

APPENDIX

X

INLAND
RAIL 

Traffic Impact Assessment

Part 4 of 4

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

APPENDIX

X

Traffic Impact Assessment

Appendix R Public Transport and Principal Cycle Network Plan Maps

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

Appendix R

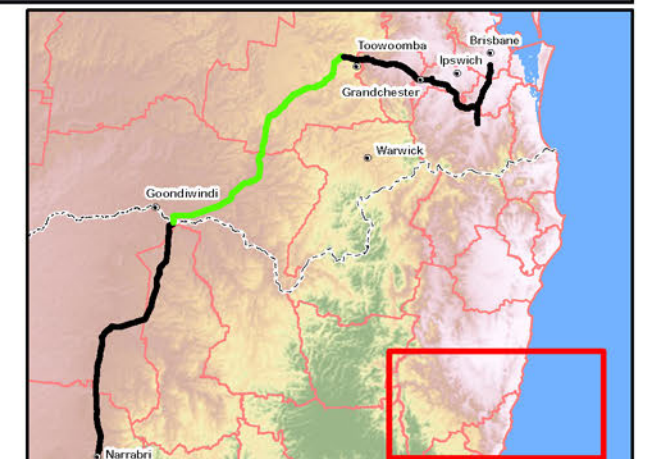
Public Transport and Principal Cycle Network Plan Maps



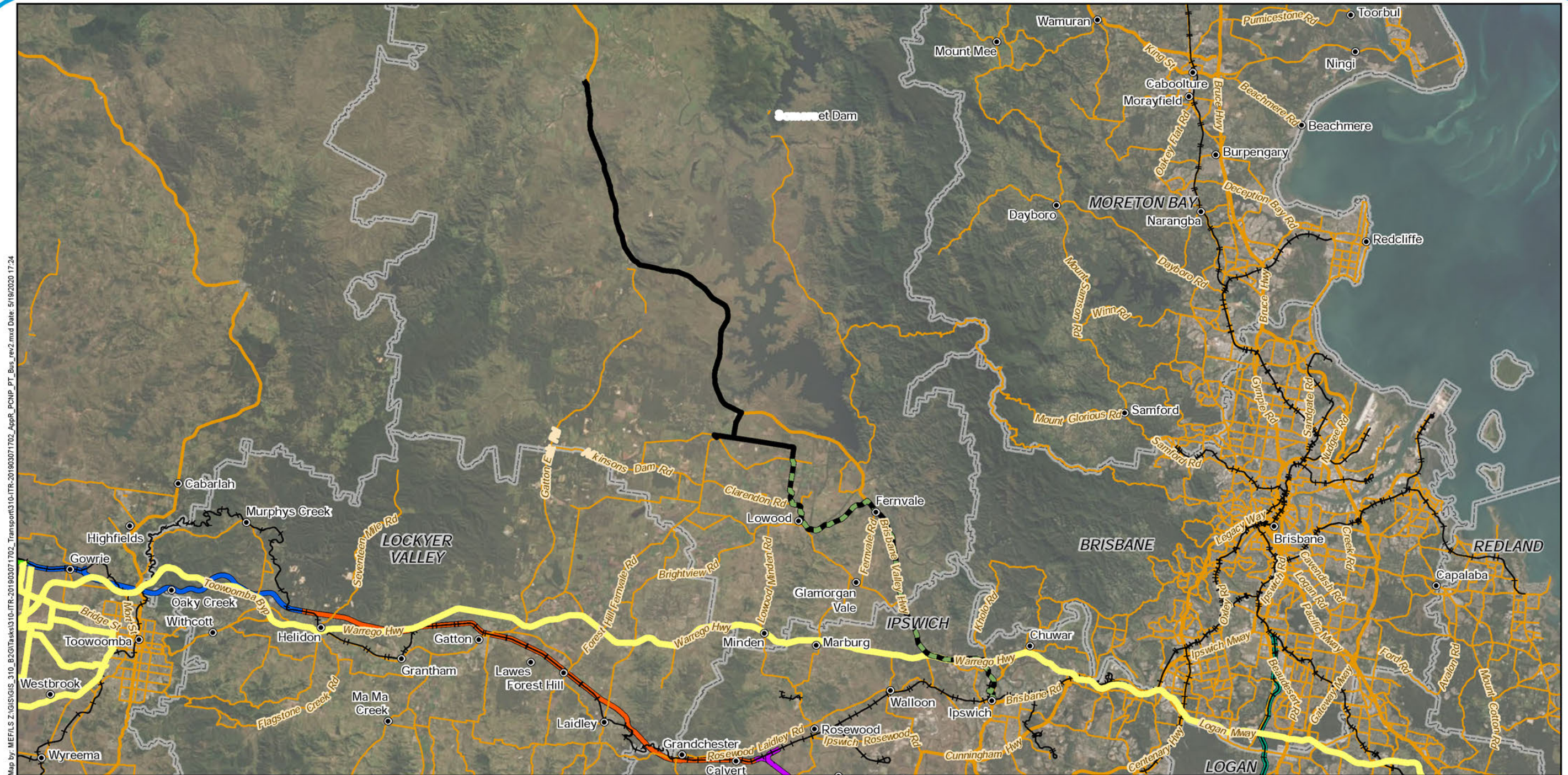
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Legend

- Localities
- Route 372
- Construction routes
- Local Government Areas



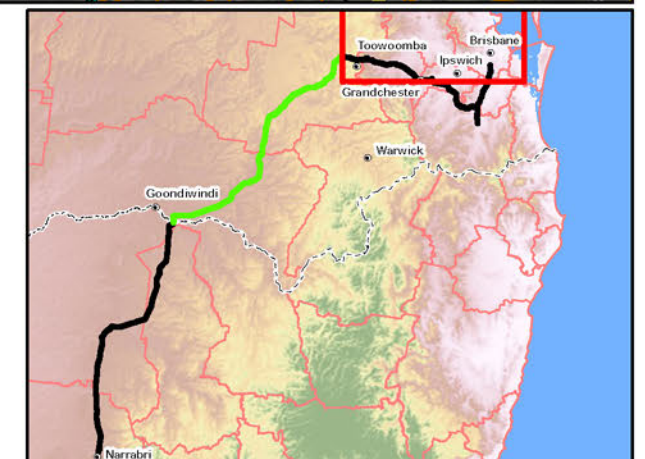
A3 scale: 1:460,000
0 3 6 9 12 15km



Map by: MEFLS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Kagaru to Acacia Ridge/Bromelton alignment
- Existing rail (operational)
- Route 529
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:390,000
0 3 6 9 12 15 km

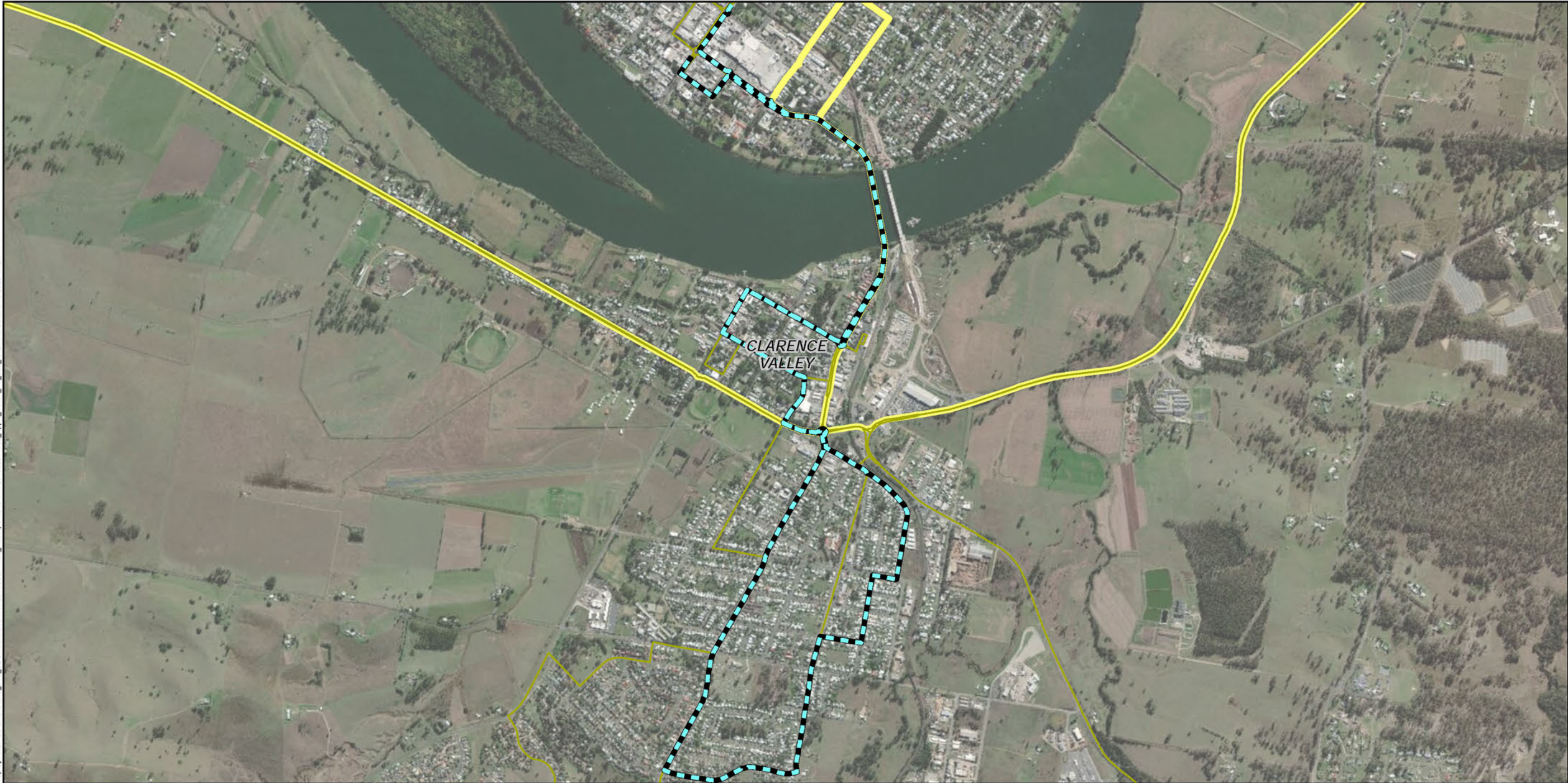


Future Freight
Integrating Community, Environment and Engineering

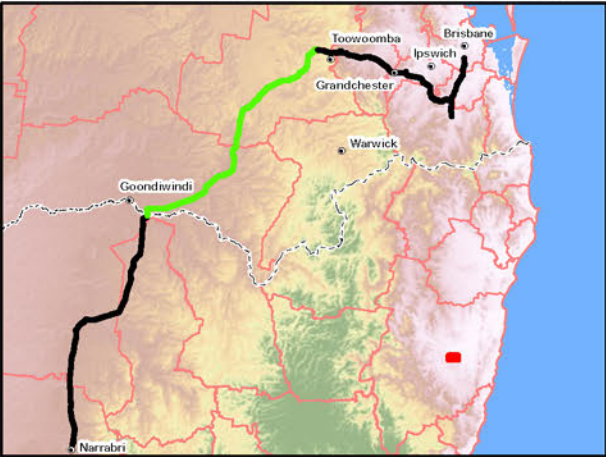
Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix R:
Route 529

Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



- Legend**
- Construction routes
 - Route 373
 - Local Government Areas



A3 scale: 1:20,000

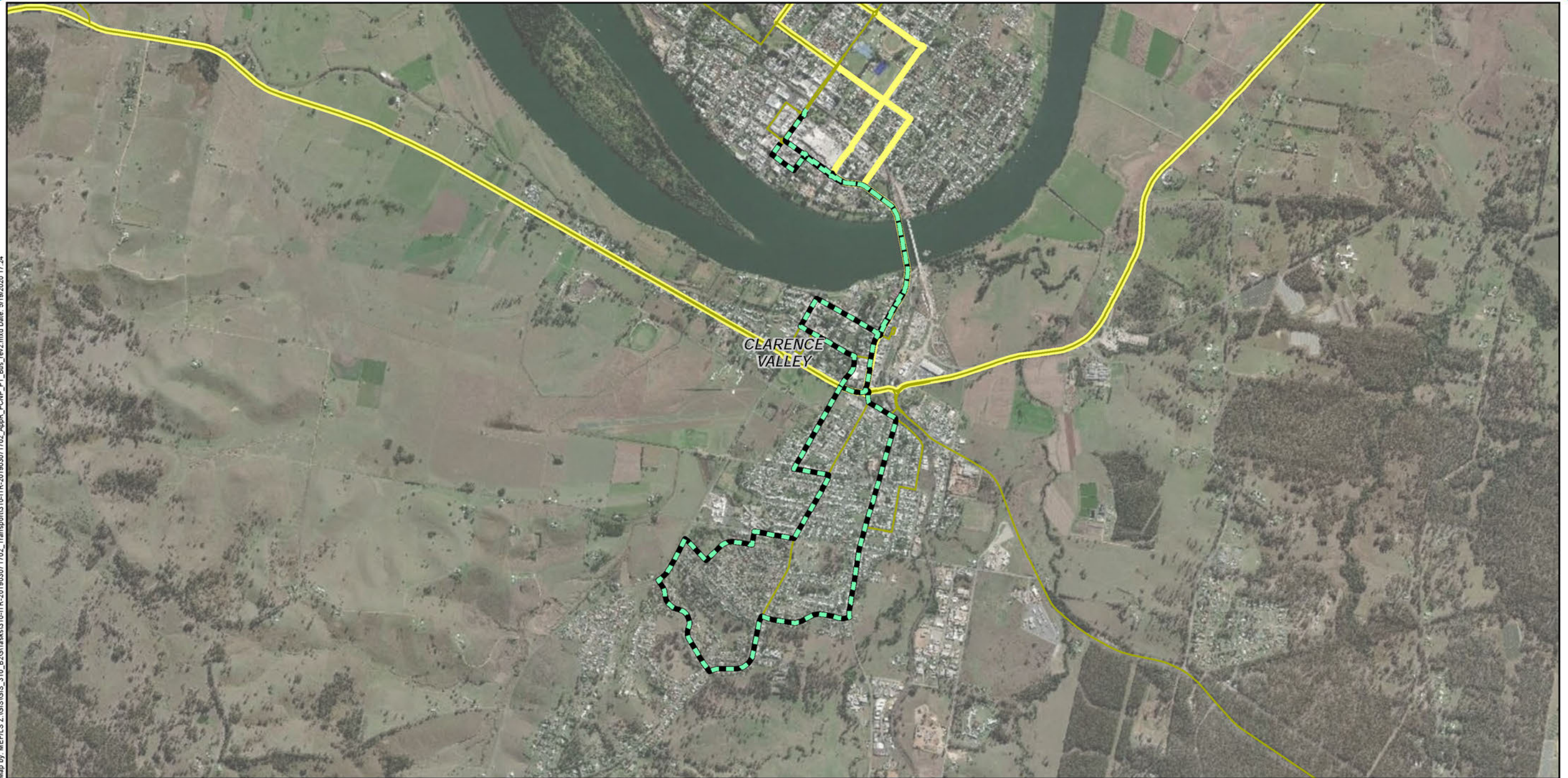
0 0.15 0.3 0.45 0.6 0.75km



Future Freight
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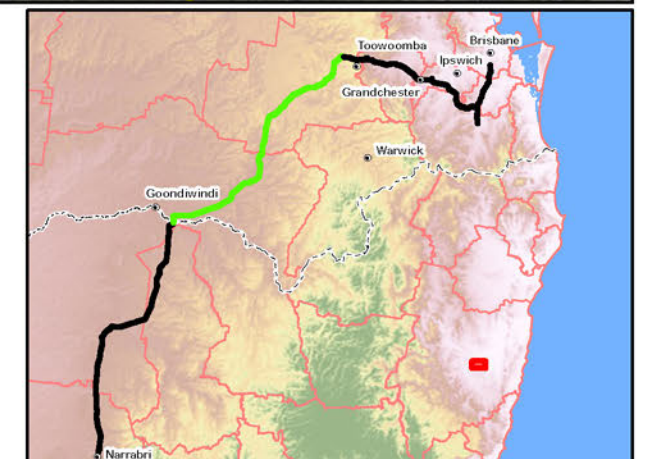
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Coordinate System: GDA 1994 MGA Zone 56

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Legend

- Construction routes
- - - Route 374
- Local Government Areas



A3 scale: 1:30,000
0 0.2 0.4 0.6 0.8 1km



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Coordinate System: GDA 1994 MGA Zone 56

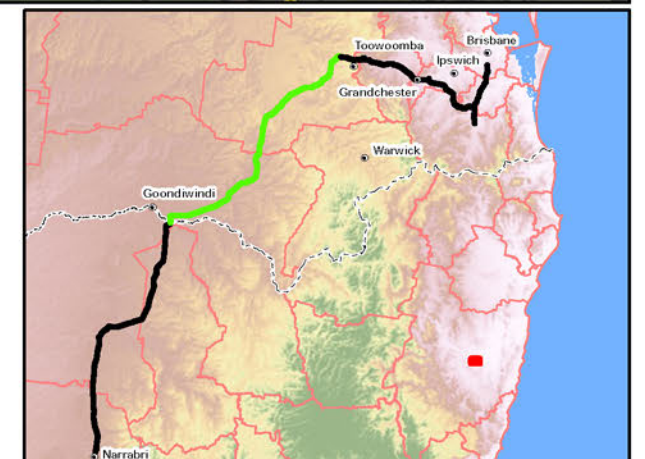
Border to Gowrie
Appendix R:
Route 374

Map by: MEFILES Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



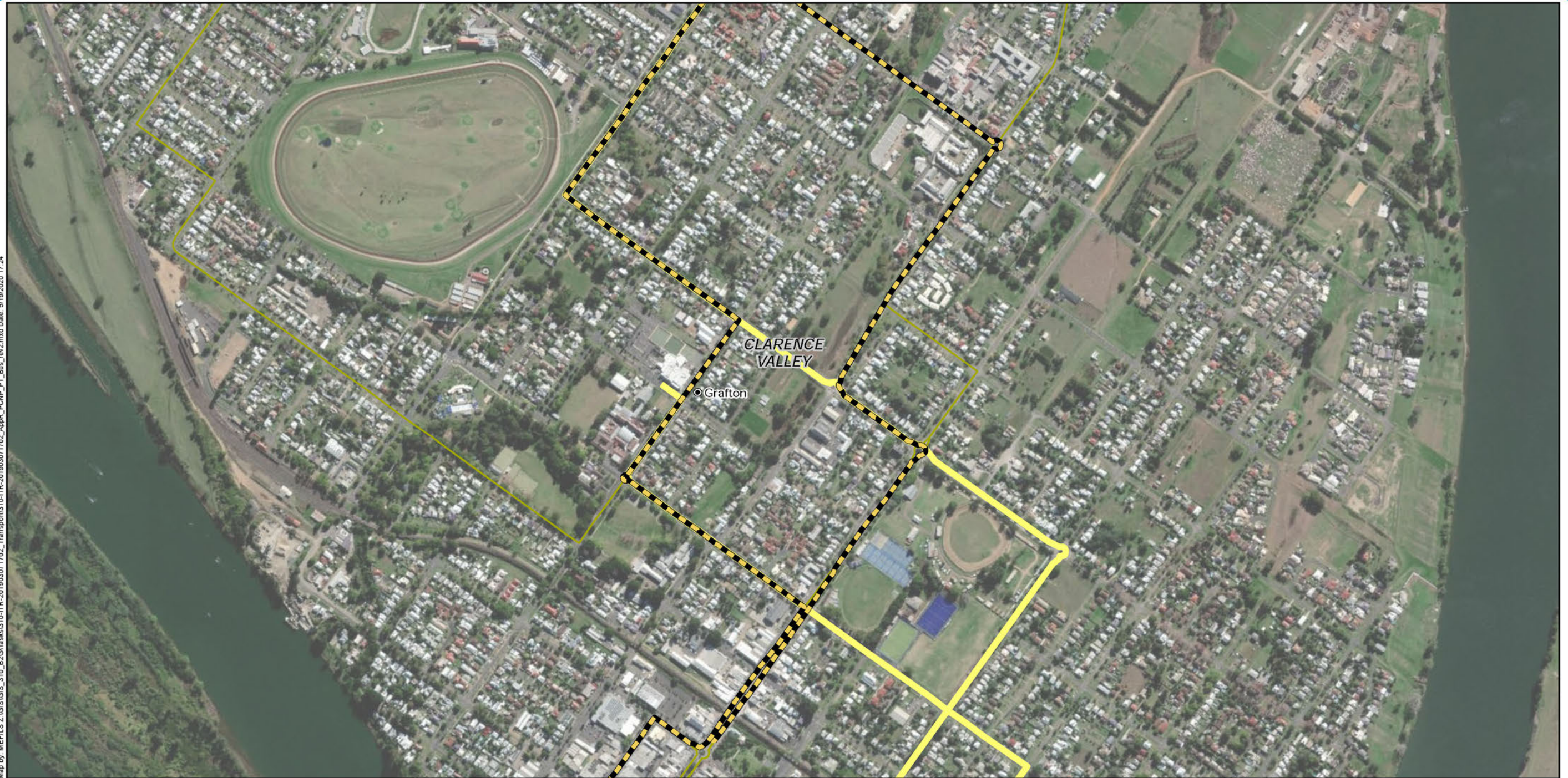
Legend

- Localities
- Route 375C
- Construction routes
- Local Government Areas



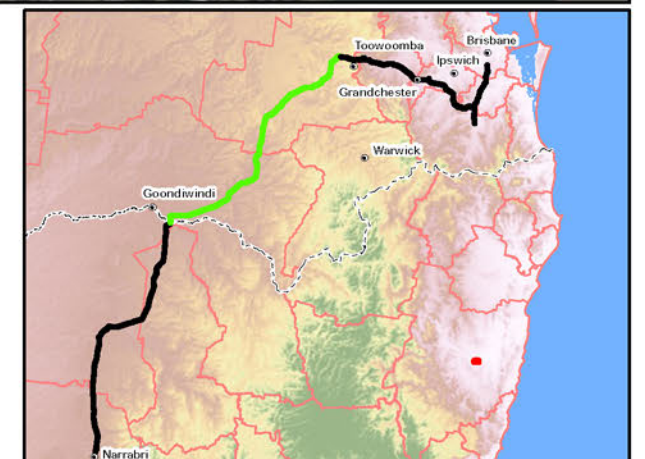
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Legend

- Localities
- Route 376
- Construction routes
- Local Government Areas



A3 scale: 1:10,000
0 0.07 0.14 0.21 0.28 0.35km



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Issue date: 13/05/2020 Version: 2
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Border to Gowrie
Appendix R:
Route 376

Map by: ME/FILS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



Legend

- Localities
- Route 377
- Construction routes
- Local Government Areas



A3 scale: 1:40,000
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Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

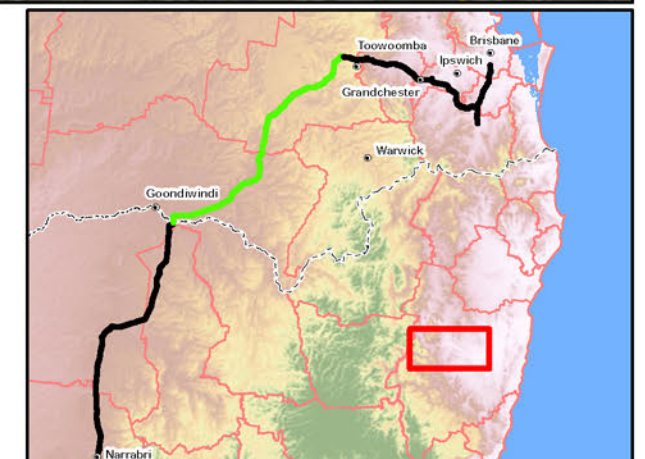
Border to Gowrie
Appendix R:
Route 377



Map by: MEFILES Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_FT_Bus_rev2.mxd Date: 5/19/2020 17:24

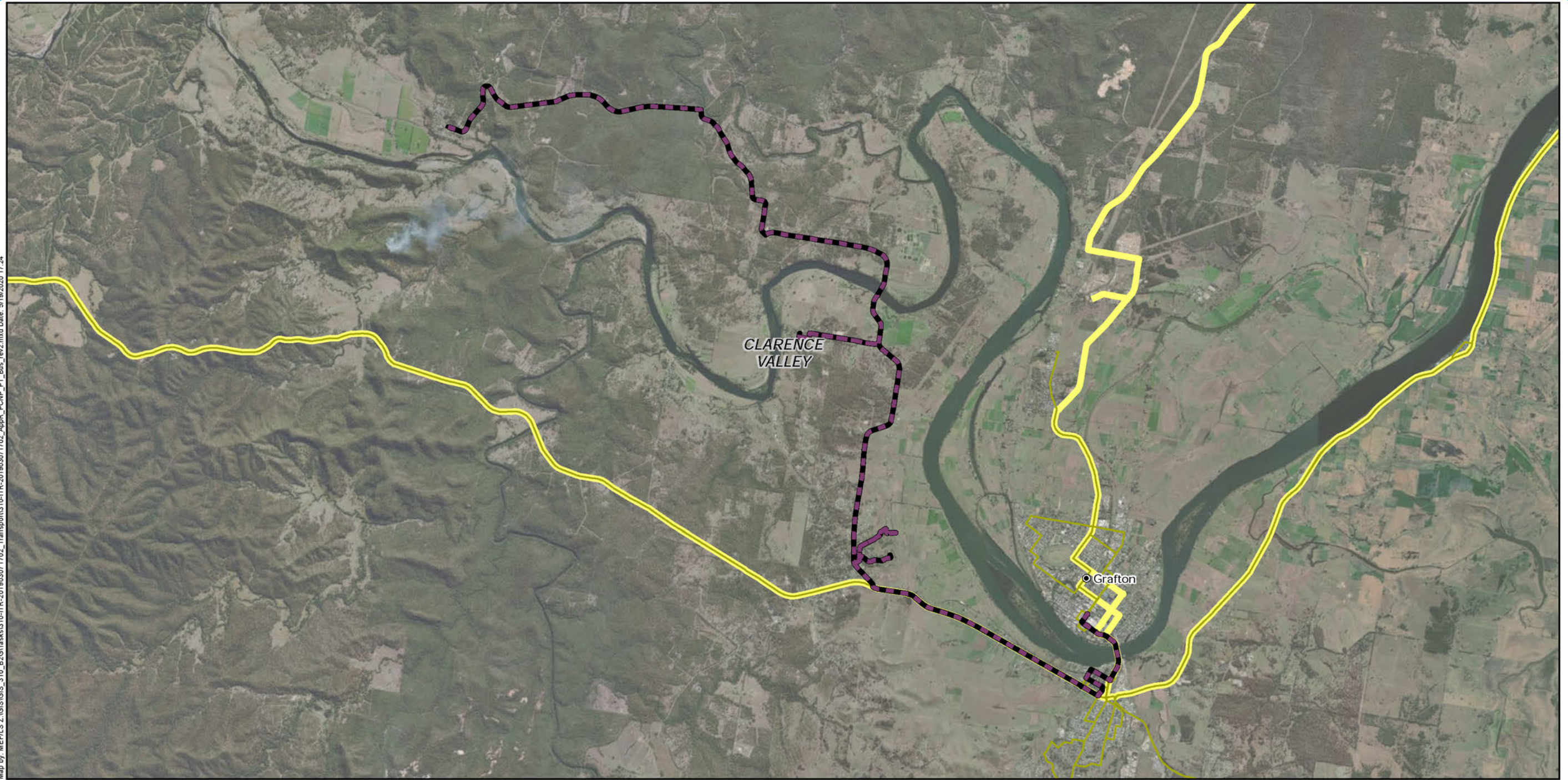
Legend

- Localities
- Route 378
- Construction routes
- Local Government Areas



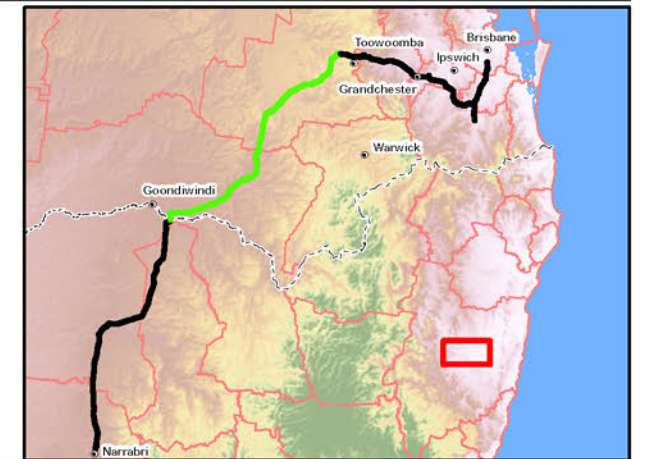
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Legend

