19m Semi Trailer from Mitchell St Right onto Calle Calle St
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE D: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES
(WEST)
(Sheet 3 of 7)
Option 1

19m Semi Trailer from Calle Calle St Right onto Chandos St
Tested @ 5km/hr
Successful

19m Semi Trailer from Chandos St Left onto Imlay St
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE D: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICULATED VEHICLES (WEST) (Sheet 4 of 7)

Option 1

19m Semi Trailer from Imlay St Right onto Chandos St
Tested @ 5km/hr
Successful

19m Semi Trailer from Chandos St Left onto Calle Calle St
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE D: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICUALTED VEHICLES  
(WEST)  
(Sheet 5 of 7)  
Option 1

19m Semi Trailer from Calle Calle St Left onto Mitchell St  
Tested @ 5km/hr  
Successful – Subject to three (3) traffic controllers, to allow safe manoeuvring of the semi-trailer

Blue = Vehicle tyres  
Green = Vehicle body  
Red = 500mm clearance

It should be noted that heavy vehicles (19m Semi-Trailer) can make the left-hand turn from Calle Calle Street onto Mitchell Street if the entire road width of Calle Calle Street is used. Heavy vehicles travelling along Calle Calle Street have adequate sight lines with the exception of vehicle movements from Mitchell Street. It is considered that the local street network utilised for construction routes within Eden are characterised by low traffic volumes such that only a single traffic controller may be required. Hence, potentially only one (1) traffic controller would be required at this intersection.
It is expected that construction vehicles travelling from the Princes Highway west will turn continue onto Mitchell Street, turn right onto Calle Calle Street, right onto Chandos Street and left onto Imlay Street.

Vehicles exiting the site travelling towards the Princes Highway west will turn right from Imlay Street into Chandos Street, left onto Calle Calle Street, left onto Barclay Street, left onto Princes Highway.
ANNEXURE D: PROPOSED ROUTE FOR 19M SEMI-TRAILERS & ARTICUALTED VEHICLES (WEST) (Sheet 7 of 7)

Option 2

19m Semi Trailer from Calle Calle St Left onto Barclay St
Tested @ 5km/hr
Successful

AV from Barclay St Left onto Princes Hwy
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE E: PROPOSED ROUTE FOR 12.5M HEAVY RIGID VEHICLES and 18.7M TRUCK & DOG
(Sheet 1 of 4)

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Egress from site for Truck and Dog / Heavy Rigid Vehicles — Entry to Site for Truck and Dog / Heavy Rigid Vehicles

It is expected that Heavy Rigid Vehicles / Truck and Dog travelling from the Princes Highway (west and north) will either turn left or continue onto Mitchell Street, turning right onto Calle Calle Street, right onto Chandos Street and left onto Imlay Street.

Vehicles exiting the site travelling towards the Princes Highway (west and north) will turn right from Imlay Street onto Chandos Street, left onto Calle Calle Street, left onto Mitchell Street and either right onto the Princes Highway or continue onto the Princes Highway.

It should be noted that entering Heavy Rigid Vehicles cannot continue from Calle Calle Street onto Museum Street due to the arc in the road (no passing along arc) and is considered to be hazardous for other road users subject to two (2) traffic controllers along Calle Calle Street and Museum Street.
ANNEXURE E: PROPOSED ROUTE FOR 12.5M HEAVY RIGID VEHICLES and 18.7M TRUCK & DOG

(Sheet 2 of 4)

HRV Left and Right onto Imlay St / Mitchell St
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE E: PROPOSED ROUTE FOR 12.5M HEAVY RIGID VEHICLES and 18.7M TRUCK & DOG
(Sheet 3 of 4)

18.7 Truck and Dog from Princes Highway onto/from Mitchell Street
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Purple = Vehicle body
Red = 300mm clearance
ANNEXURE E: PROPOSED ROUTE FOR 12.5M HEAVY RIGID VEHICLES and 18.7M TRUCK & DOG
(Sheet 4 of 4)

18.7 Truck and Dog from Calle Calle Street onto Mitchell Street
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Purple = Vehicle body
Red = 300mm clearance
ANNEUXURE F: PROPOSED ROUTE FOR MEDIUM RIGID VEHICLES AND SMALL RIGID VEHICLES
(Sheet 1 of 2)

It is expected that Medium Rigid Vehicles travelling from the Princes Highway (west and north) will either turn left or continue onto Mitchell Street, turning right onto Calle Calle Street, continuing onto Museum street before turning left onto Albert Terrace.

Vehicles exiting the site travelling towards the Princes Highway (west and north) will turn right onto Museum Street, continue onto Calle Calle Street, left onto Mitchell Street and either right onto the Princes Highway or continue onto the Princes Highway.
ANNEXURE F: PROPOSED ROUTE FOR MEDIUM RIGID VEHICLES AND SMALL RIGID VEHICLES
(Sheet 2 of 2)

MRV to/from Calle Calle St onto Museum St passing a B85
Tested @ 5km/hr
Successful

Blue = Vehicle tyres
Green = Vehicle body
Red = 500mm clearance
ANNEXURE G: CONSTRUCTION VEHICLE TEMPLATES
(Sheet 1 of 3)

18.7m Truck and Dog (Mirvon)
Overall Length 18.730m
Overall Width 2.500m
Overall Body Height 3.738m
Min Body Ground Clearance 0.411m
Track Width 2.350m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 10.500m

19m Articulated Vehicle
AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m
ANNEXURE G: CONSTRUCTION VEHICLE TEMPLATES
(Sheet 2 of 3)

Prime mover and semi-trailer (19 m)
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

19m Semi-Trailer

HRV - Heavy Rigid Vehicle
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.417m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

12.5m Heavy Rigid Vehicle
ANNEXURE G: CONSTRUCTION VEHICLE TEMPLATES
(Sheet 3 of 3)

MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min. Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

8.8m Medium Rigid Vehicle