- Localities
- Route 379
- Construction routes
- Local Government Areas



A3 scale: 1:100,000
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Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

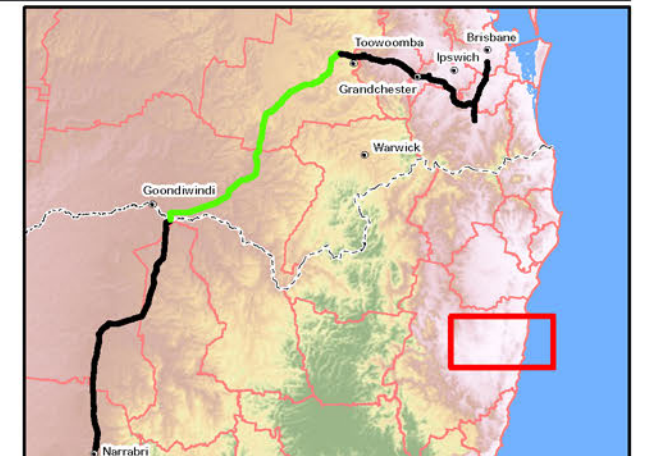
Border to Gowrie
Appendix R:
Route 379

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Legend

- Localities
- Route 380
- Construction routes
- Local Government Areas



A3 scale: 1:220,000
0 1.5 3 4.5 6 7.5km

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Legend

- Construction routes
- Route 386
- Local Government Areas



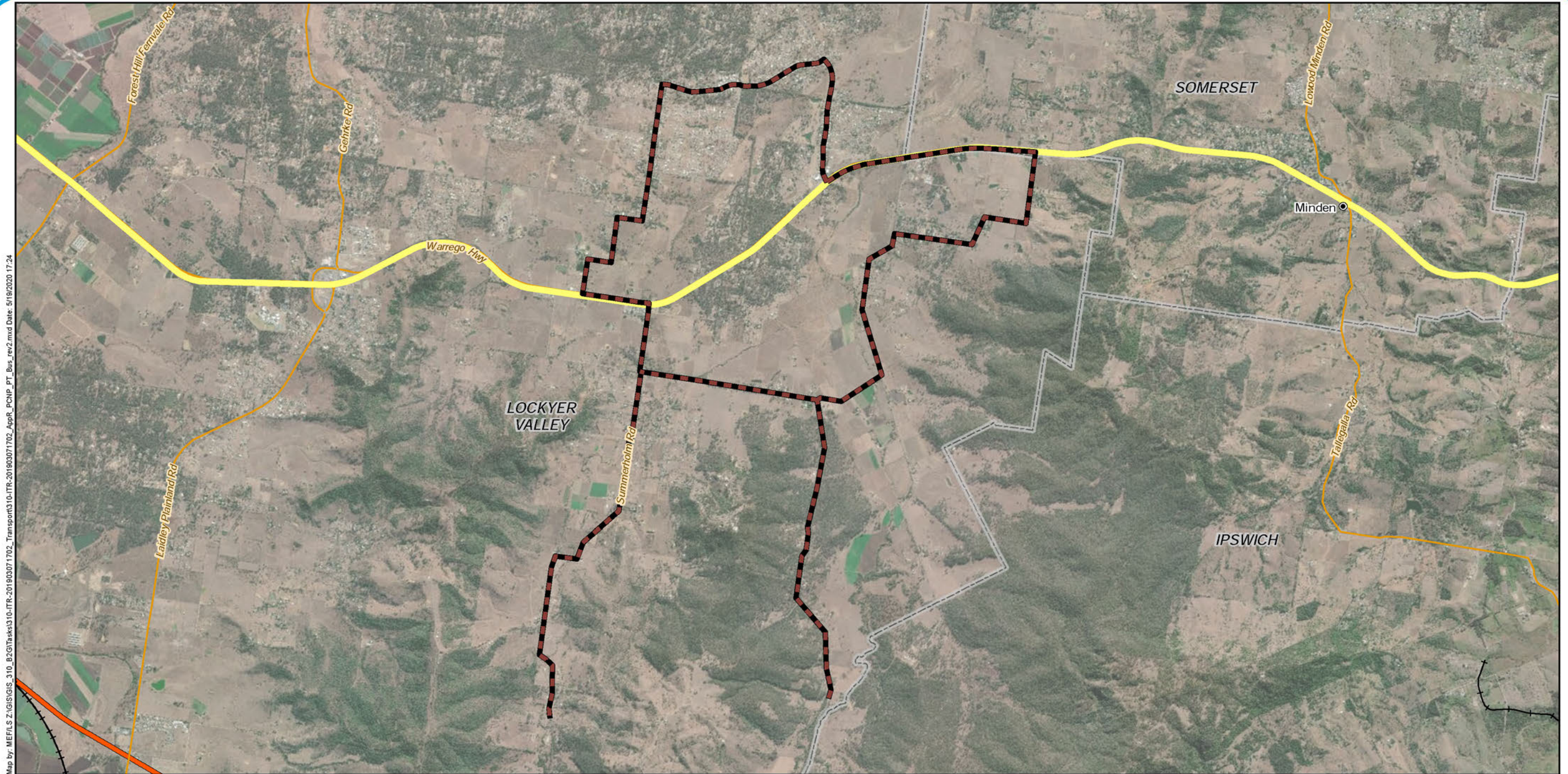
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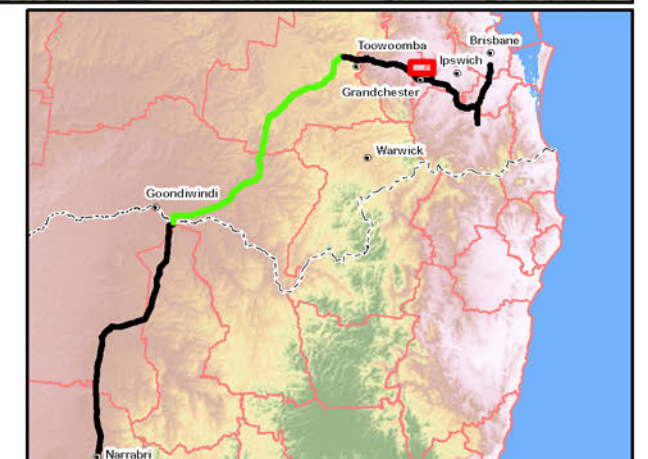
Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix R:
Route 386



Legend

- Localities
- Construction routes
- Helidon to Calvert alignment
- Existing rail (operational)
- P623 AM & PM Summerholm Area, Hatton Vale SS
- Major roads
- Minor roads
- Local Government Areas

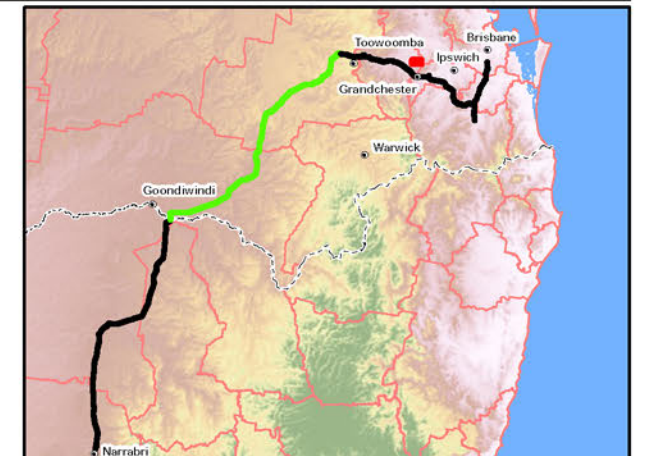


A3 scale: 1:50,000
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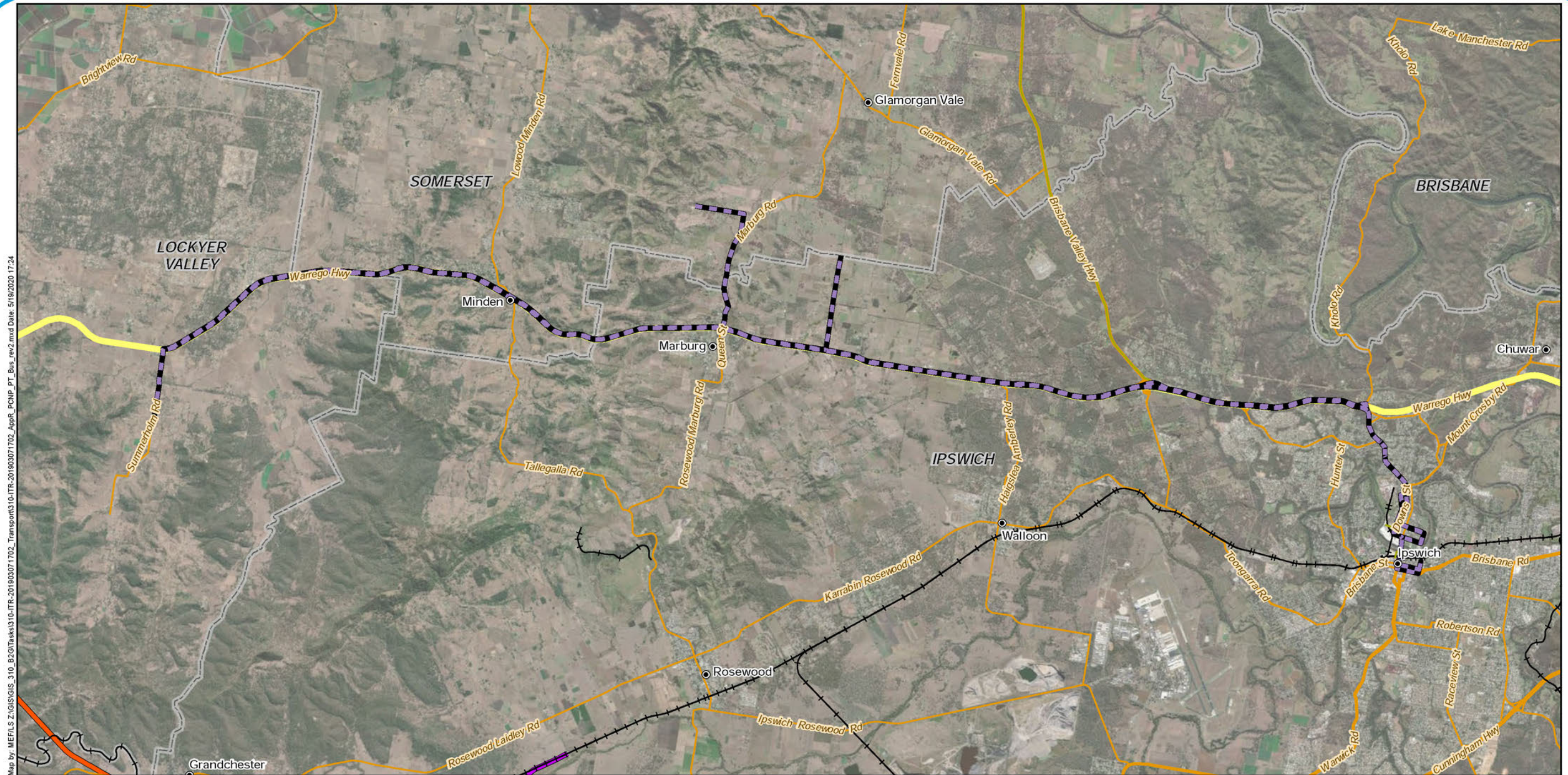


Legend

- Construction routes
- - - P1732 AM & PM Hatton Vale Area, Hatton Vale SS
- Major roads
- Minor roads
- Local Government Areas



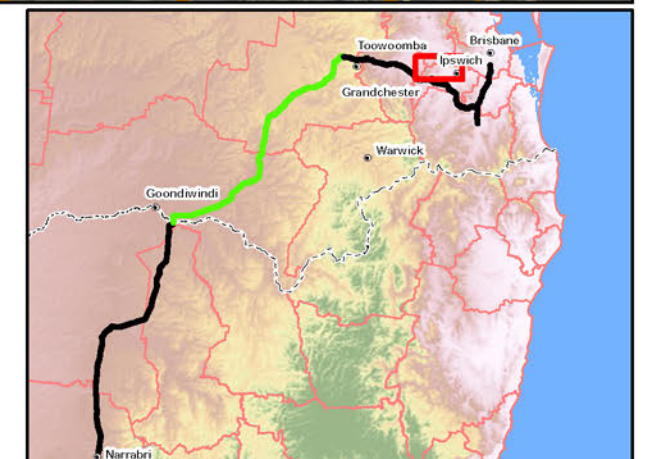
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Legend

- Localities
- Construction routes
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- IP1503 AM Hatton Vale / Marburg Area to Ipswich Special Schools
- Major roads
- Minor roads
- Local Government Areas

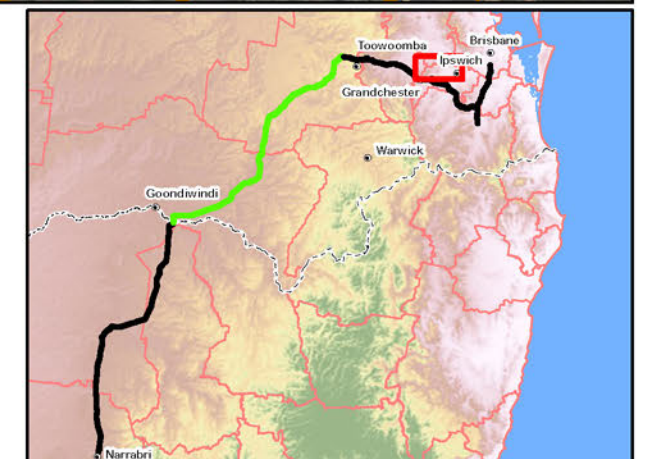


A3 scale: 1:100,000
0 0.75 1.5 2.25 3 3.75 km



Legend

- Localities
- Construction routes
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- IP1503 PM Hatton Vale / Marburg Area to Ipswich Special Schools
- Major roads
- Minor roads
- Local Government Areas



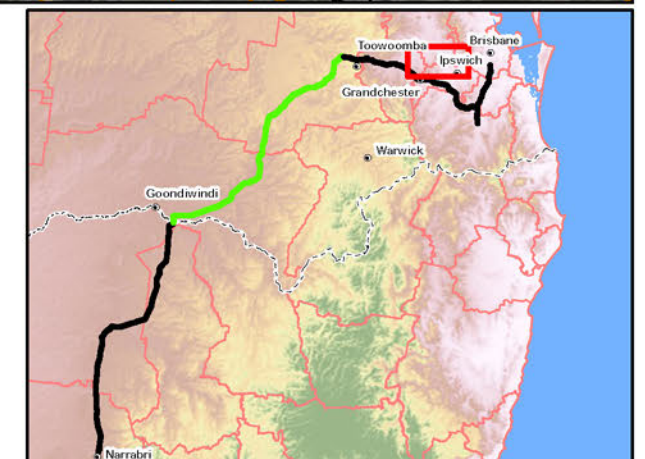
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Legend

- Localities
- Construction routes
- Helidon to Calvert alignment
- Existing rail (operational)
- IP1502 AM Hatton Vale, Lowood, Fernvale, Ironbark area to Ipswich Special Schools
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:130,000
0 1 2 3 4 5 km



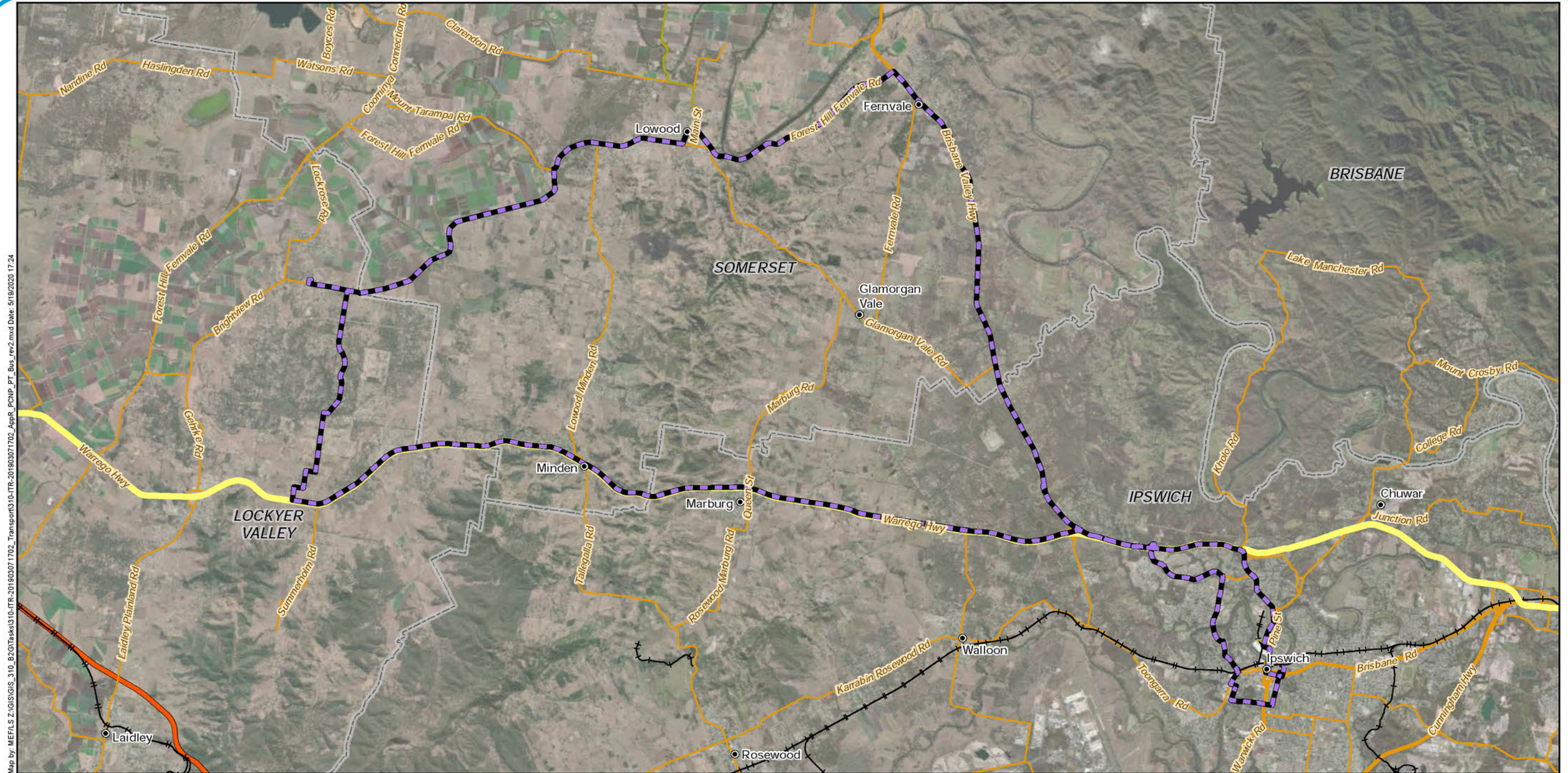
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Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

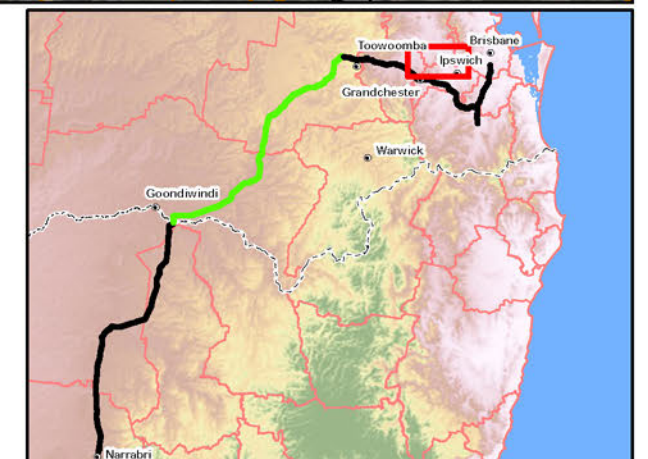
Appendix R:

IP1502 AM Hatton Vale, Lowood, Fernvale, Ironbark area to Ipswich Special Schools



Legend

- Localities
- Construction routes
- Helidon to Calvert alignment
- Existing rail (operational)
- IP1502 PM Hatton Vale, Lowood, Fernvale, Ironbark area to Ipswich Special Schools
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:130,000
0 1 2 3 4 5 km



Future Freight
Integrating Community, Environment and Engineering

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Border to Gowrie

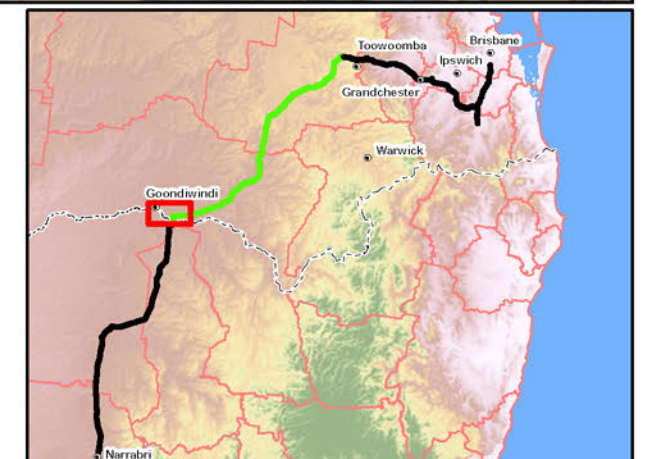
Appendix R:

IP1502 PM Hatton Vale, Lowood, Fernvale, Ironbark area to Ipswich Special Schools

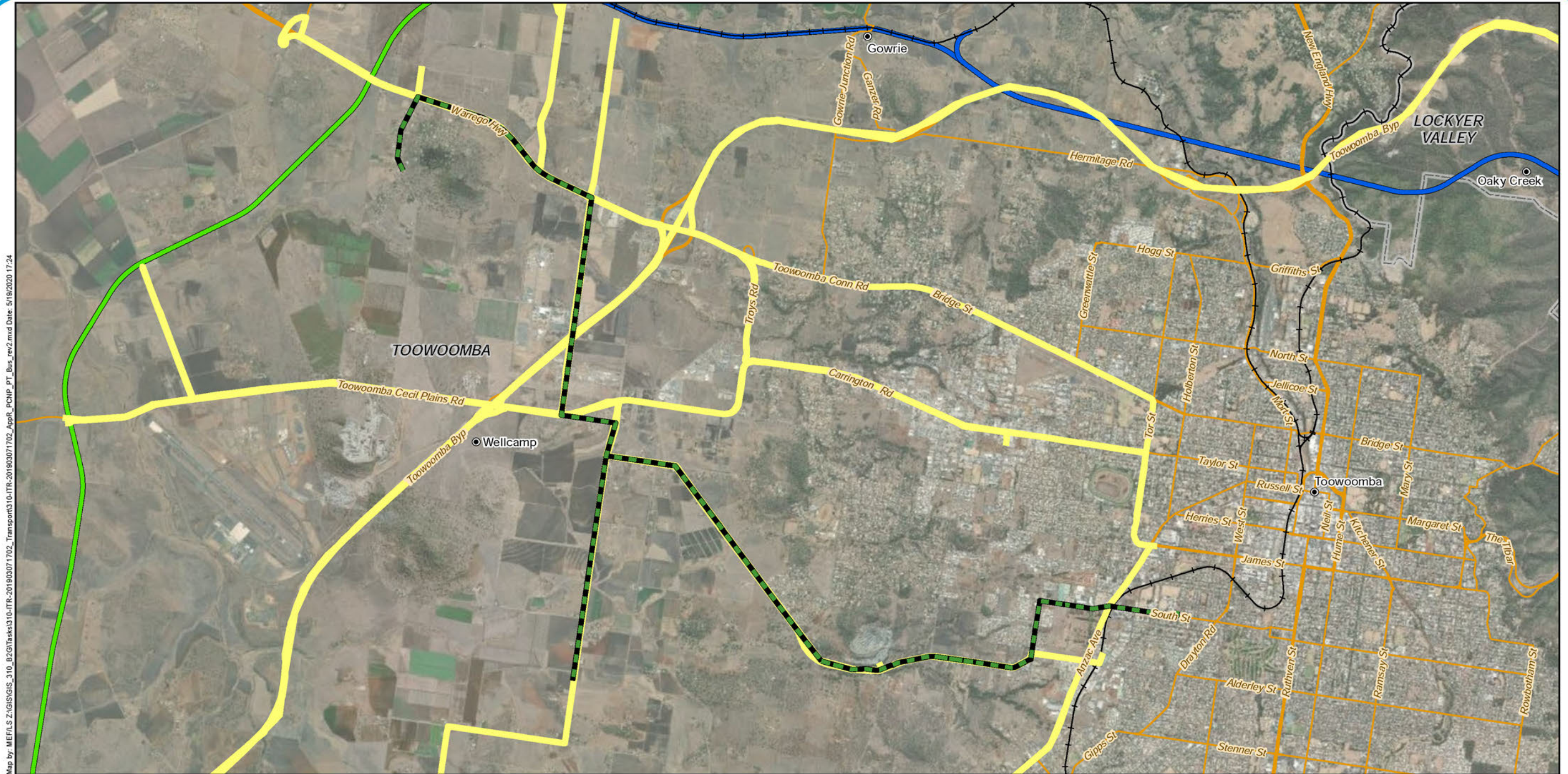


Legend

- Localities
- Construction routes
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Existing rail (operational)
- P1082 PM Service - Koarlo to Goondiwindi State School
- Major roads
- Minor roads
- Local Government Areas



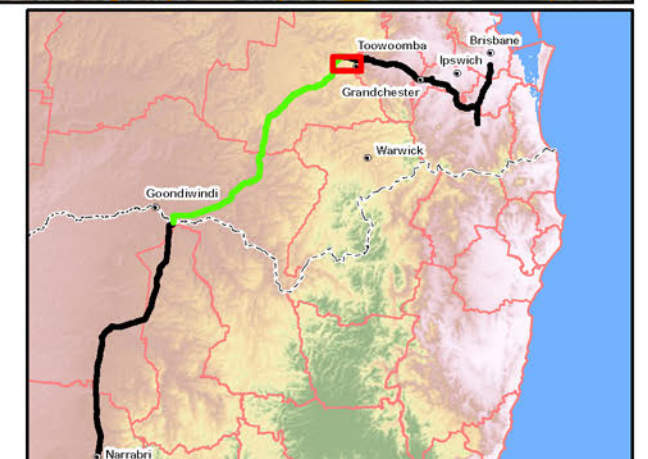
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Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail (operational)
- S789 Gowrie Mtn - Charlton - Wellcamp to Harristown State High School
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:60,000
0 0.45 0.9 1.35 1.8 2.25 km



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Legend

- | | |
|-------------------------------|---|
| ● Localities | — P821 AM Primary and Secondary Services - Glencoe to Gowrie State School |
| — Construction routes | — Major roads |
| — Border to Gowrie alignment | — Minor roads |
| — Gowrie to Helidon alignment | ▭ Local Government Areas |
| — Existing rail (operational) | |



A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix R:

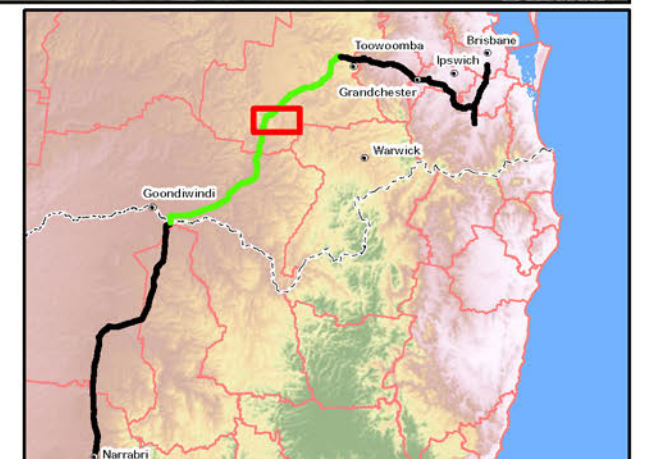
P821 AM Primary and Secondary Services - Glencoe to Gowrie State School



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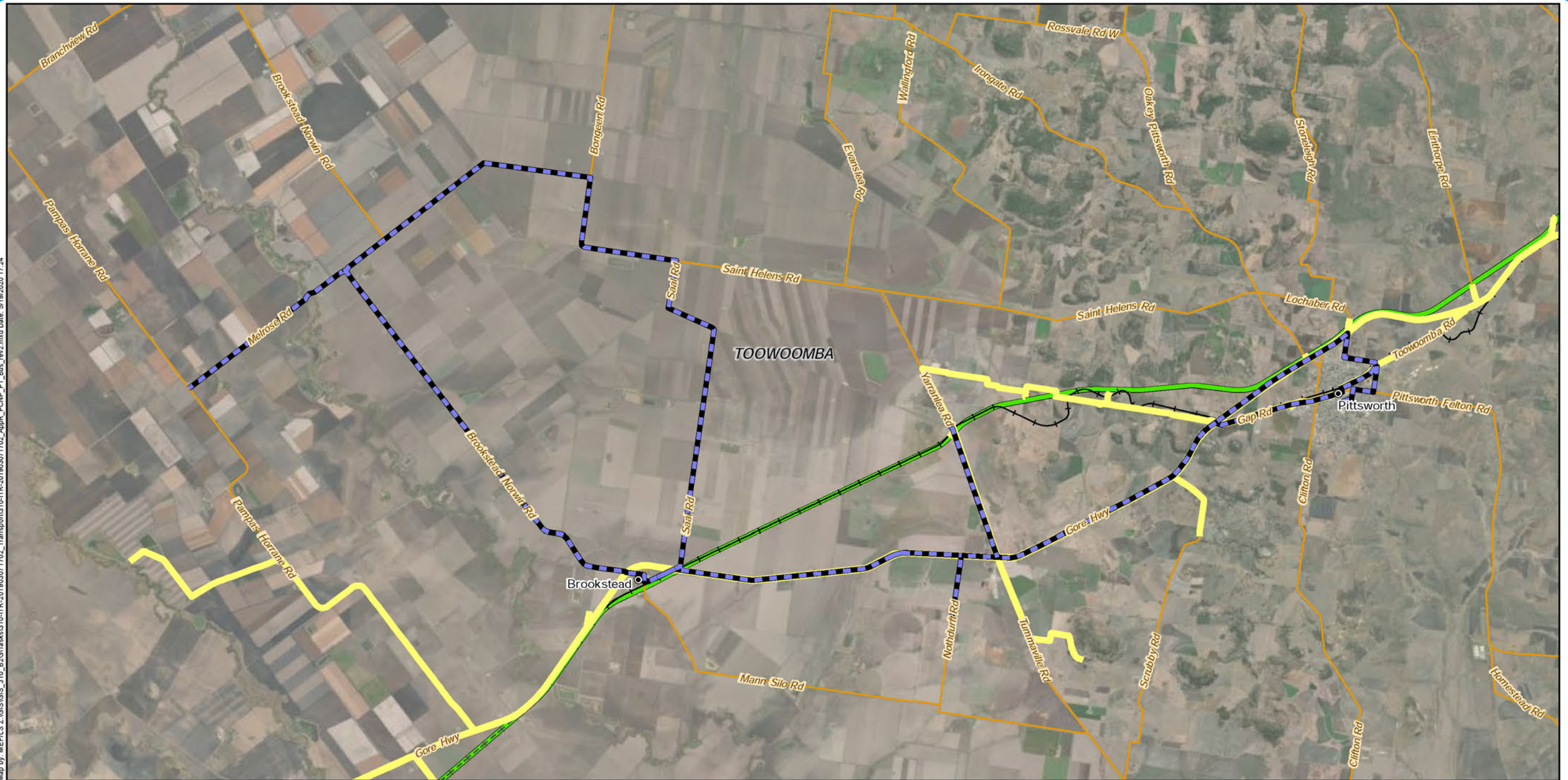
Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (non-operational)
- P957 PM Service / Ivanhoe to Millmerran State School
- Major roads
- Minor roads
- Local Government Areas



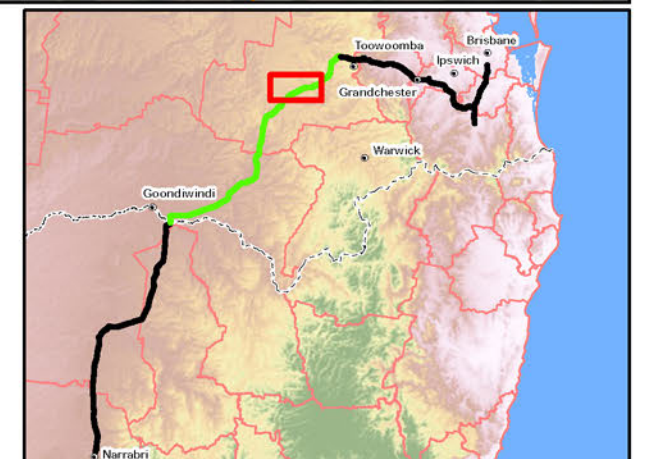
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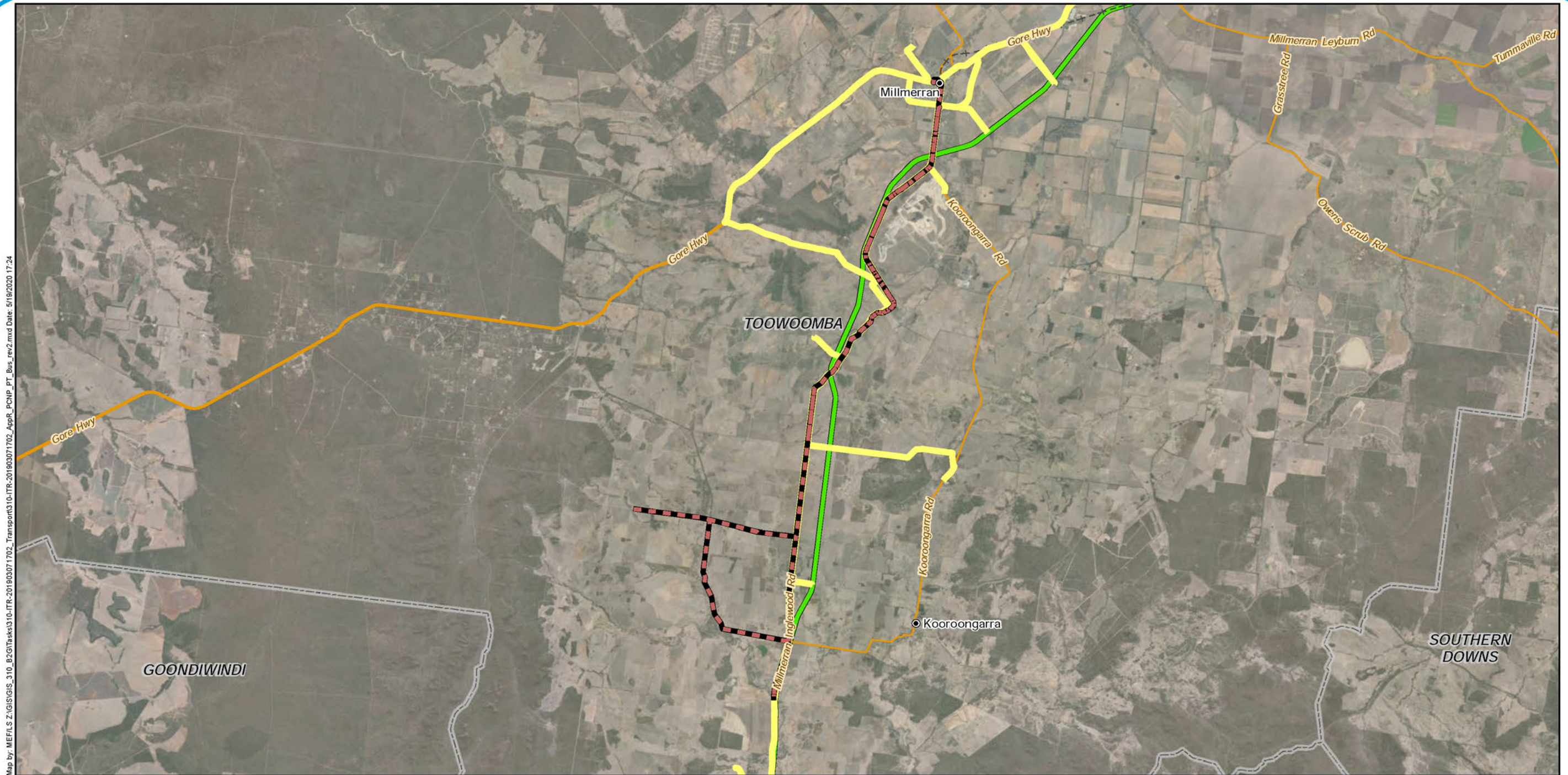


Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Existing rail (non-operational)
- S118 AM Service - Pittsworth to Brookstead Area
- Major roads
- Minor roads
- Local Government Areas



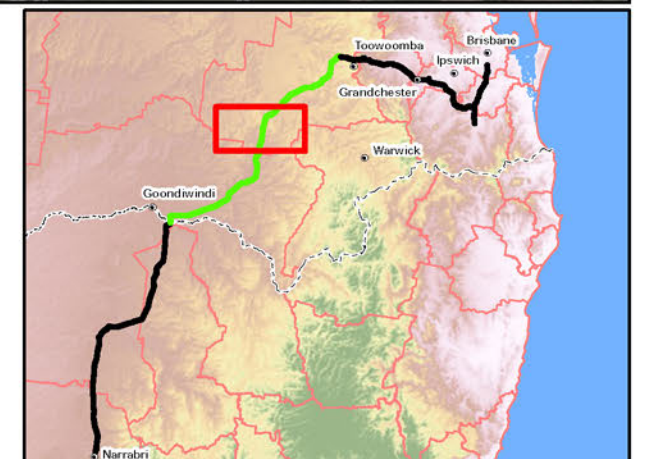
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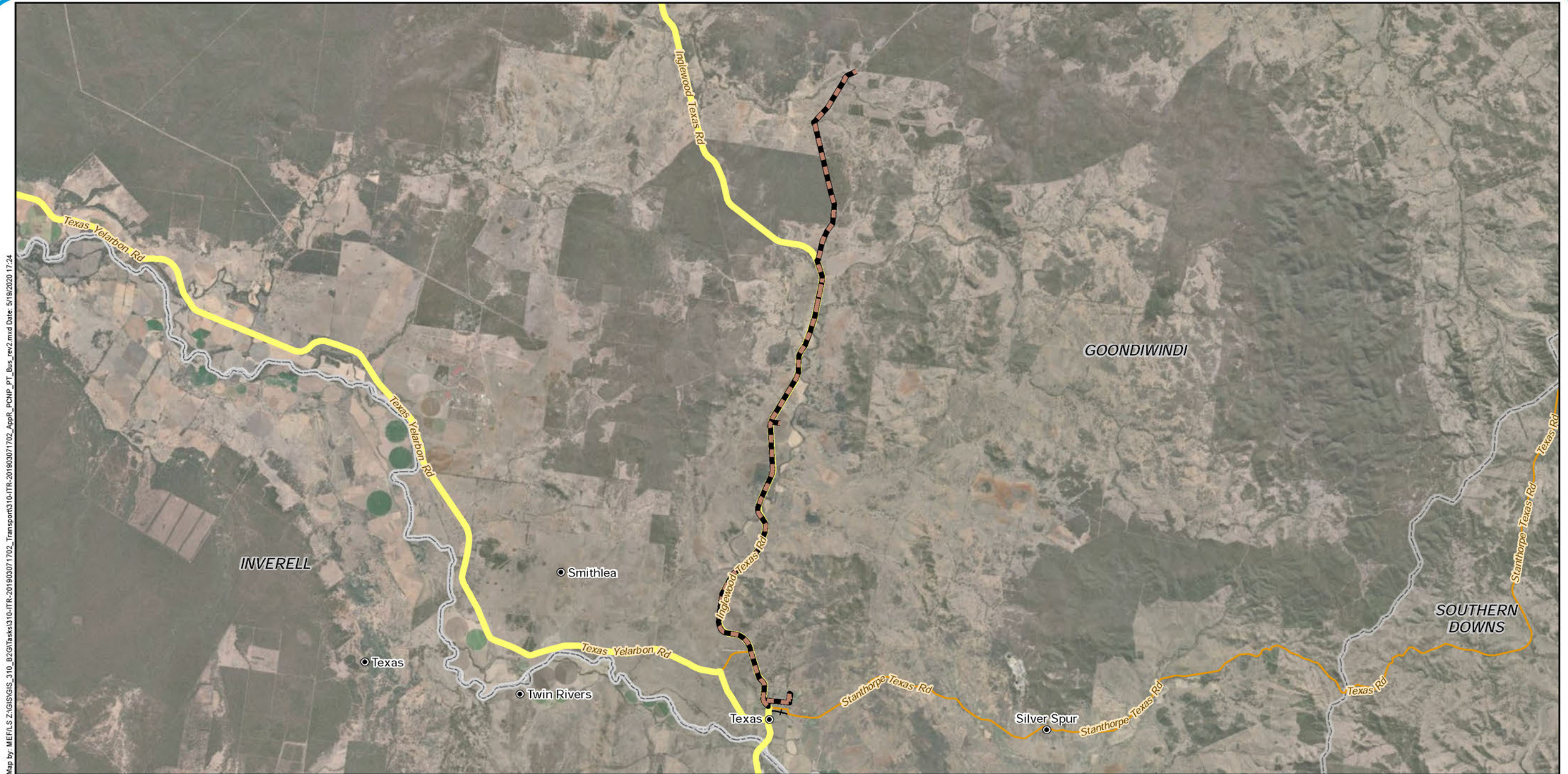
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Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- P938 Service - Bringalily to Millmerran State School
- Major roads
- Minor roads
- Local Government Areas

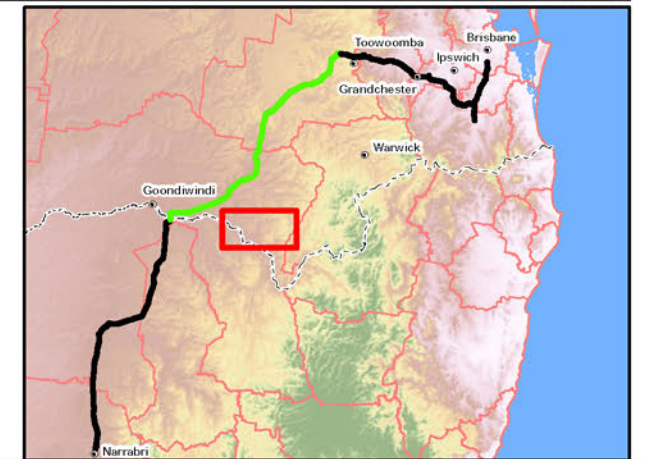


A3 scale: 1:190,000
0 1.5 3 4.5 6 7.5km



Legend

- Localities
- Construction routes
- Existing rail (operational)
- P1927 PM Limevale to Texas State School Service
- Minor roads
- Local Government Areas



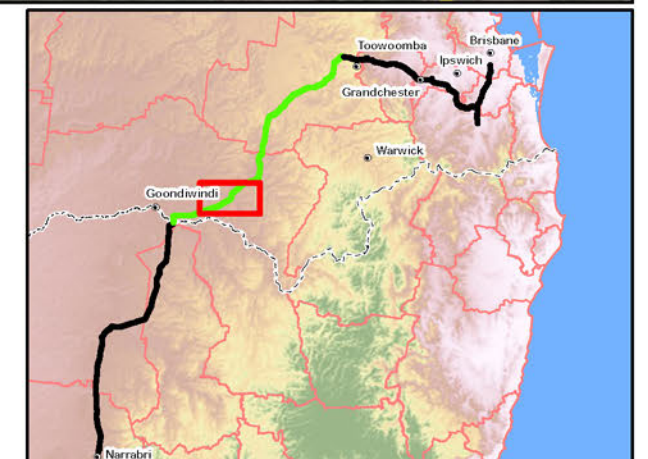
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Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- P451 Seven Mile to Inglewood State School
- Major roads
- Minor roads
- Local Government Areas



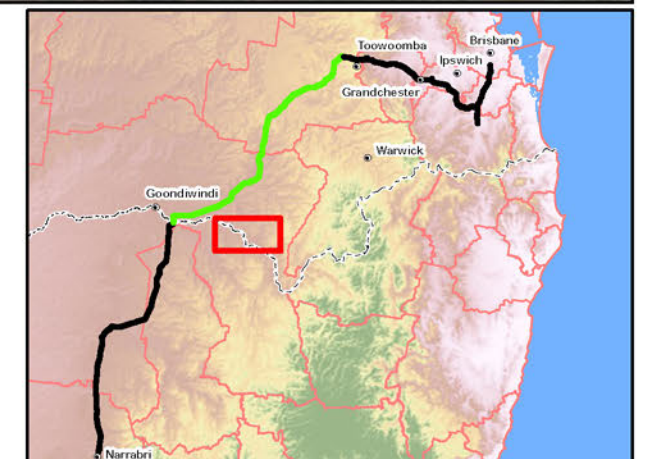
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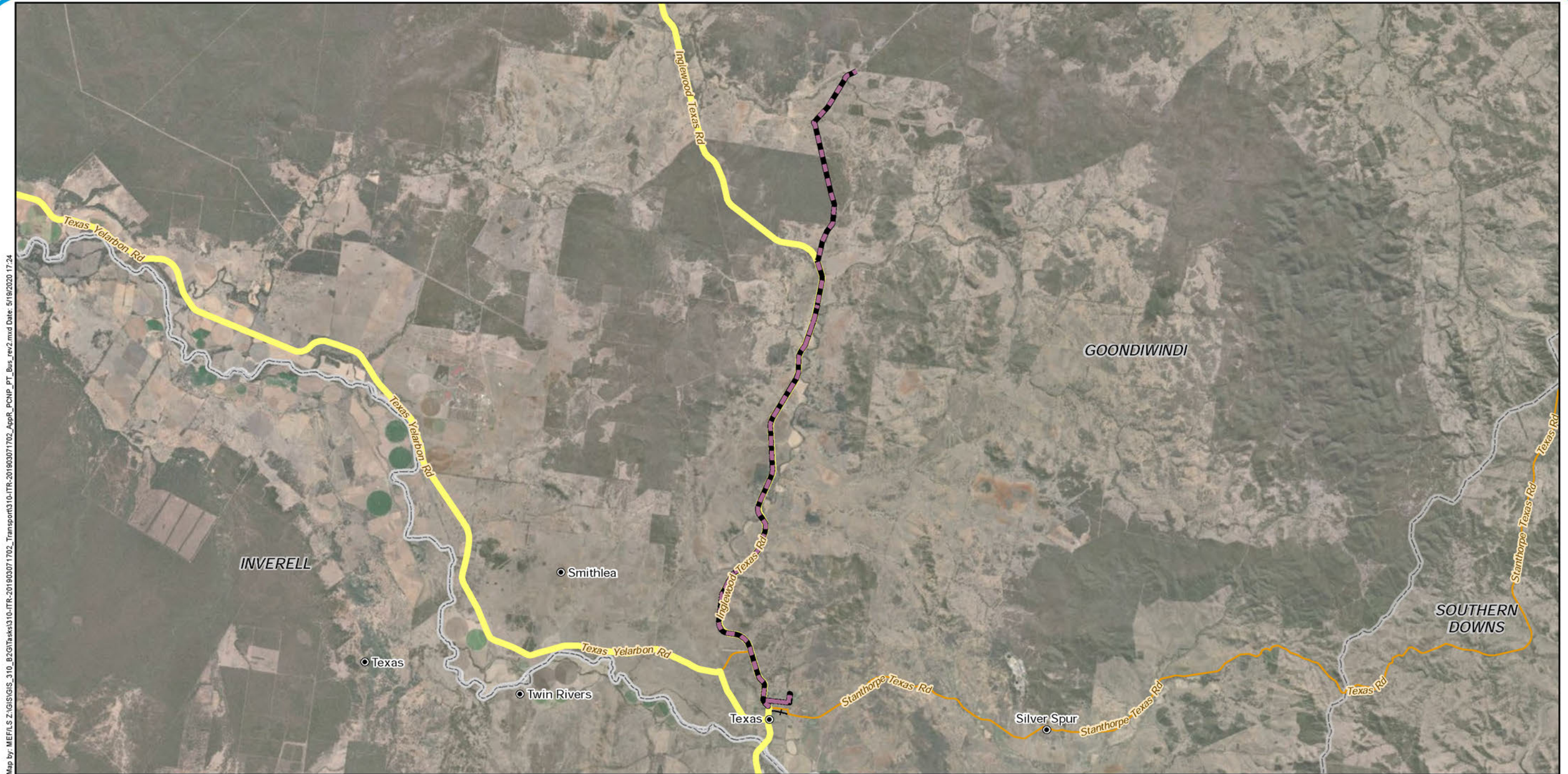
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Legend

- Localities
- Construction routes
- Existing rail (operational)
- P902 Beebo to Texas State School
- Minor roads
- Local Government Areas



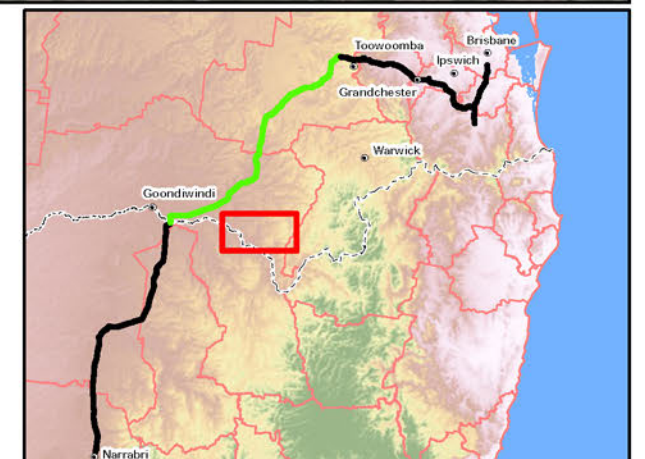
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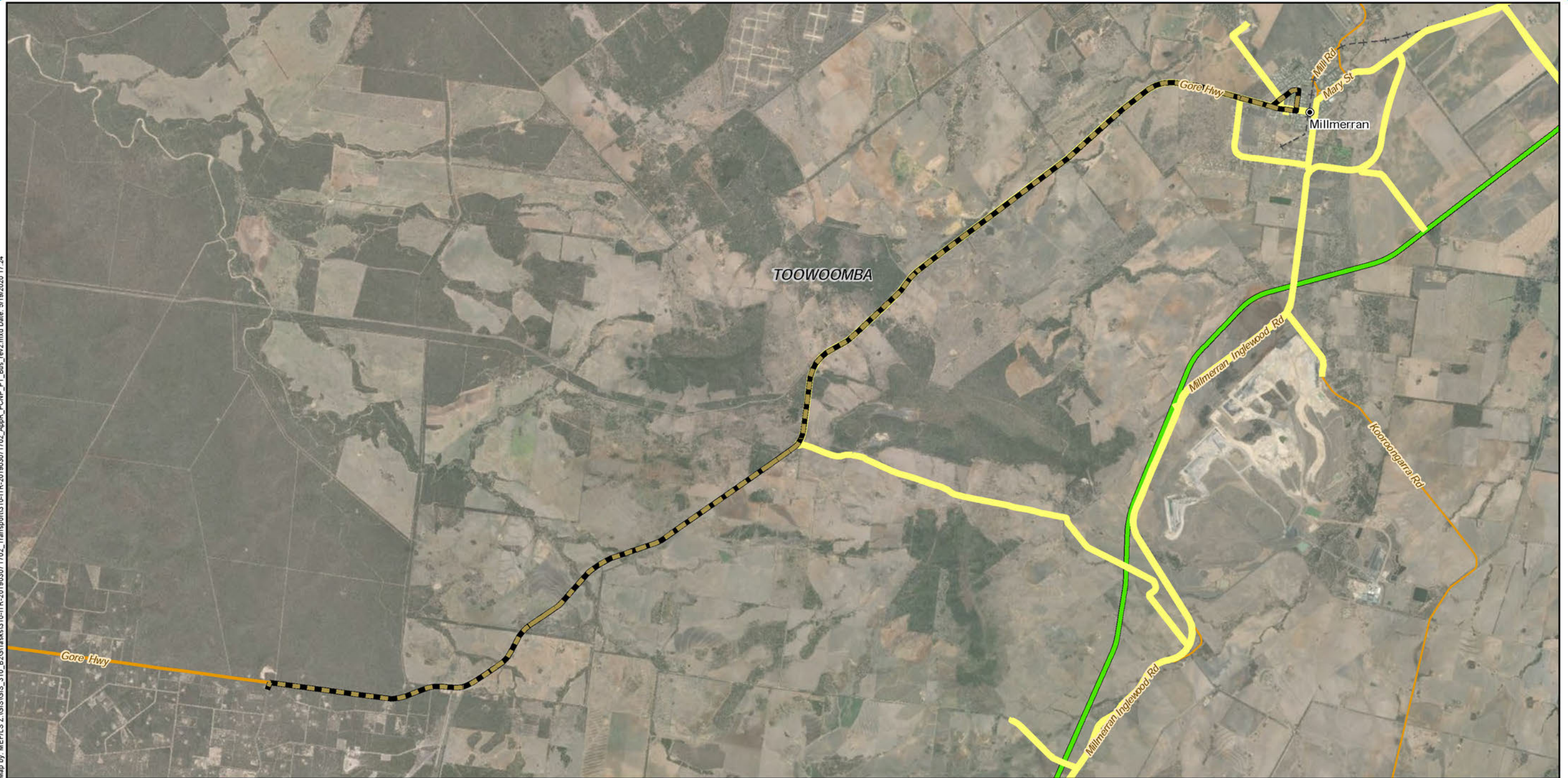
Legend

- Localities
- Construction routes
- Existing rail (operational)
- P1927 AM Limevale to Texas State School Service
- Minor roads
- Local Government Areas



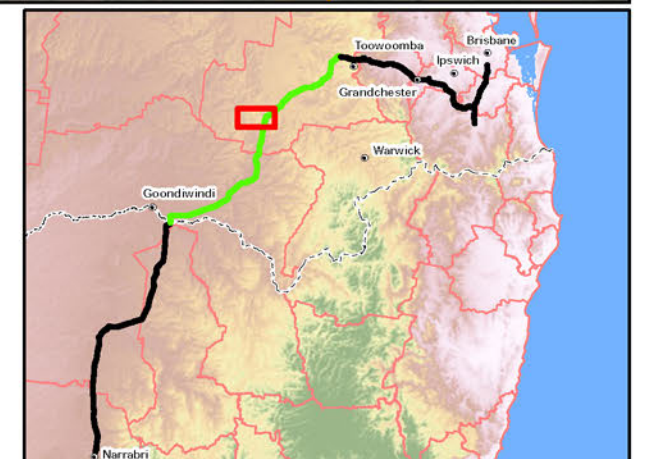
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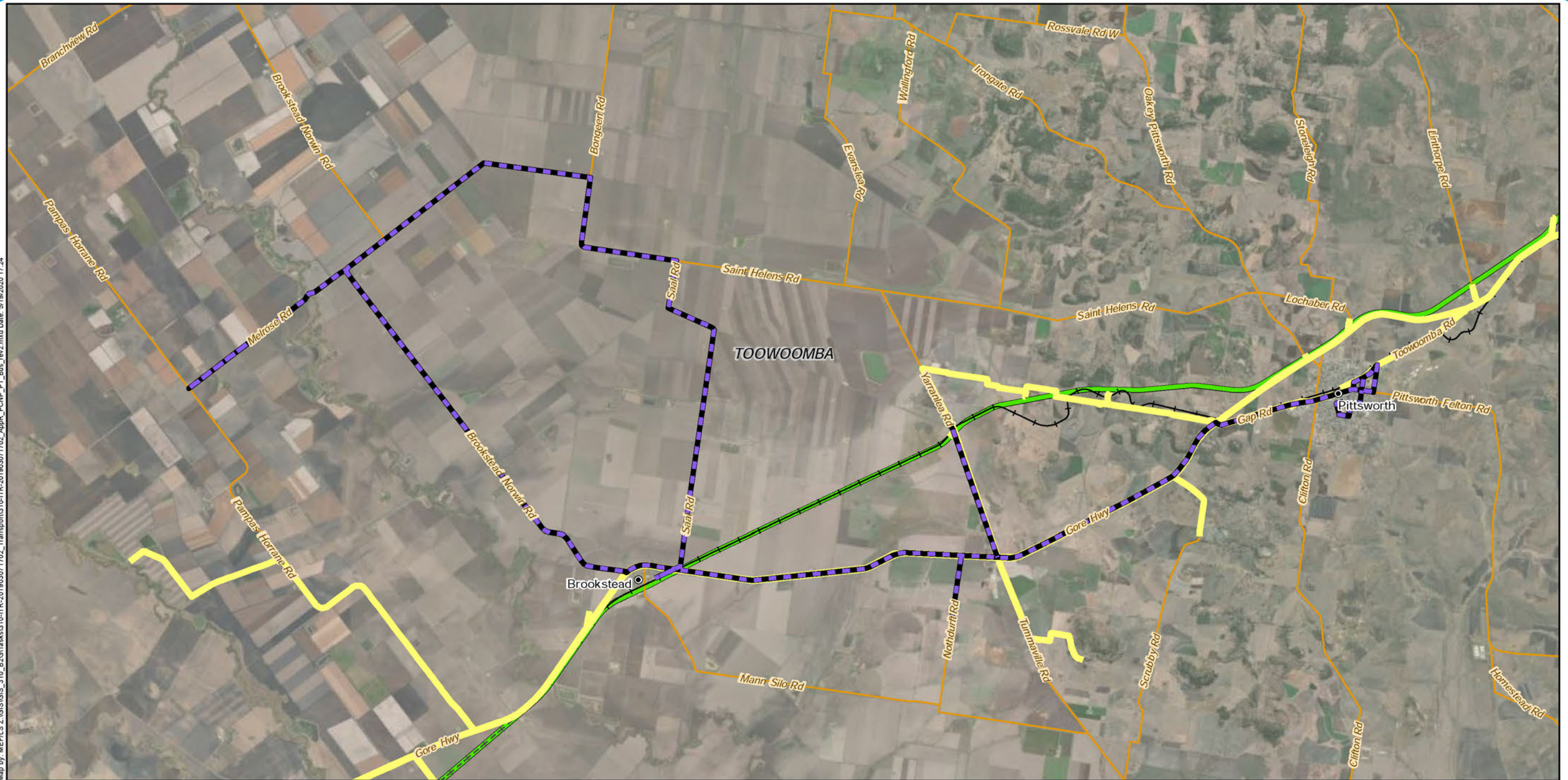
Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- P1886 Yr 11 and 12 Secondary Re-Run to Millmerran SS.
- Major roads
- Minor roads
- Local Government Areas



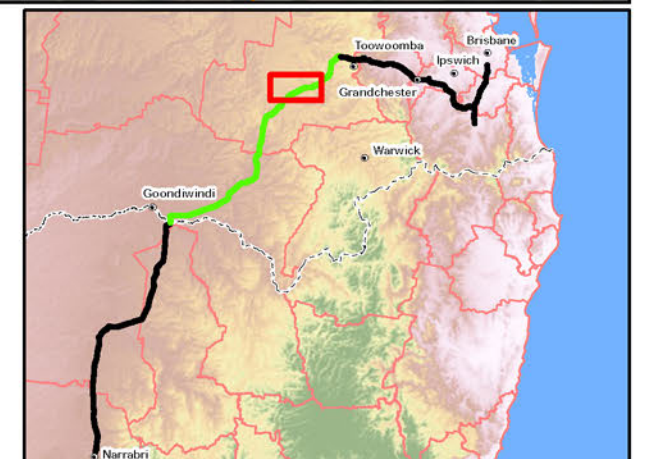
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Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Existing rail (non-operational)
- S118 PM Service - Pittsworth to Brookstead Area
- Major roads
- Minor roads
- Local Government Areas



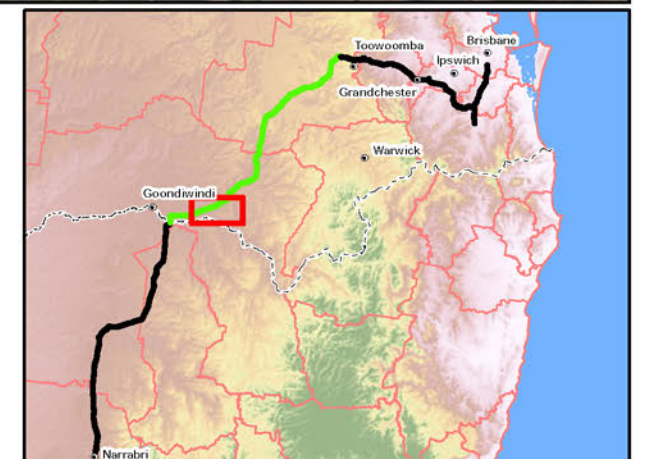
A3 scale: 1:110,000
0 0.85 1.7 2.55 3.4 4.25km



Map by: MEFLS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- P540 Yelarbon to Yelarbon State School
- Major roads
- Minor roads
- Local Government Areas



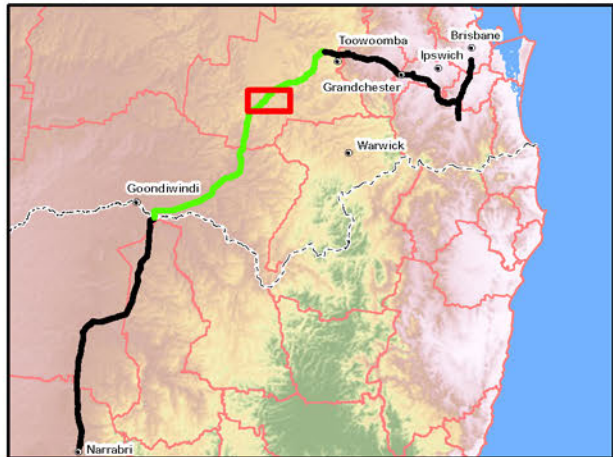
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Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Existing rail (non-operational)
- P772 AM Service - Tummaville to Millmerran State School
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:90,000
0 0.65 1.3 1.95 2.6 3.25km



Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix R:

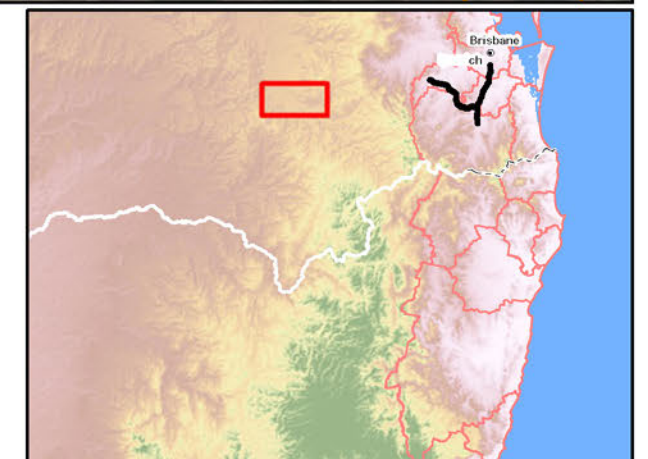
P772 AM Service - Tummaville to Millmerran State School

Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- - - Existing rail (non-operational)
- S740 PM Service Millmerran Years 11 and 12 to Pittsworth SHS.
- Major roads
- Minor roads
- Local Government Areas

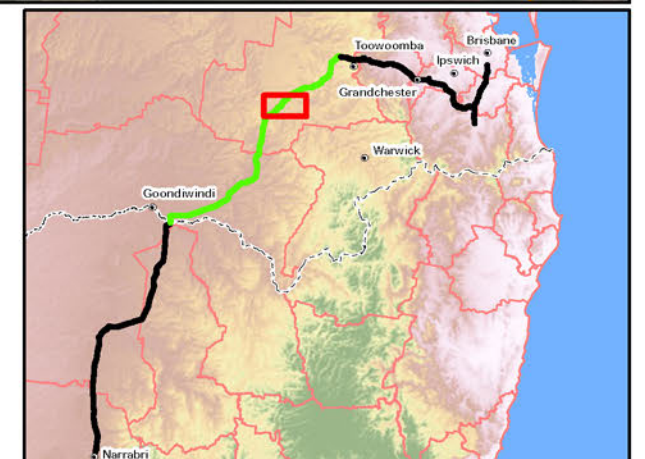


A3 scale: 1:140,000
0 1 2 3 4 5 km



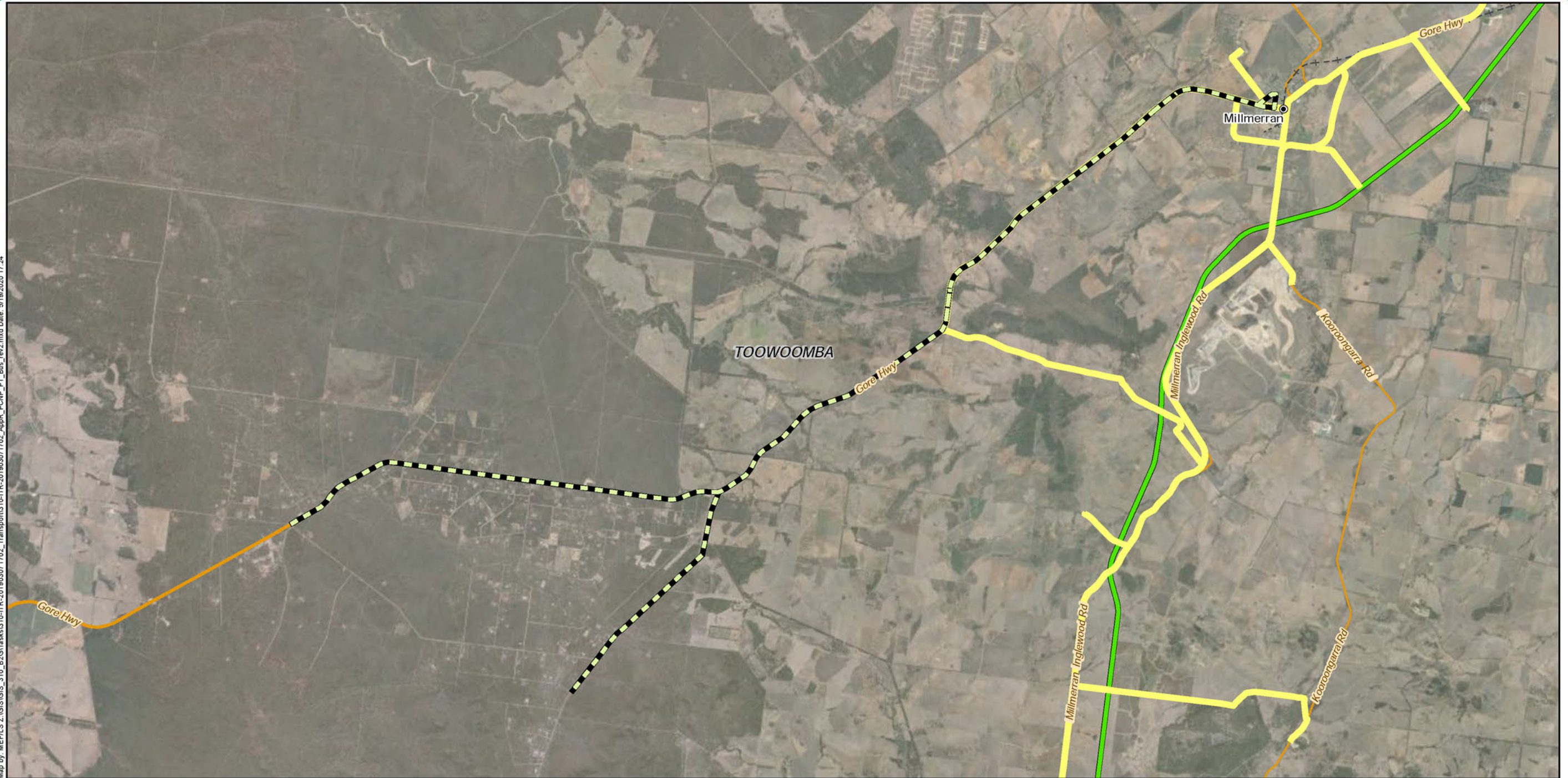
Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Existing rail (non-operational)
- P772 PM Service - Tummaville to Millmerran State School
- Major roads
- Minor roads
- Local Government Areas



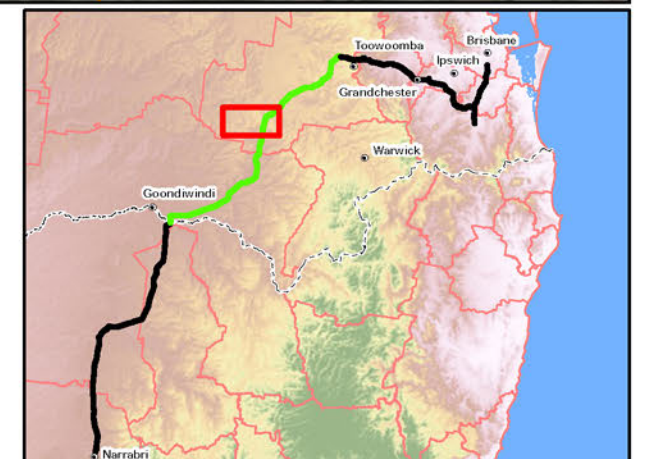
A3 scale: 1:90,000
0 0.65 1.3 1.95 2.6 3.25km

Map by: ME/FILS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

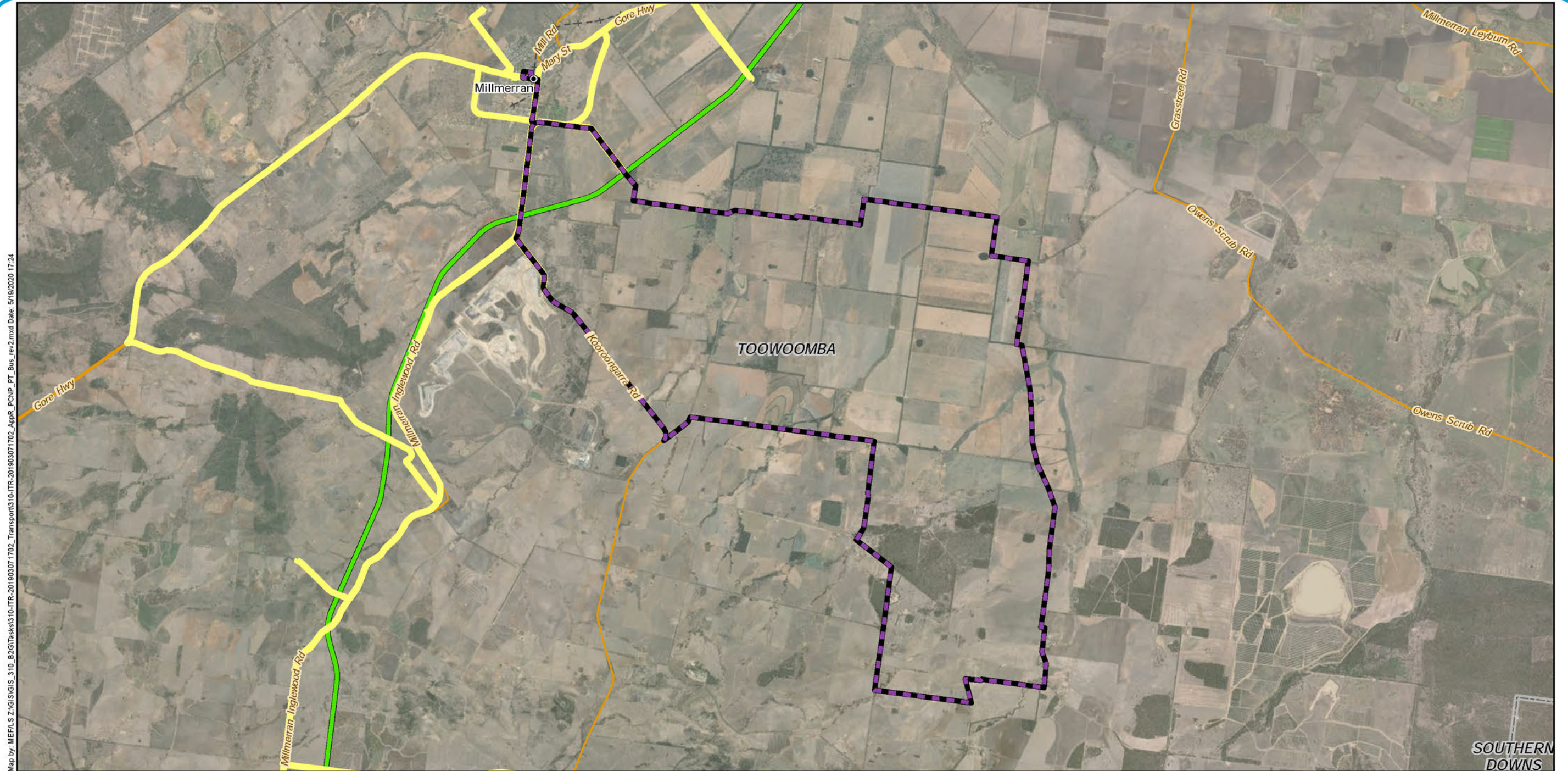


Legend

- | | |
|-------------------------------------|---|
| ● Localities | --- P787 Primary and Secondary to Millmerran SS |
| Construction routes | Major roads |
| Border to Gowrie alignment | Minor roads |
| --- Existing rail (non-operational) | Local Government Areas |



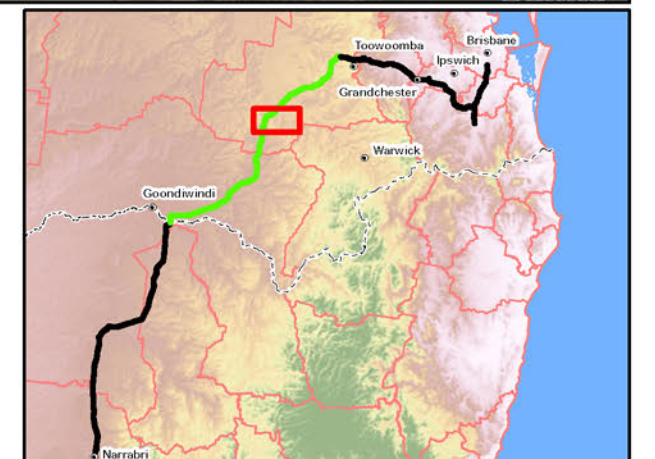
A3 scale: 1:120,000
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Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- P957 AM Service / Ivanhoe to Millmerran State School
- Major roads
- Minor roads
- Local Government Areas

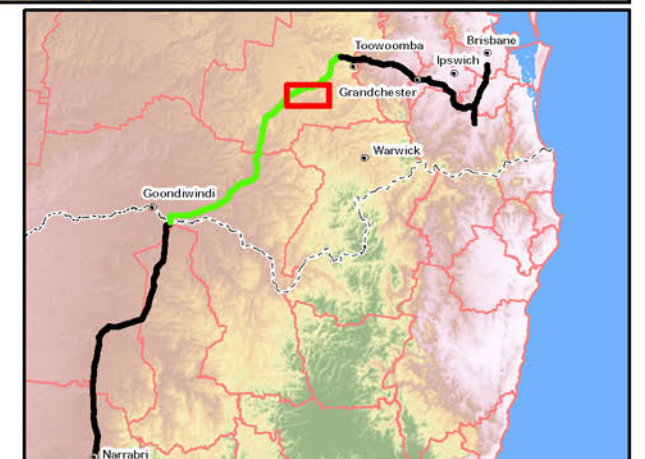


A3 scale: 1:100,000
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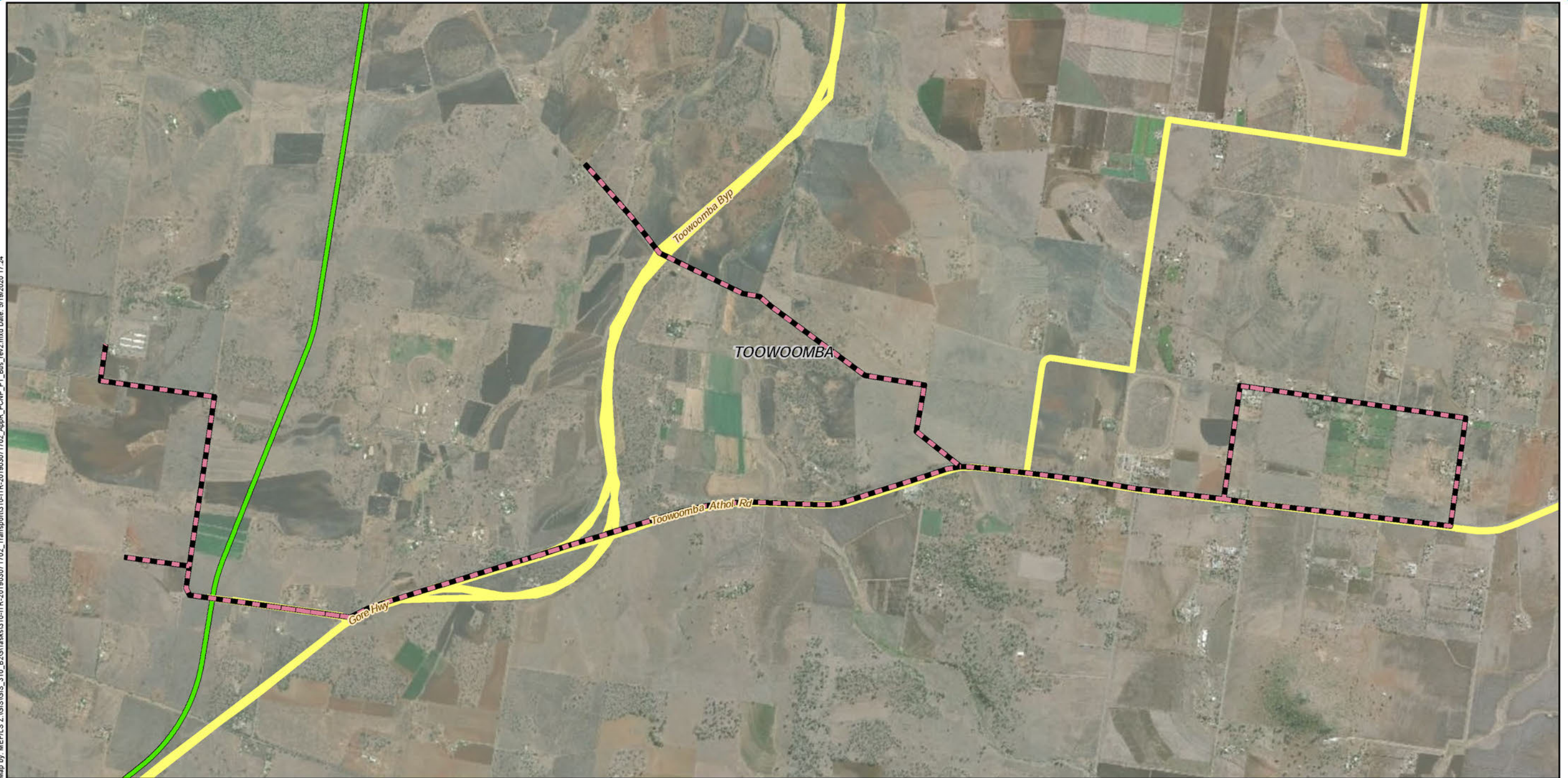
Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Existing rail (non-operational)
- P809 Kincora to Pittsworth SS
- Major roads
- Minor roads
- Local Government Areas



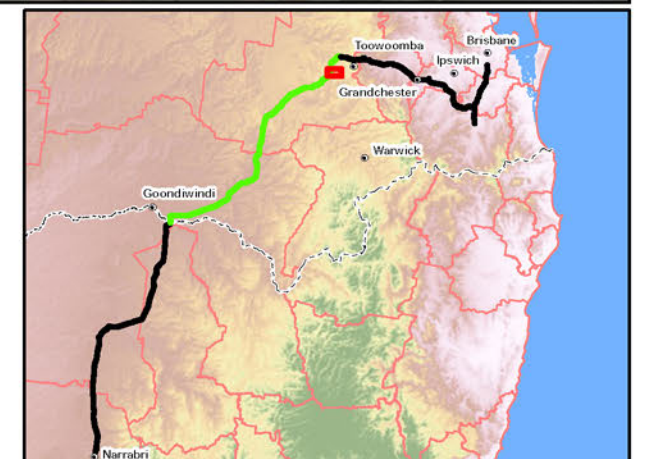
A3 scale: 1:90,000
0 0.65 1.3 1.95 2.6 3.25km

Map by: MEFLS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

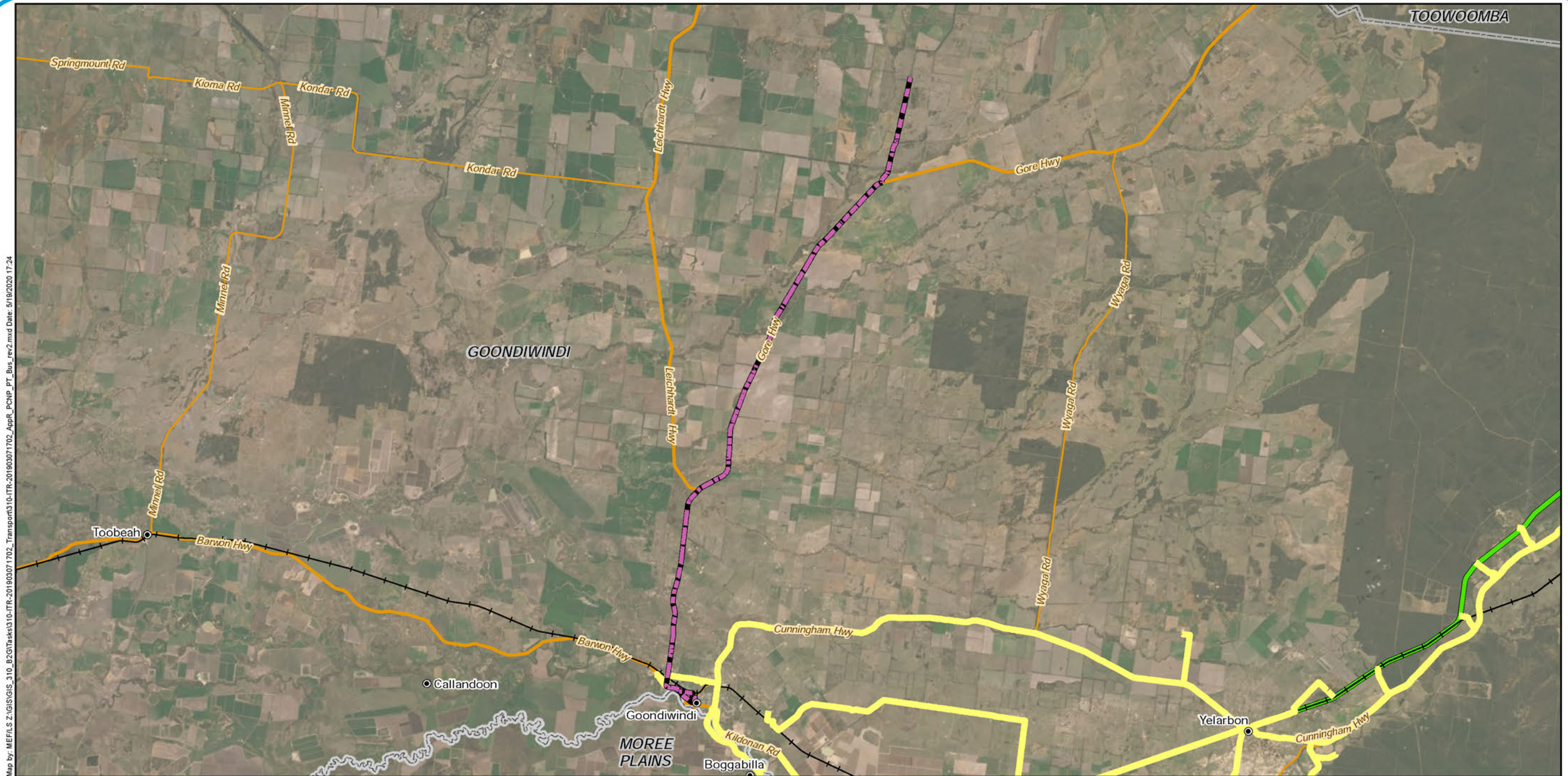


Legend

- Construction routes
- Border to Gowrie alignment
- - - P1883 AM Service Athol to Bunker's Hill State School
- Major roads
- Minor roads
- Local Government Areas

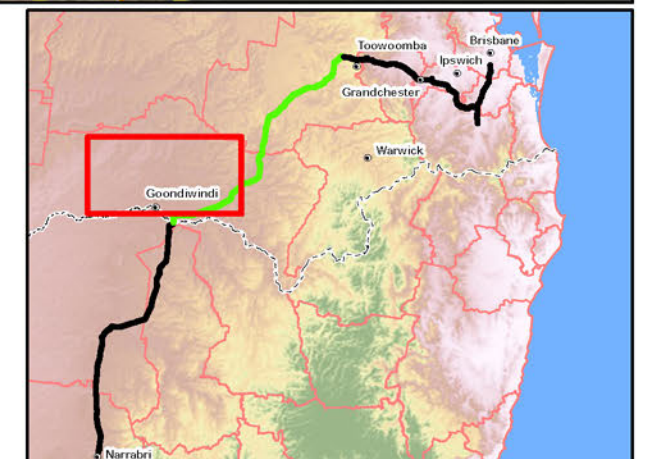


A3 scale: 1:30,000
0 0.2 0.4 0.6 0.8 1km



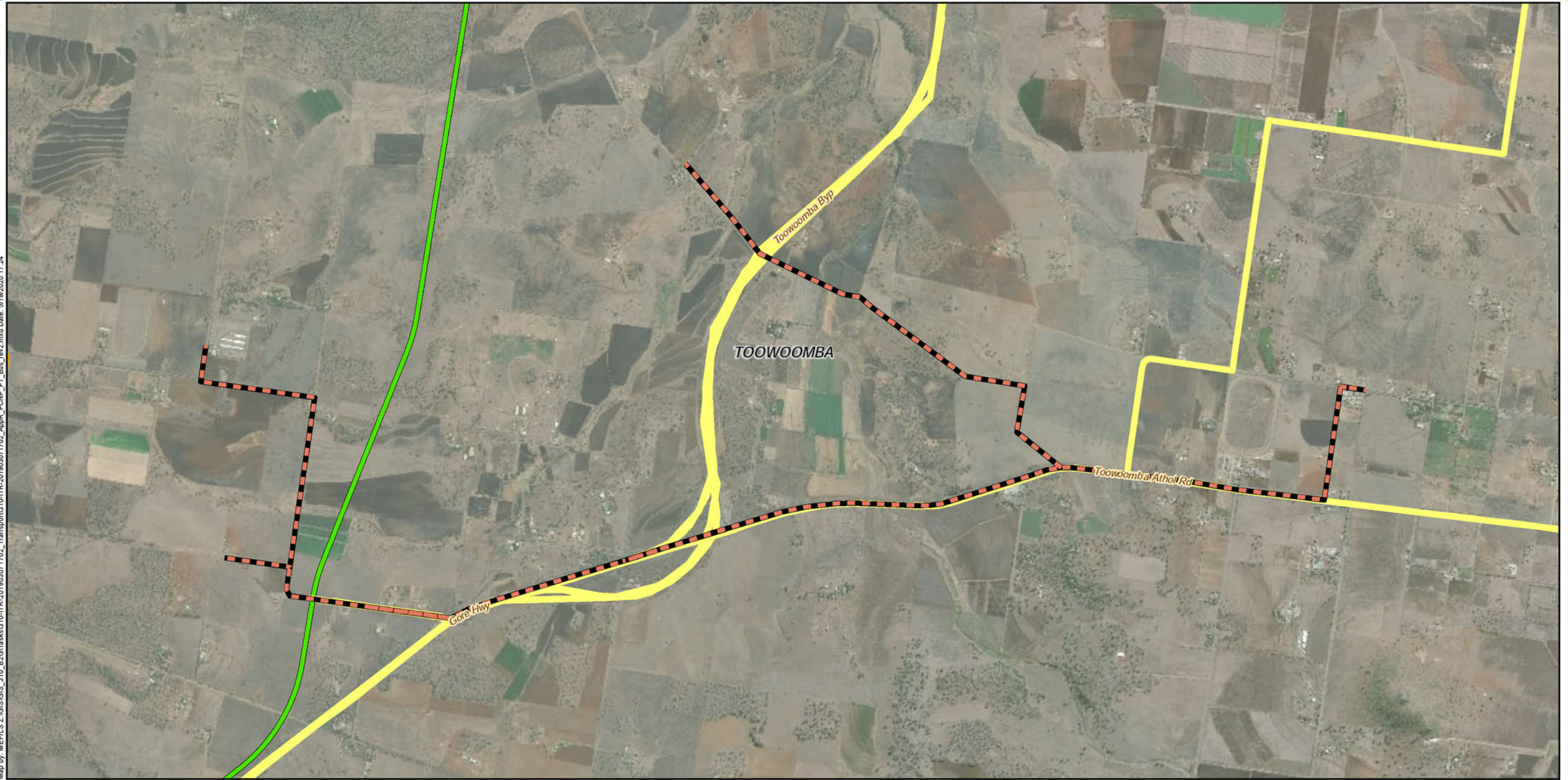
Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- P674 Yagaburne to Goondiwindi State School
- Major roads
- Minor roads
- Local Government Areas



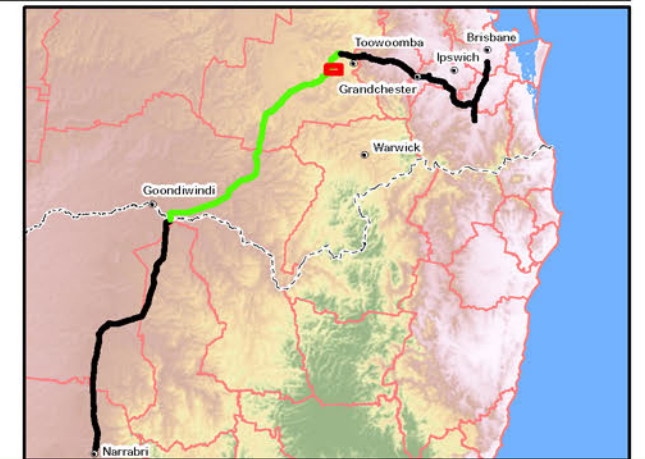
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0 2.5 5 7.5 10 12.5km

Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

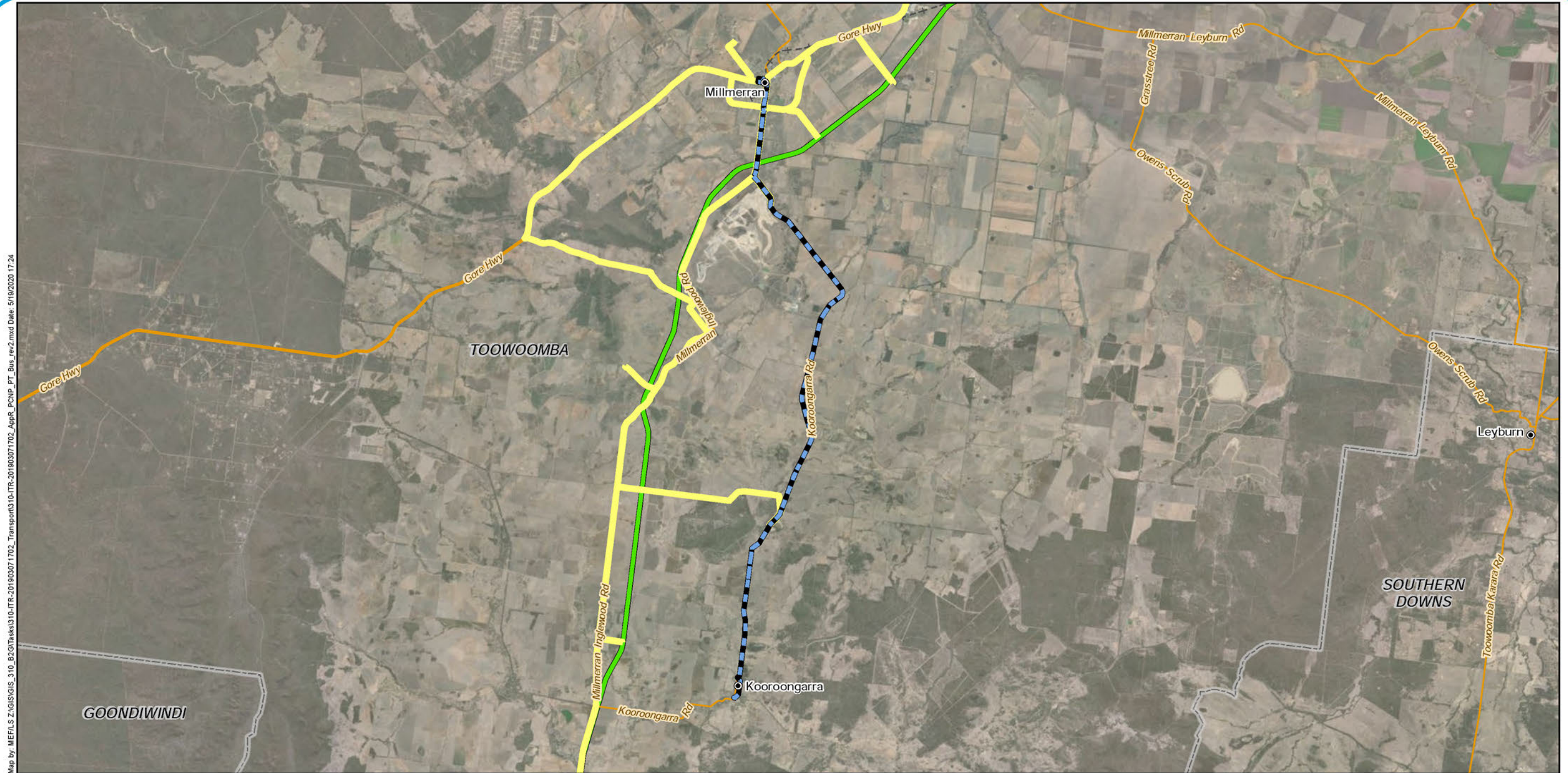


Legend

- Construction routes
- Border to Gowrie alignment
- P1883 PM Service Athol to Bunker's Hill State School
- Major roads
- Minor roads
- Local Government Areas



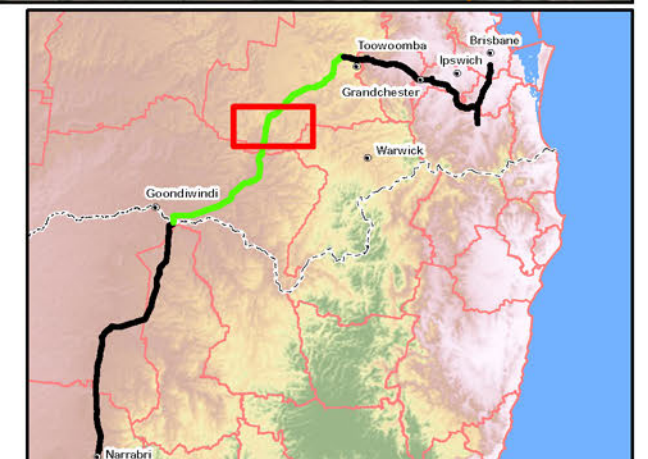
A3 scale: 1:30,000
0 0.2 0.4 0.6 0.8 1km



Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- P522 Mt Emlyn area to Millmerran State School
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:170,000
0 1 2 3 4 5km



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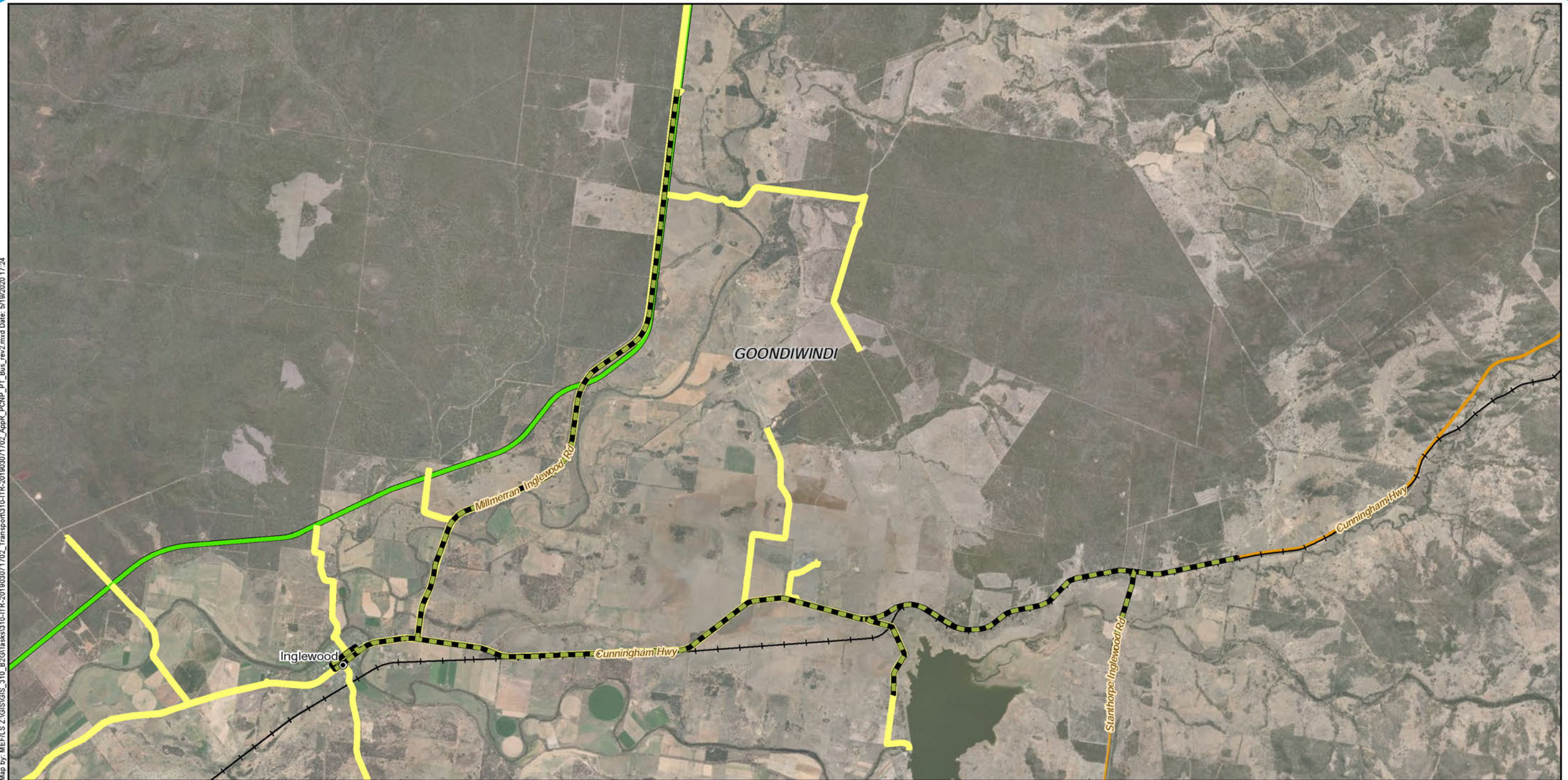
Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix R:

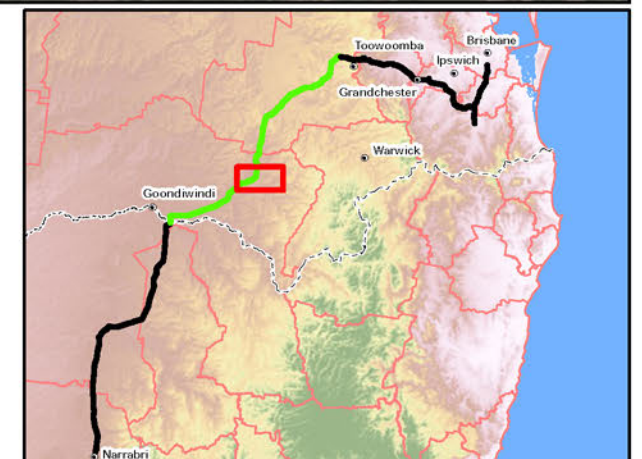
P522 Mt Emlyn area to Millmerran State School

Map by: MEFLS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- P473 Yuraraba to Inglewood State School
- Major roads
- Minor roads
- Local Government Areas



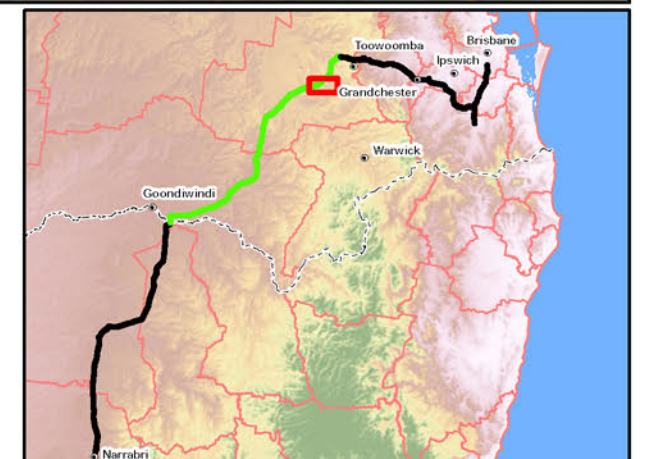
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0 0.75 1.5 2.25 3 3.75 km



Map by: MEFLS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- P124 Southbrook South to Southbrook Central State School
- Major roads
- Minor roads
- Local Government Areas



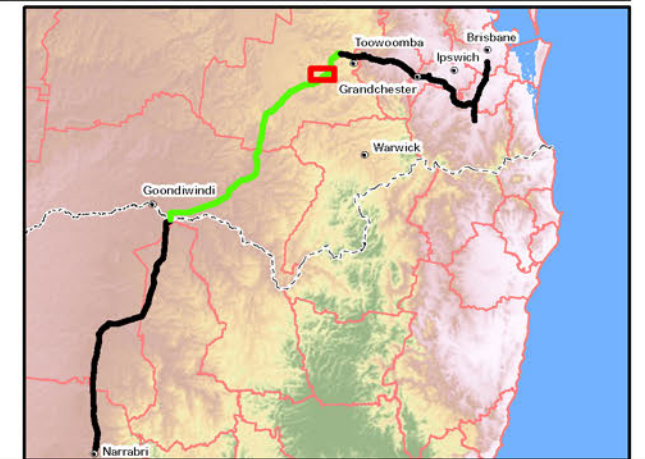
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Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



Legend

- | | |
|-------------------------------|--|
| ● Localities | — P510 Southbrook North to Southbrook Central State School |
| — Construction routes | — Major roads |
| — Border to Gowrie alignment | — Minor roads |
| — Existing rail (operational) | □ Local Government Areas |

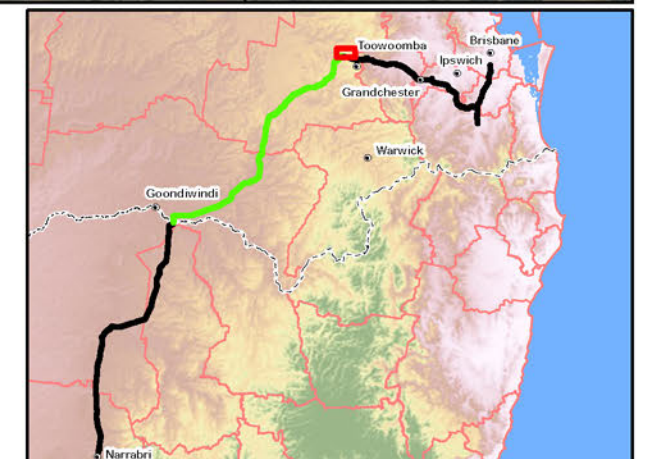


A3 scale: 1:50,000
0 0.35 0.7 1.05 1.4 1.75km

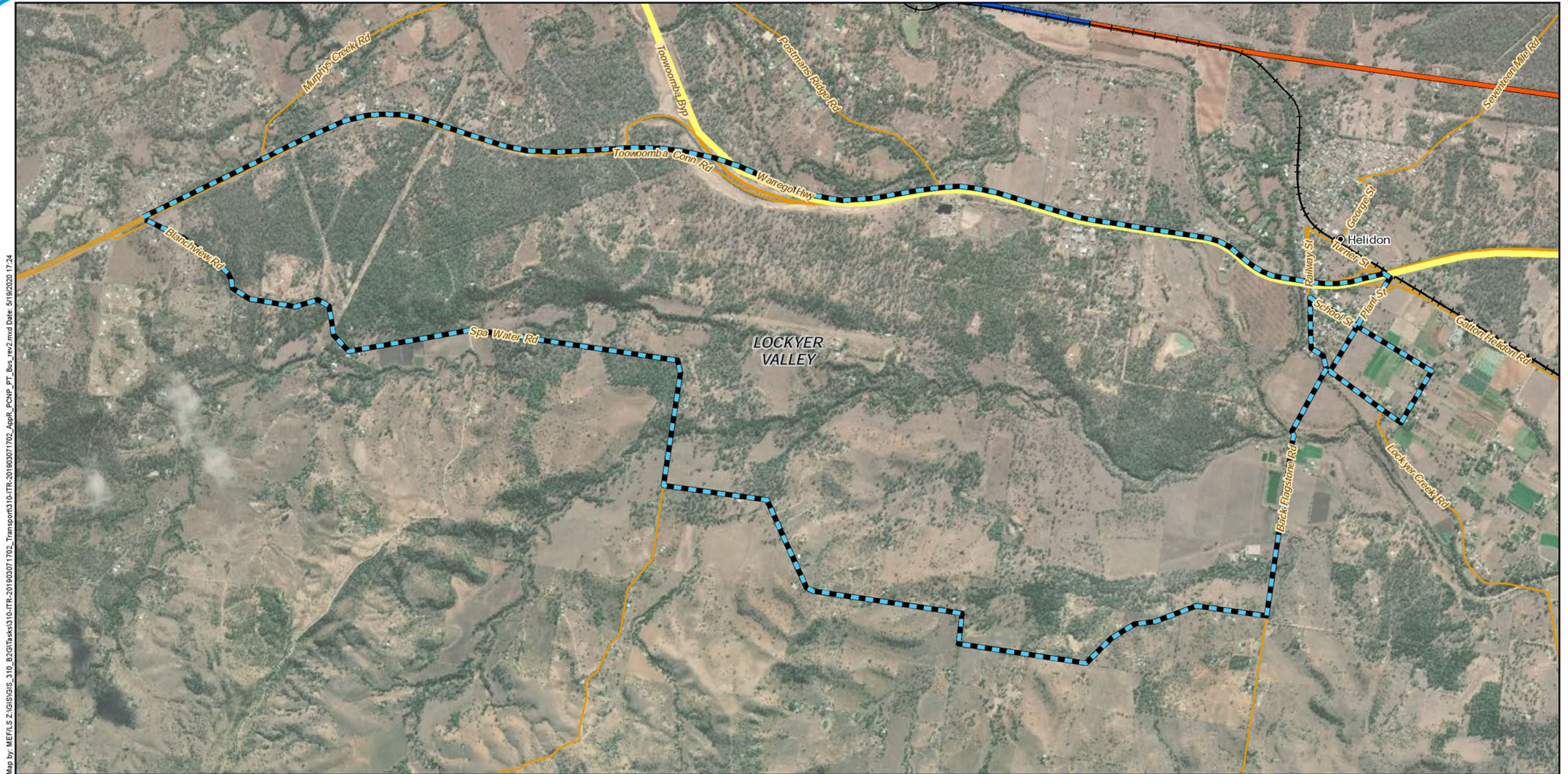


Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail (operational)
- P821 PM Primary and Secondary Services - Glencoe to Gowrie State School
- Major roads
- Minor roads
- Local Government Areas

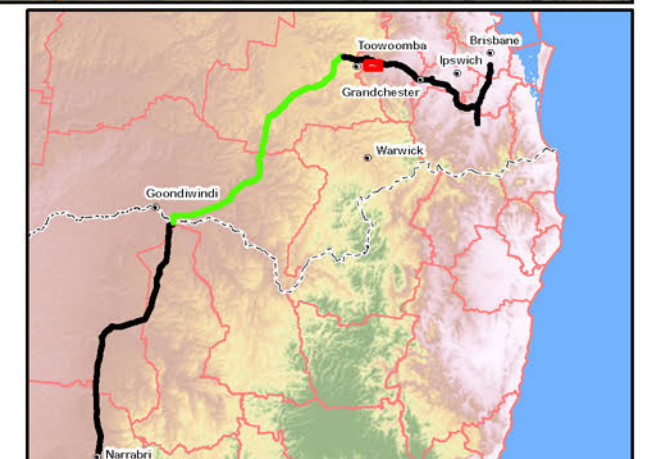


A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



Legend

- Localities
- Construction routes
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Existing rail (operational)
- P1751 Iredale-Postmans Ridge to Helidon State School
- Major roads
- Minor roads
- Local Government Areas



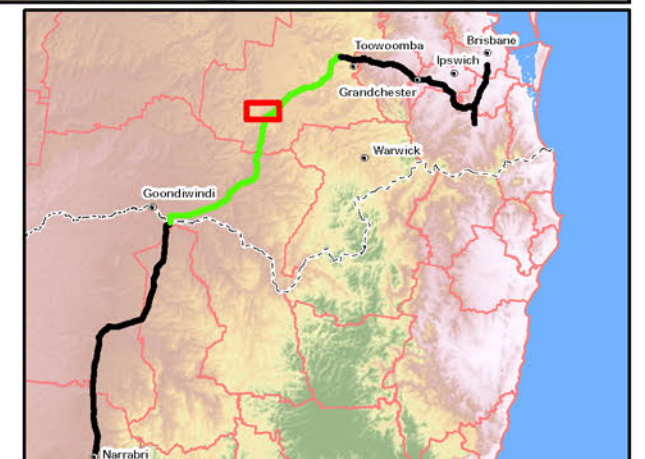
A3 scale: 1:30,000
0 0.2 0.4 0.6 0.8 1km

Map by: MEFLS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- P1886 Captains Mt to Millmerran SS
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:70,000
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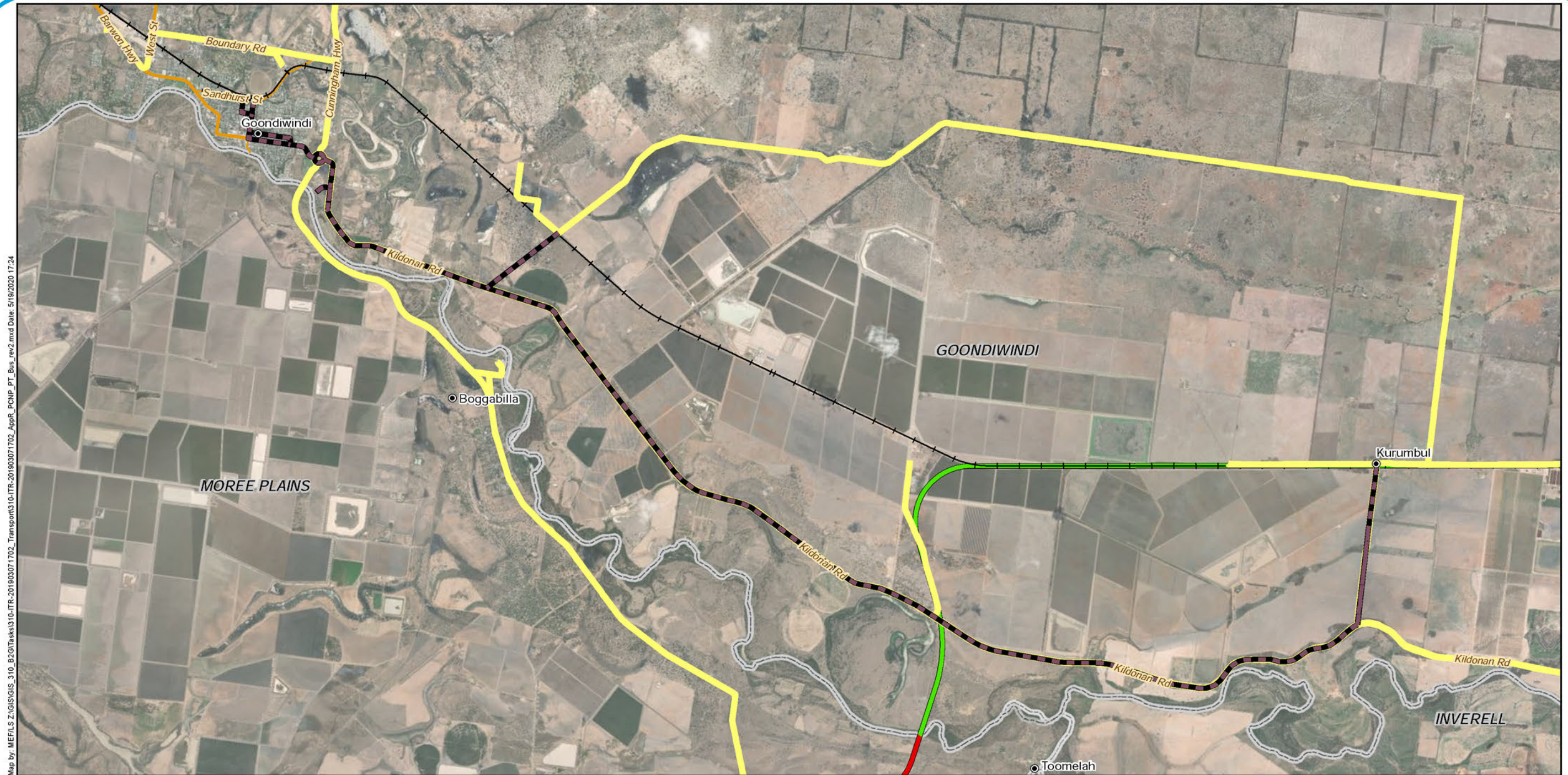


Legend

- Localities
- Construction routes
- Existing rail (operational)
- P645 Gooray to Goondiwindi
- Major roads
- Minor roads
- Local Government Areas



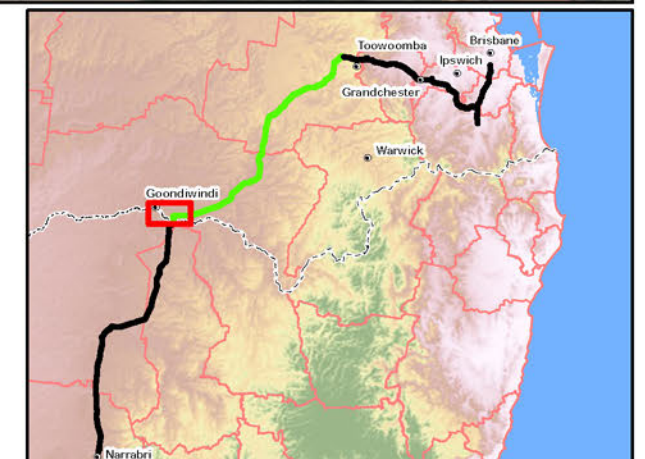
A3 scale: 1:110,000
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Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24

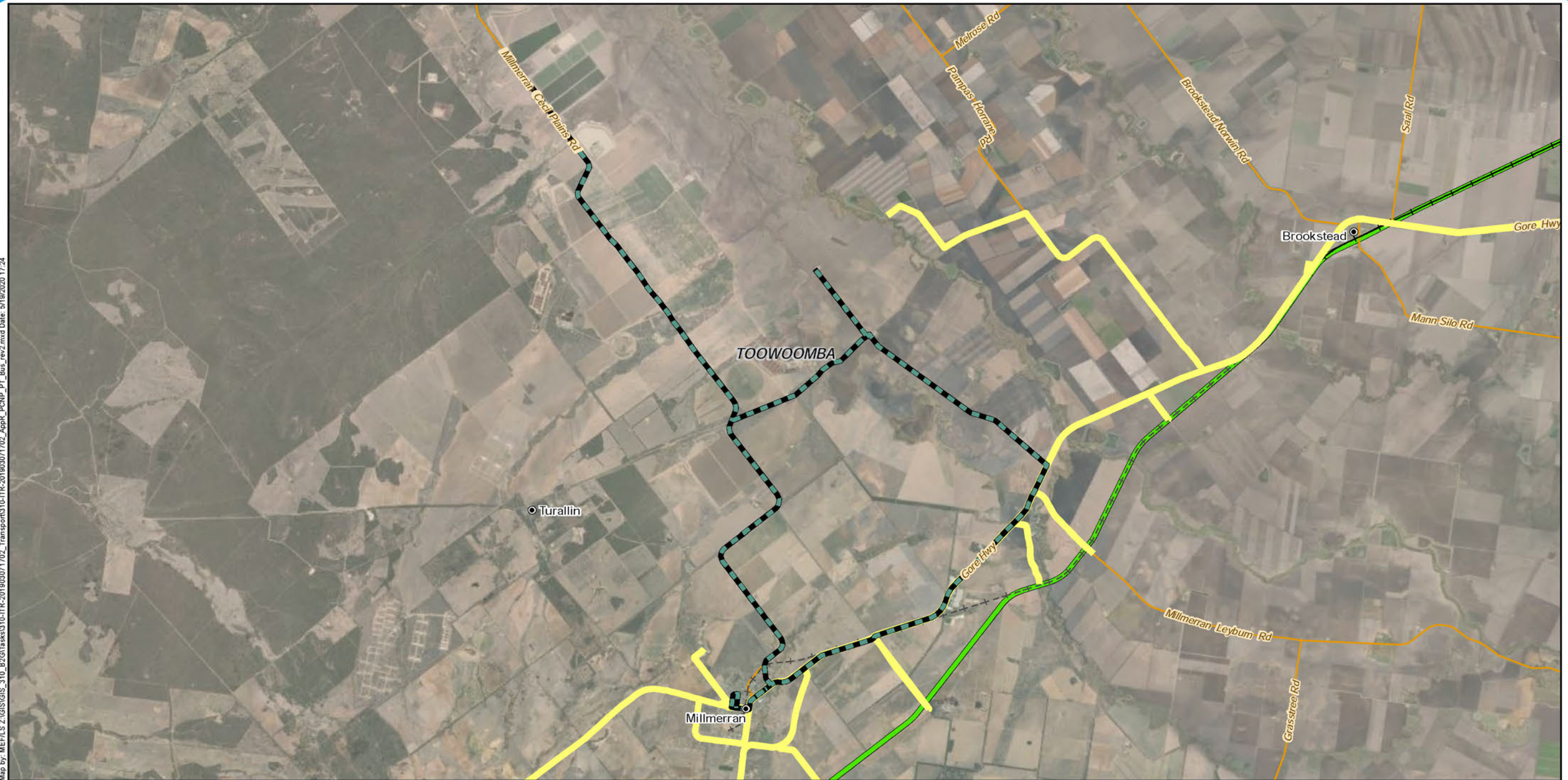
Legend

- Localities
- Construction routes
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Existing rail (operational)
- P1082 AM Service - Koarlo to Goondiwindi State School
- Major roads
- Minor roads
- Local Government Areas



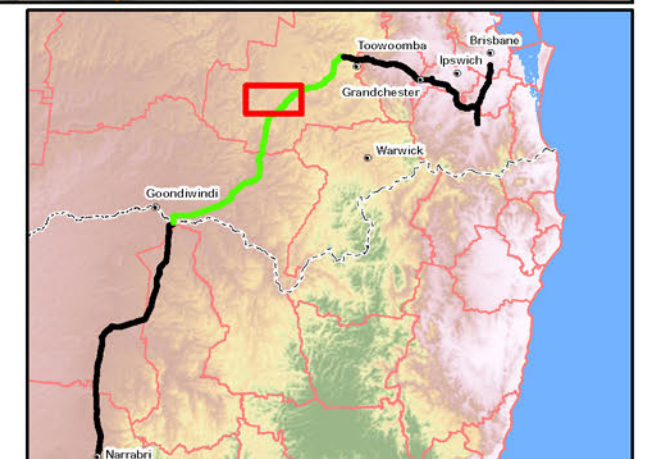
A3 scale: 1:90,000
0 0.65 1.3 1.95 2.6 3.25km

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Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Existing rail (non-operational)
- P1070 Lemon Tree to Millmerran State School
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:120,000
0 0.9 1.8 2.7 3.6 4.5km



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Issue date: 13/05/2020 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix R:

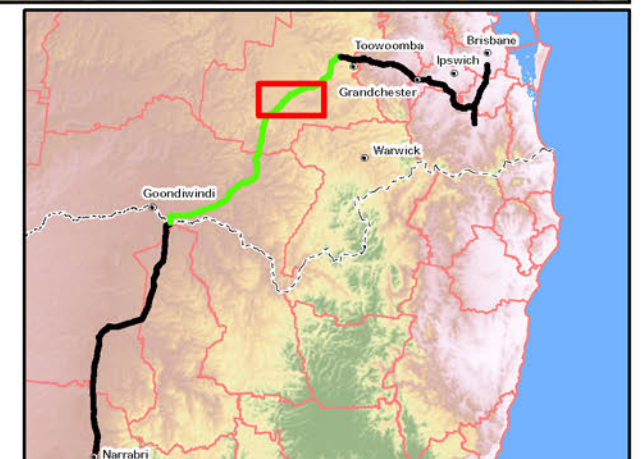
P1070 Lemon Tree to Millmerran State School



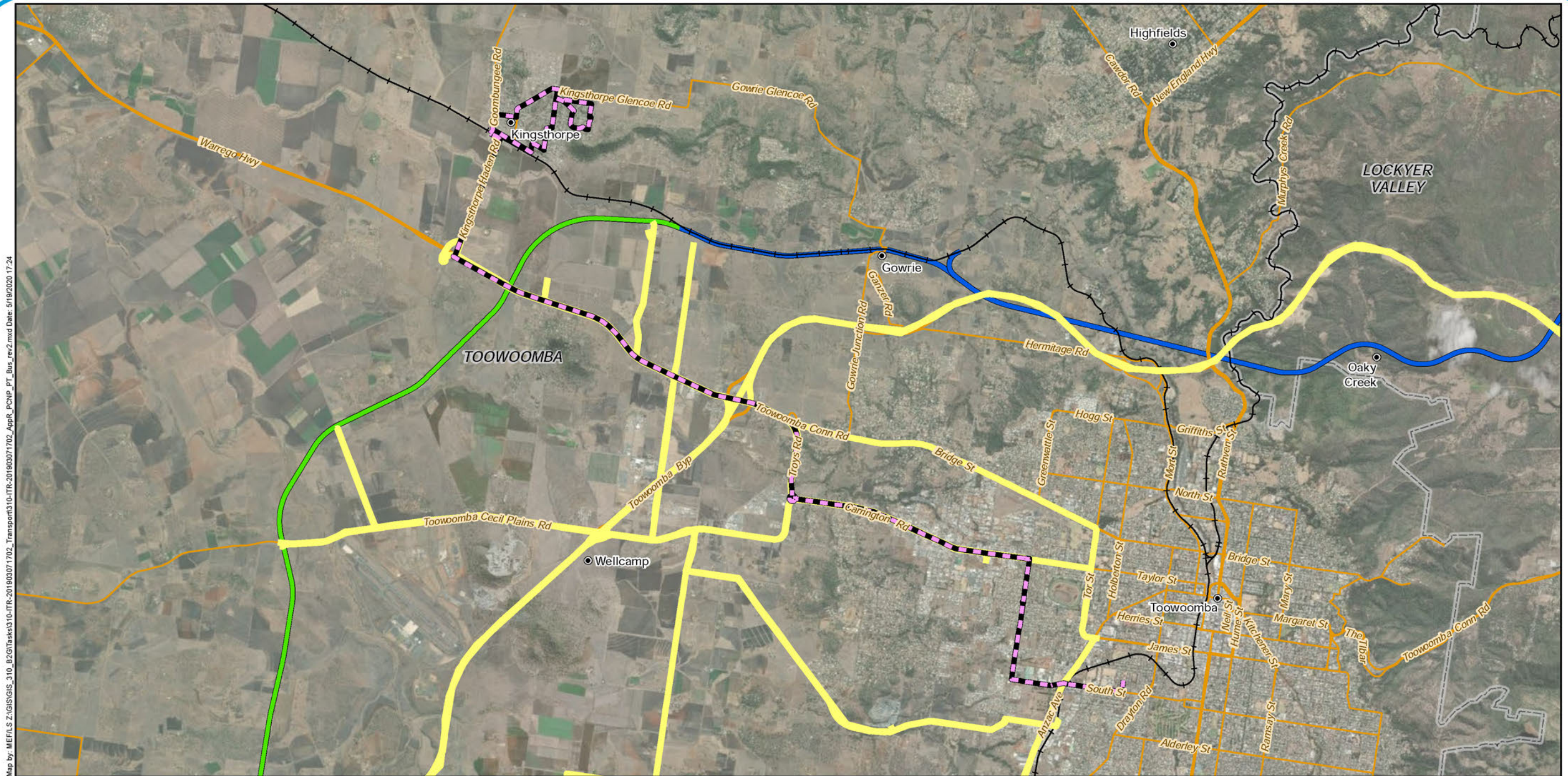
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Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Existing rail (non-operational)
- S740 AM Service Millmerran Years 11 and 12 to Pittsworth SHS.
- Major roads
- Minor roads
- Local Government Areas

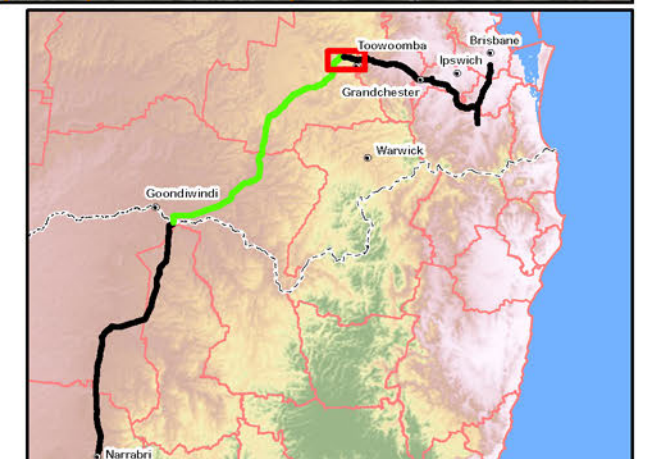


A3 scale: 1:140,000
0 1 2 3 4 5 km



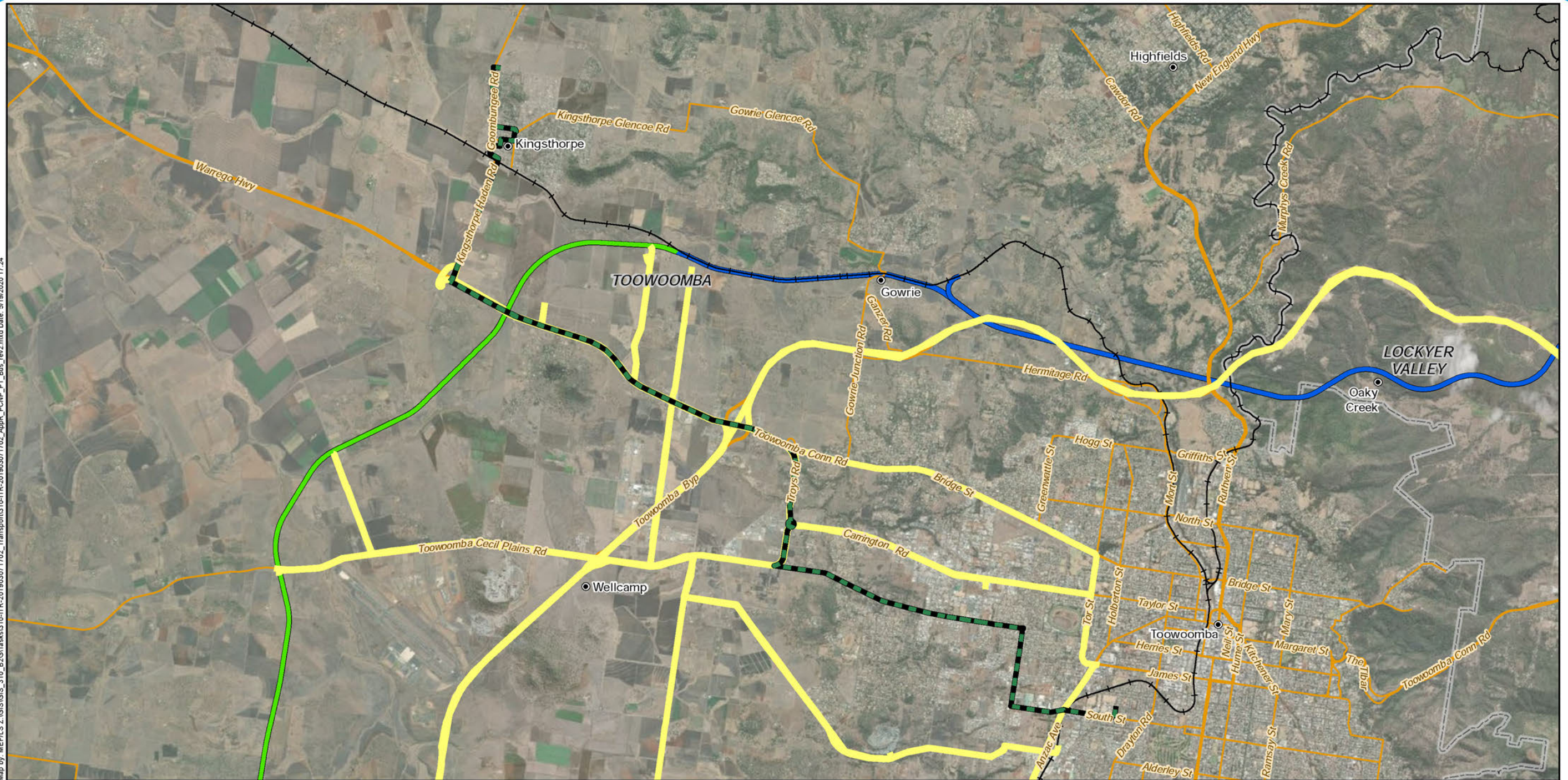
Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail (operational)
- S178 Kingsthorpe Secondary to Harristown State High School
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:80,000
0 0.6 1.2 1.8 2.4 3km

Map by: MEFLS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_PCNP_PT_Bus_rev2.mxd Date: 5/19/2020 17:24



Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail (operational)
- S577 Kingsthorpe/Wellcamp to Harristown State High School
- Major roads
- Minor roads
- Local Government Areas

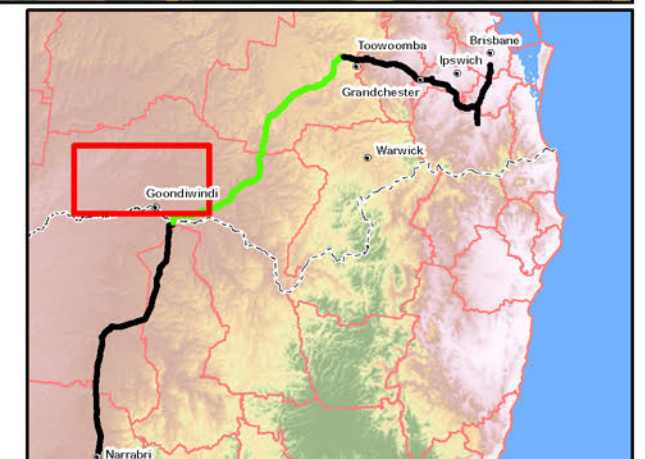


A3 scale: 1:80,000
0 0.6 1.2 1.8 2.4 3km

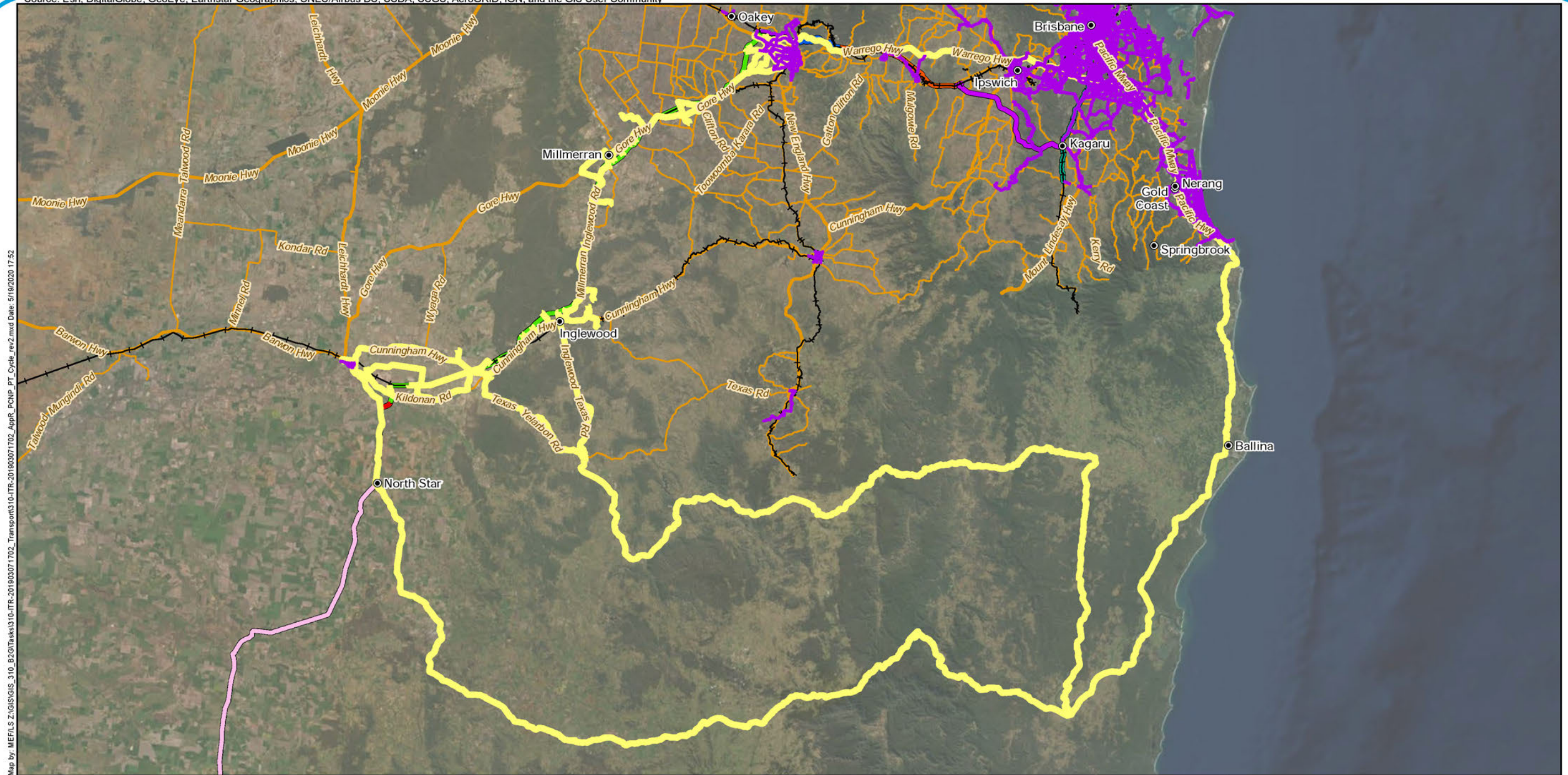


Legend

- Localities
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- P733 Goodar to Goondiwindi State School
- Major roads
- Minor roads
- Local Government Areas



A3 scale: 1:290,000
0 2 4 6 8 10km



Legend

- Localities
- Construction routes
- Narrabri to North Star alignment
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Kagaru to Acacia Ridge/Bromelton alignment
- Principle cycle network
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Minor roads



A3 scale: 1:1,500,000
 0 10 20 30 40 50 km

APPENDIX

X

Traffic Impact Assessment

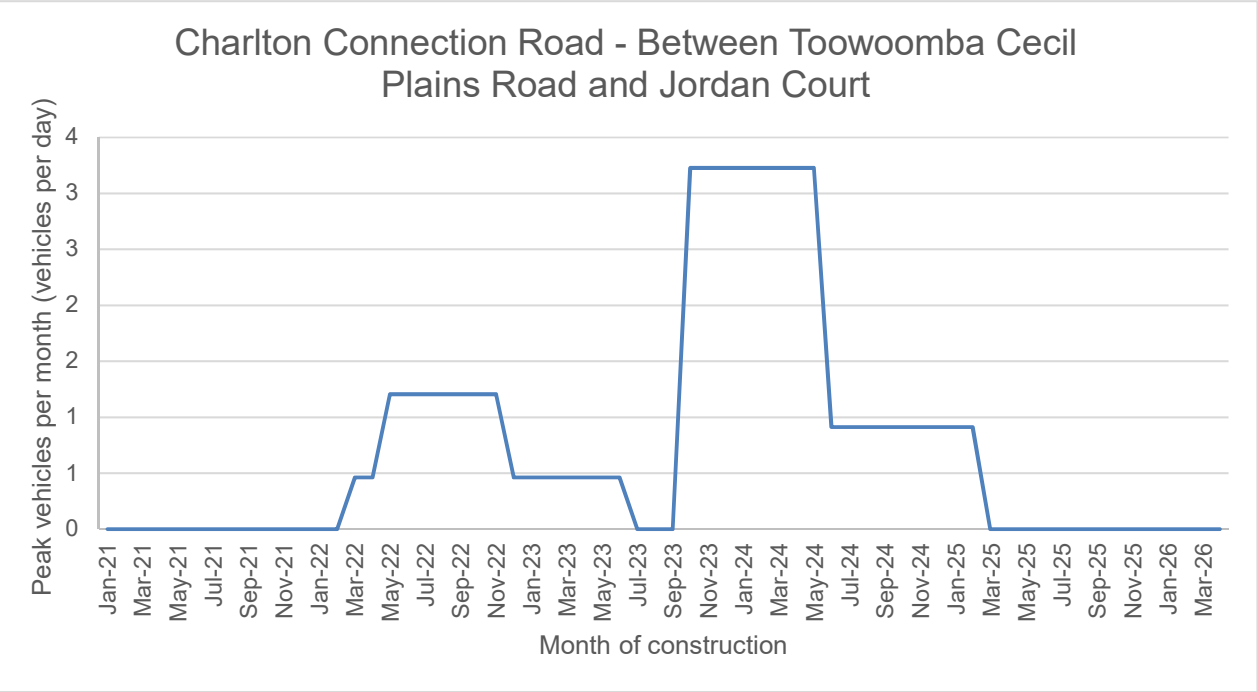
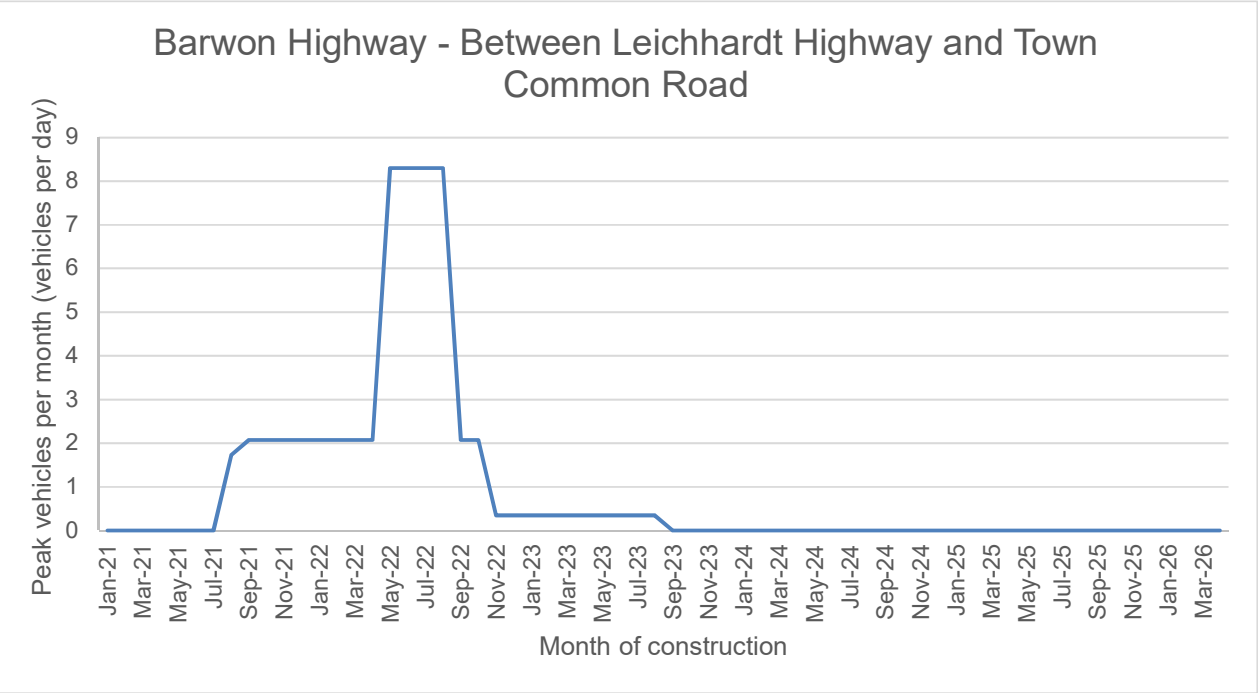
Appendix S Peak Construction Traffic by Road Segment

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

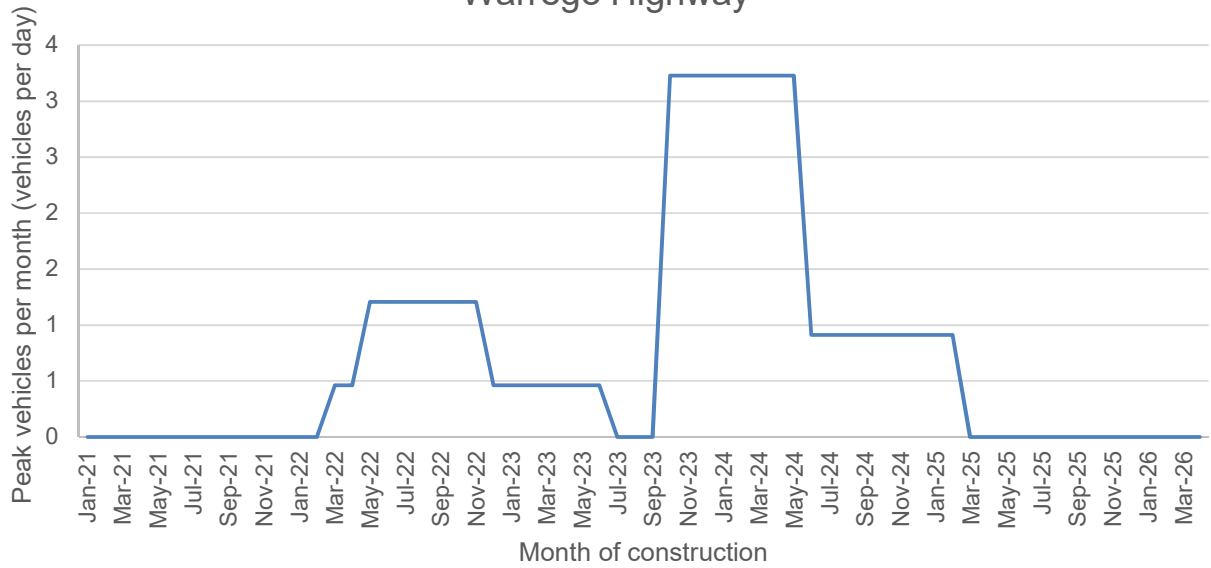
Appendix S

Peak construction traffic by road segment

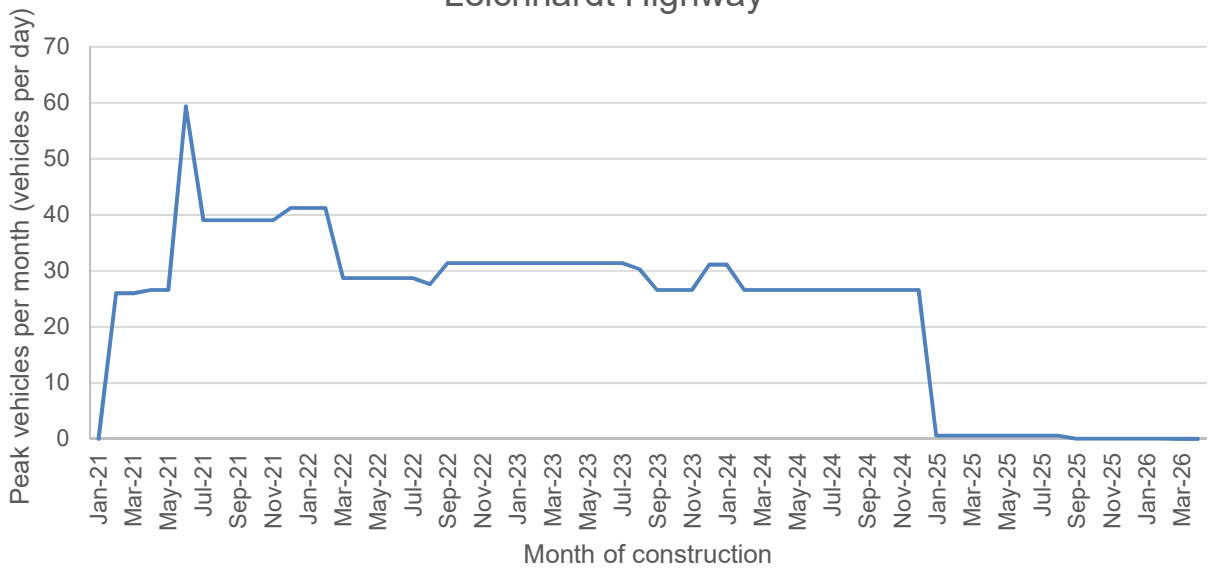
Peak Construction Traffic by Road Segment
Transport and Main Roads



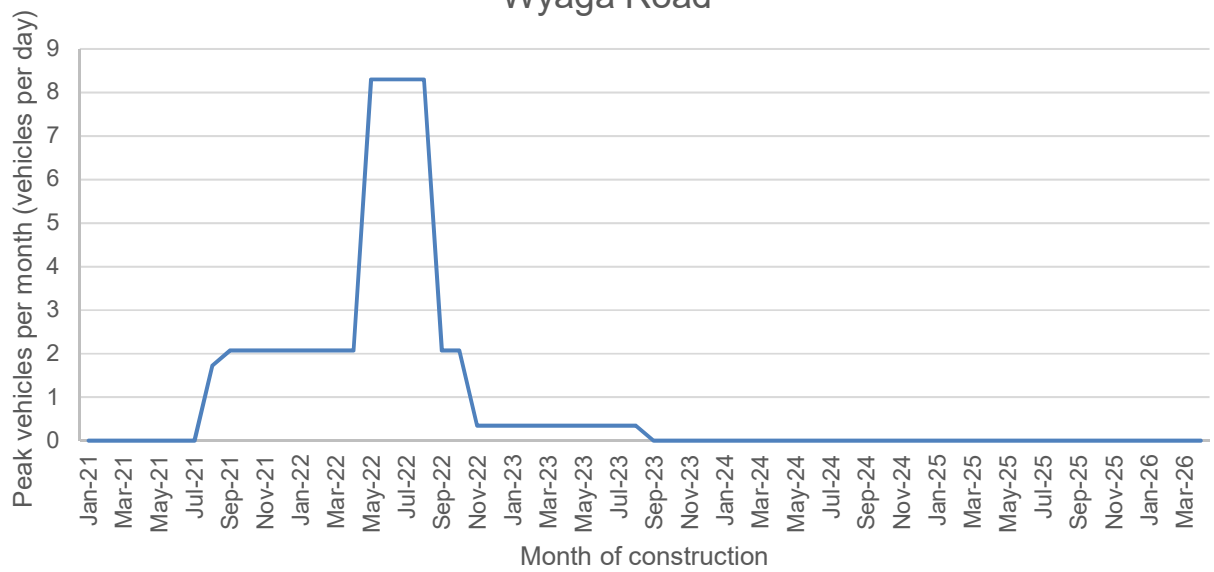
Charlton Connection Road - Between Jordan Court and Warrego Highway



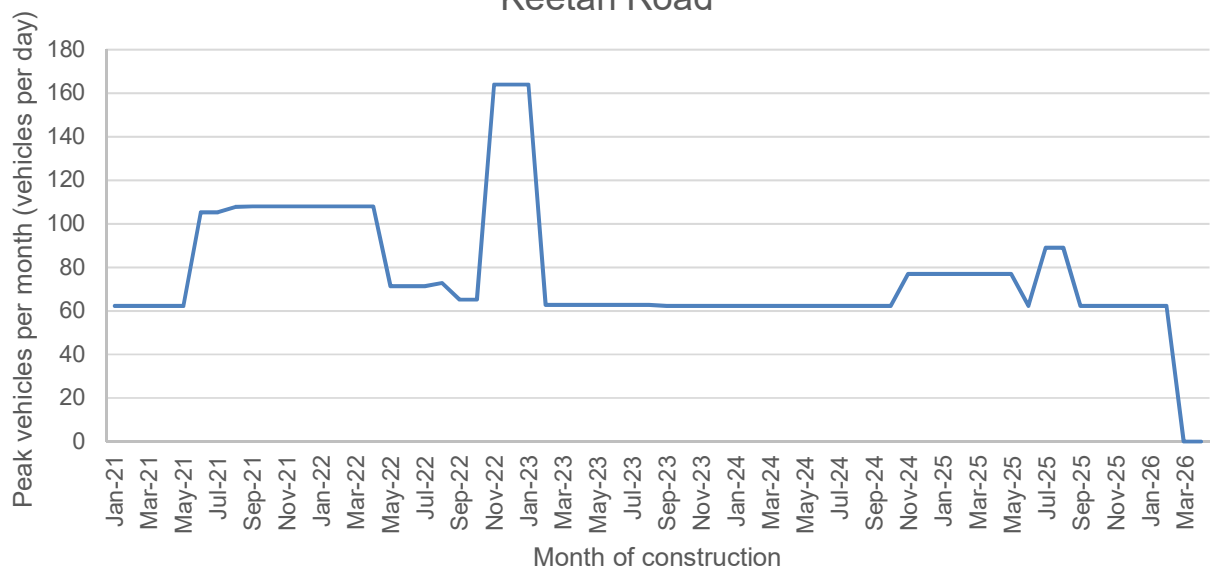
Cunningham Highway - Between QLD/NSW Border and Leichhardt Highway



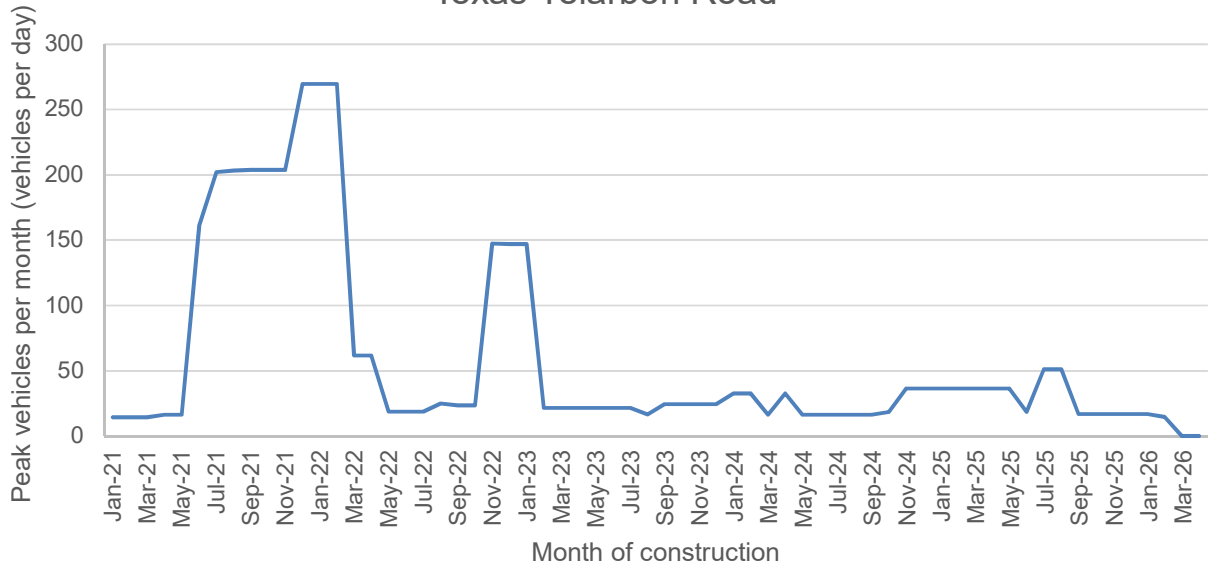
Cunningham Highway - Between Leichhardt Highway and Wyaga Road



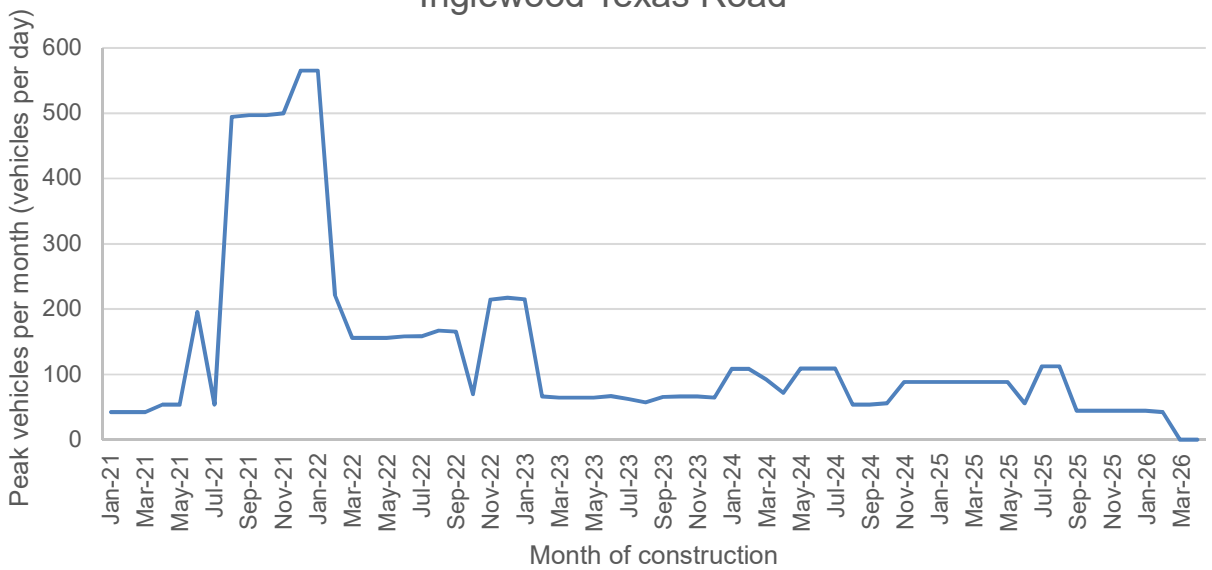
Cunningham Highway - Between Wyaga Road and Yelarbon-Keetah Road

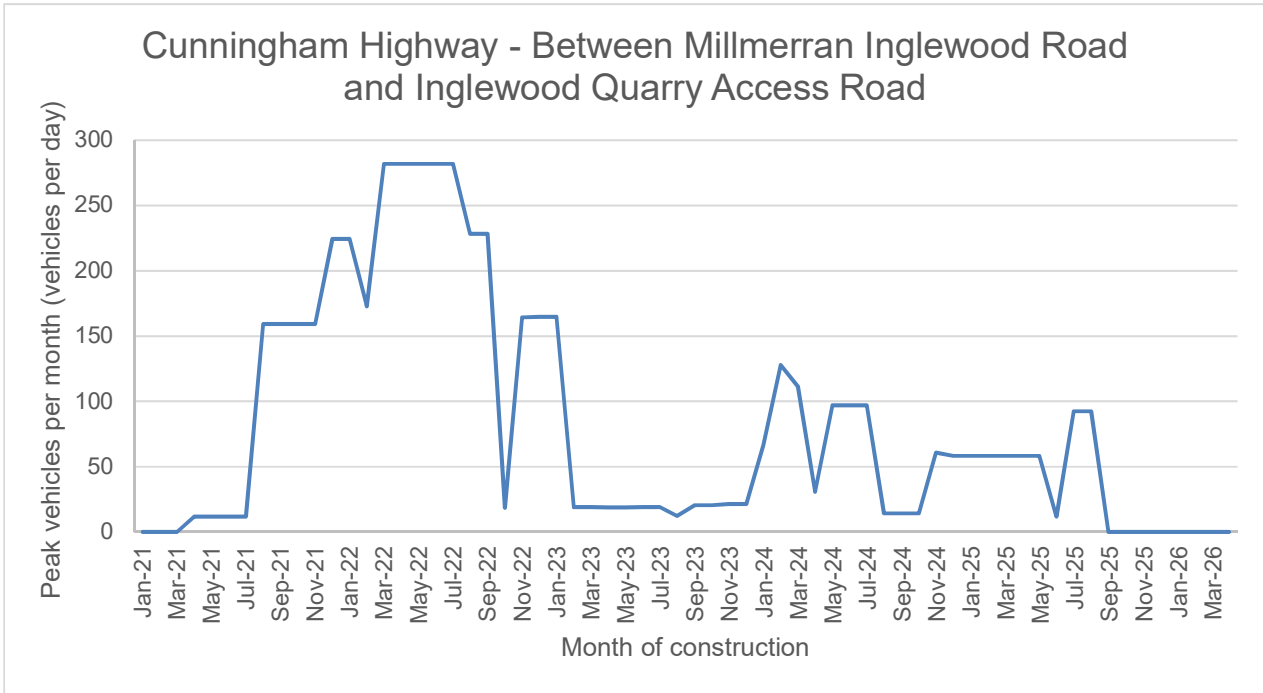
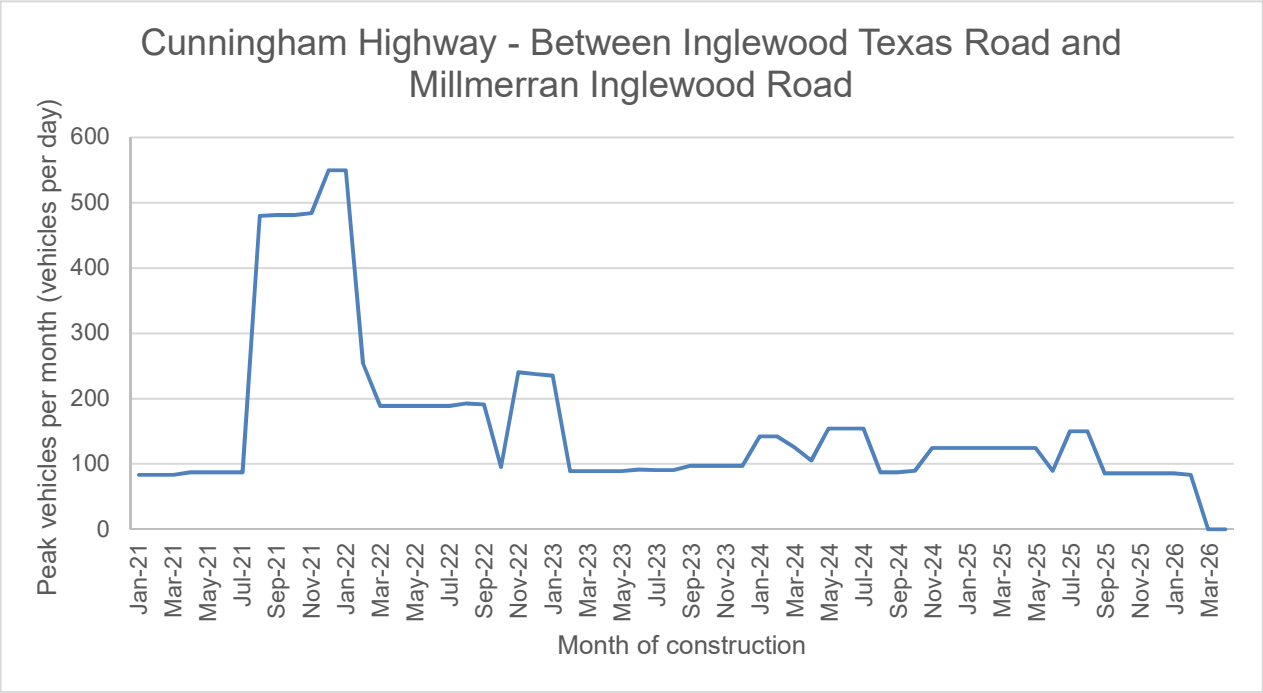


Cunningham Highway - Between Yelarbon-Keetah Road and Texas Yelarbon Road

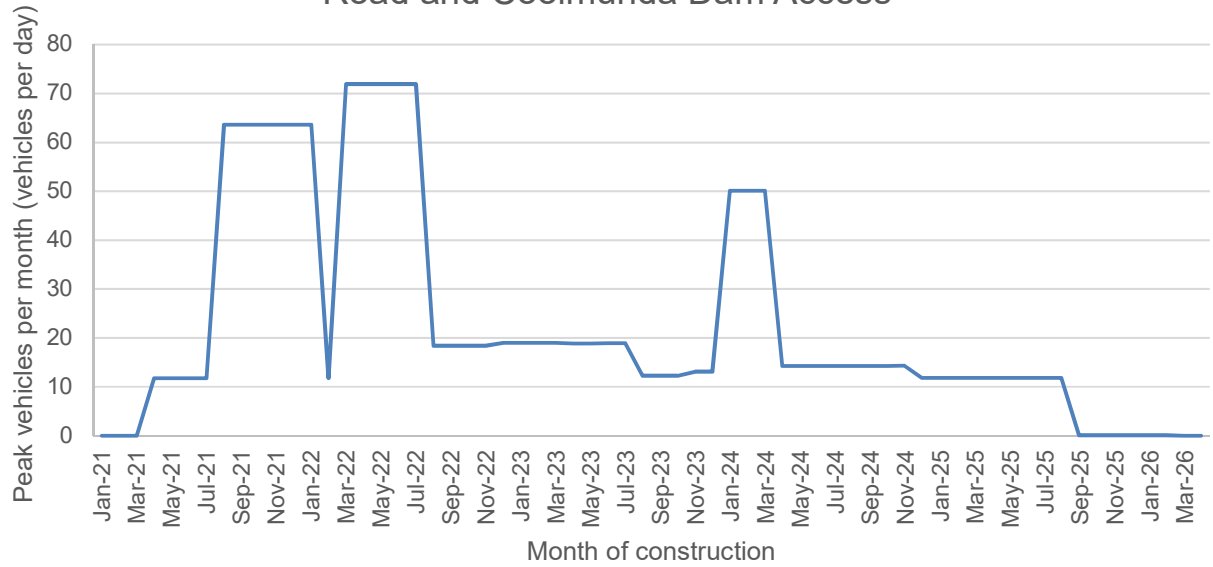


Cunningham Highway - Between Texas Yelarbon Road and Inglewood Texas Road

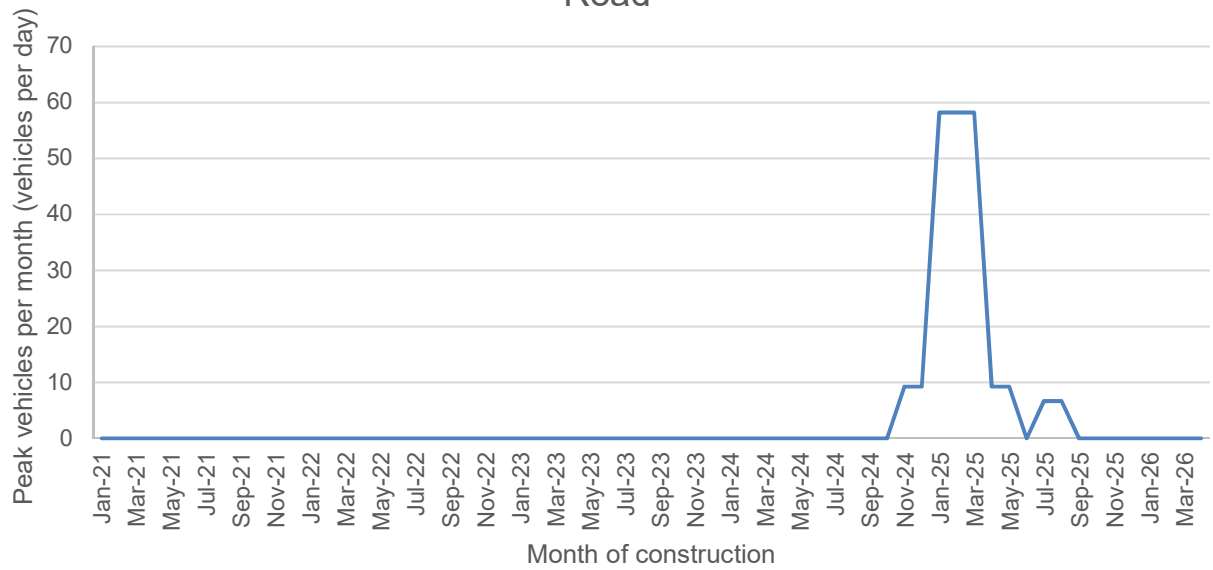




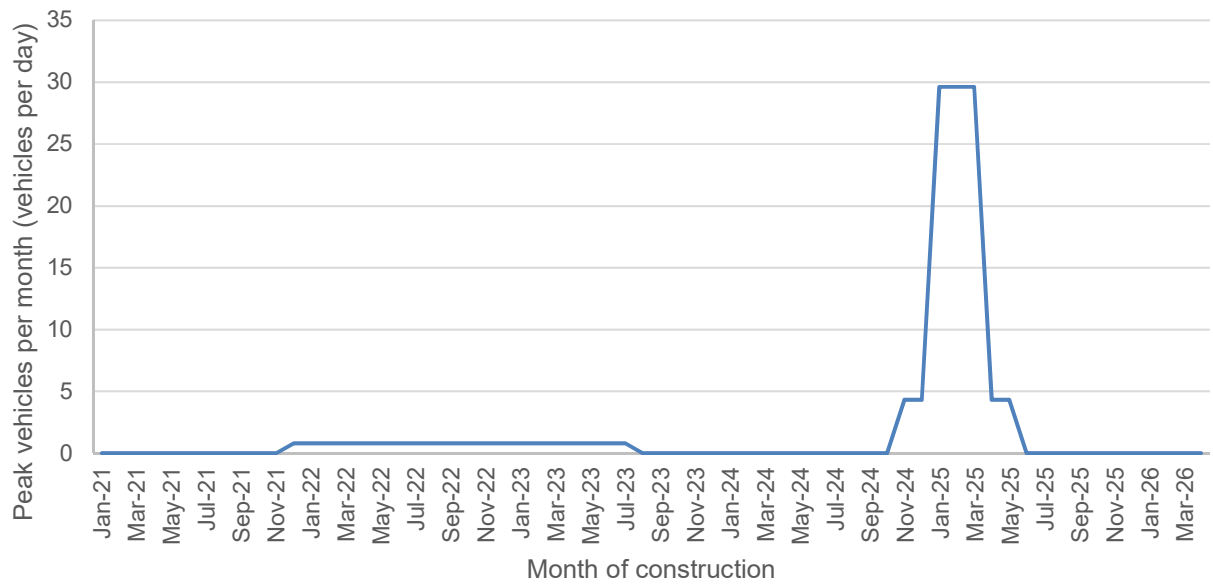
Cunningham Highway - Between Inglewood Quarry Access Road and Coolmunda Dam Access



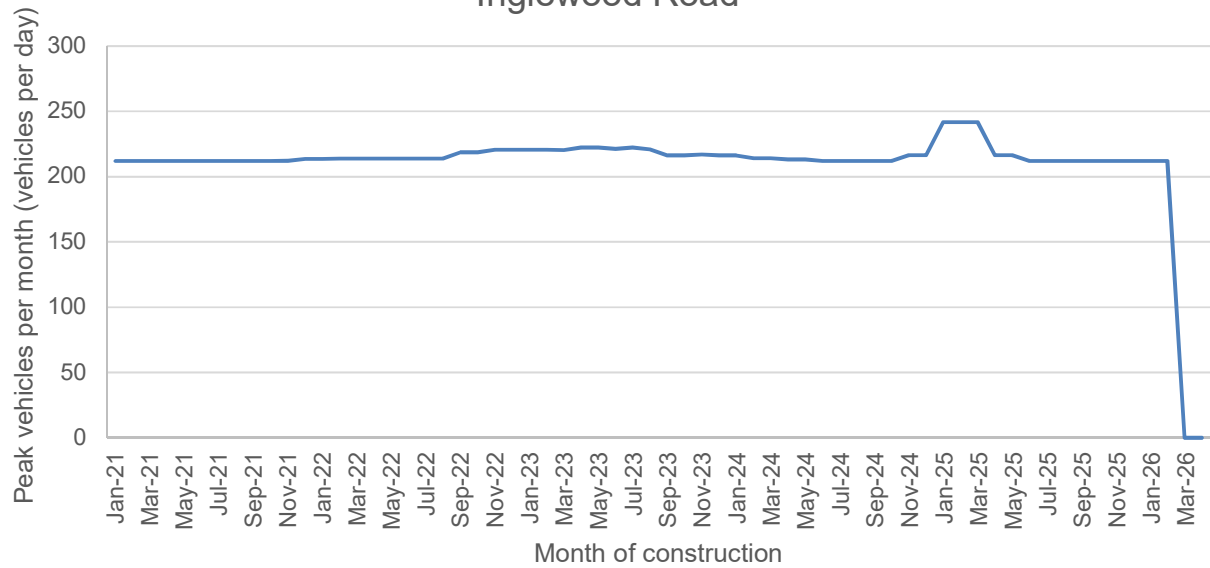
Gore Highway - Between Blackwell Road and Saleyards Road



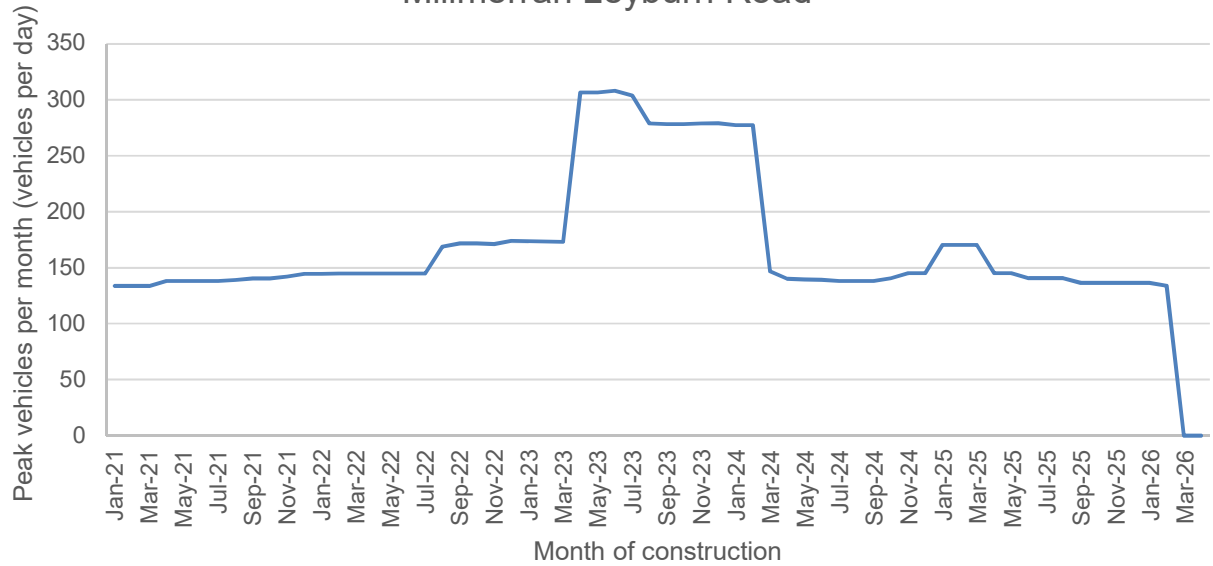
Gore Highway - Between Saleyards Road and West Street



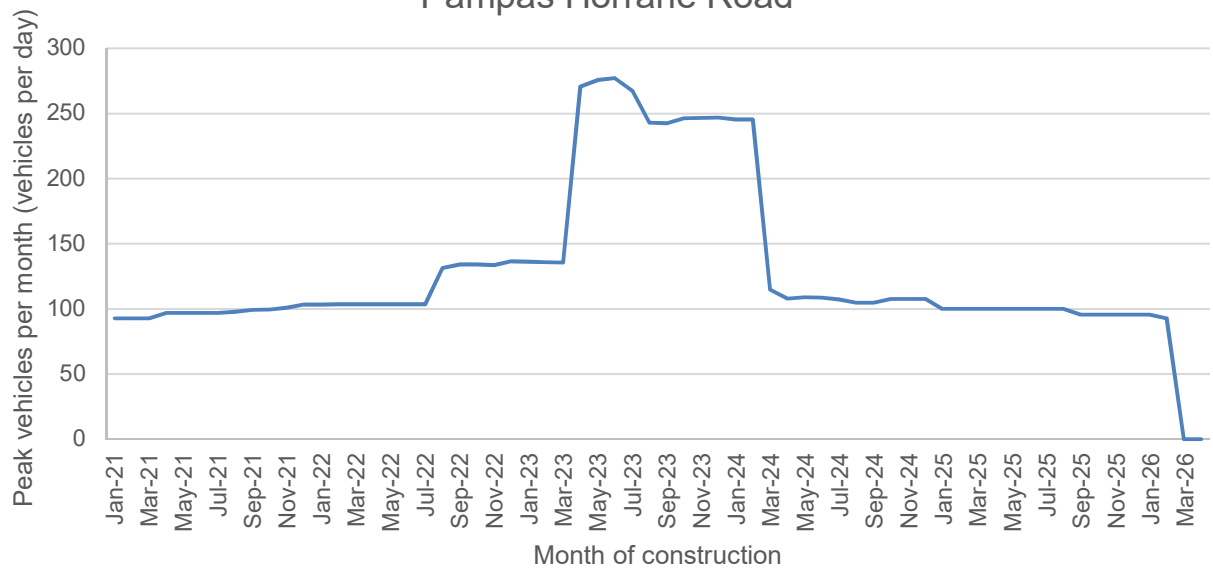
Gore Highway - Between West Street and Millmerran Inglewood Road



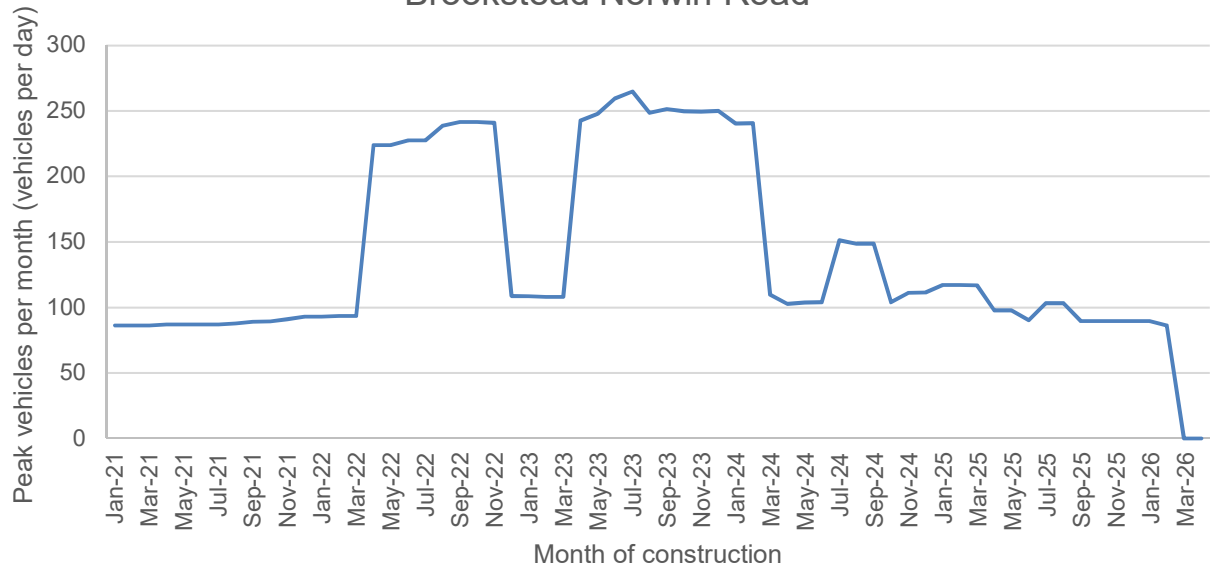
Gore Highway - Between Millmerran Inglewood Road and Millmerran Leyburn Road



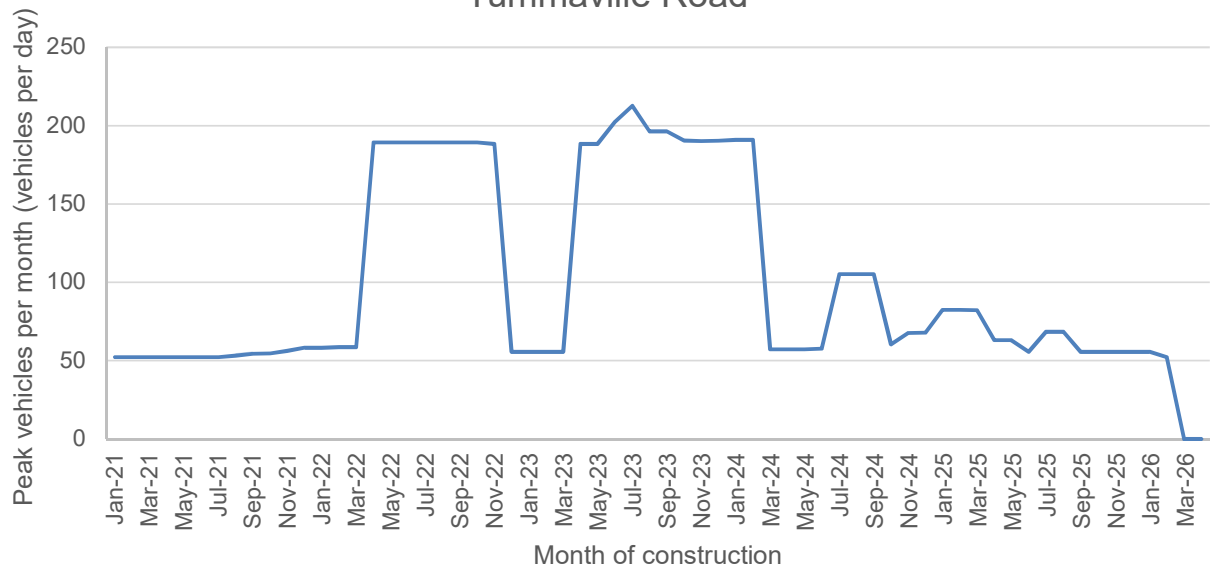
Gore Highway - Between Millmerran Leyburn Road and Pampas Horrane Road



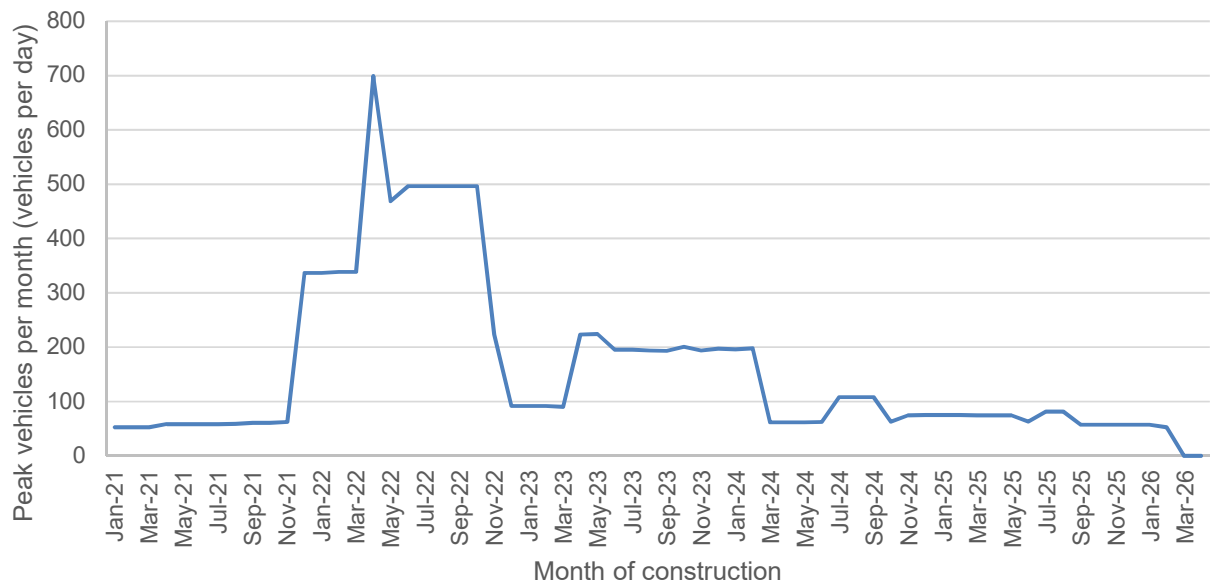
Gore Highway - Between Pampas Horrane Road and Brookstead Norwin Road



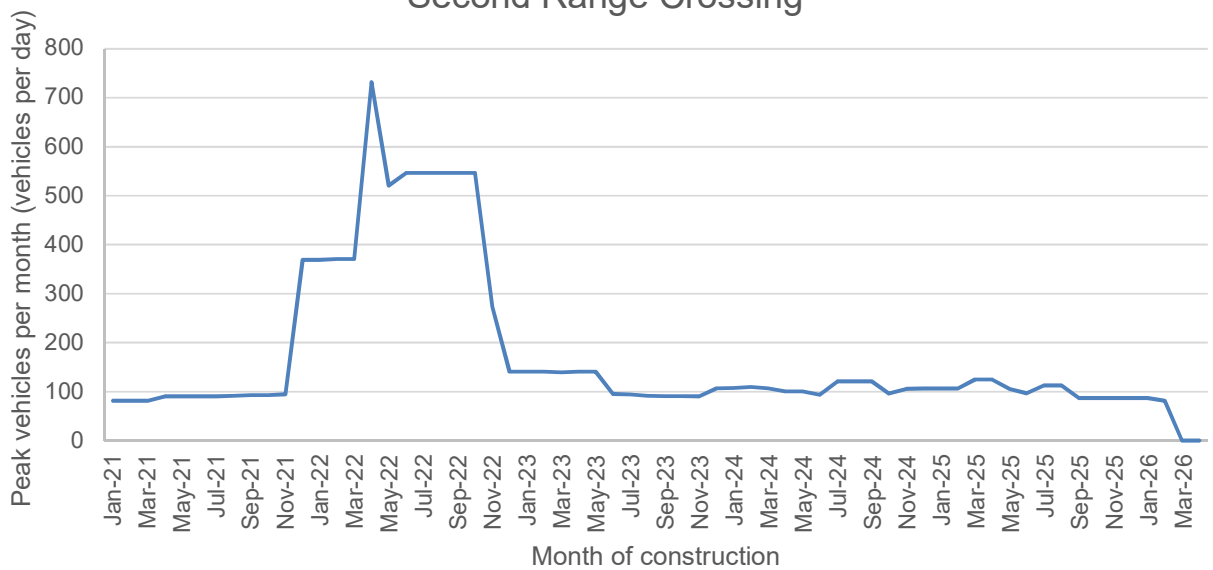
Gore Highway - Between Brookstead Norwin Road and Tummaville Road



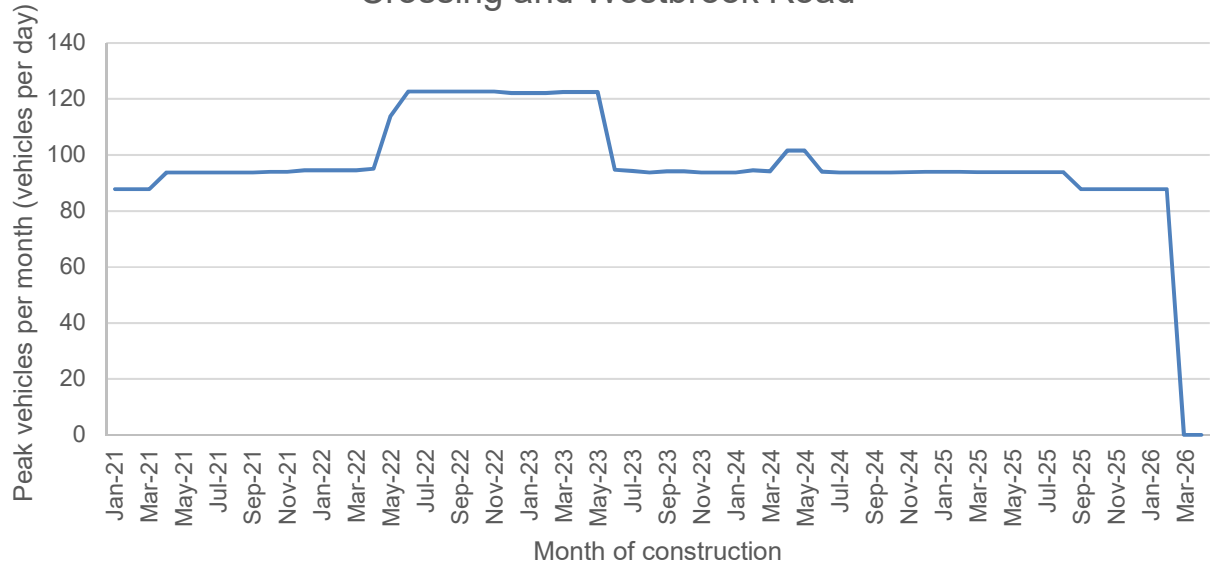
Gore Highway - Between Tummaville Road and Vines Street



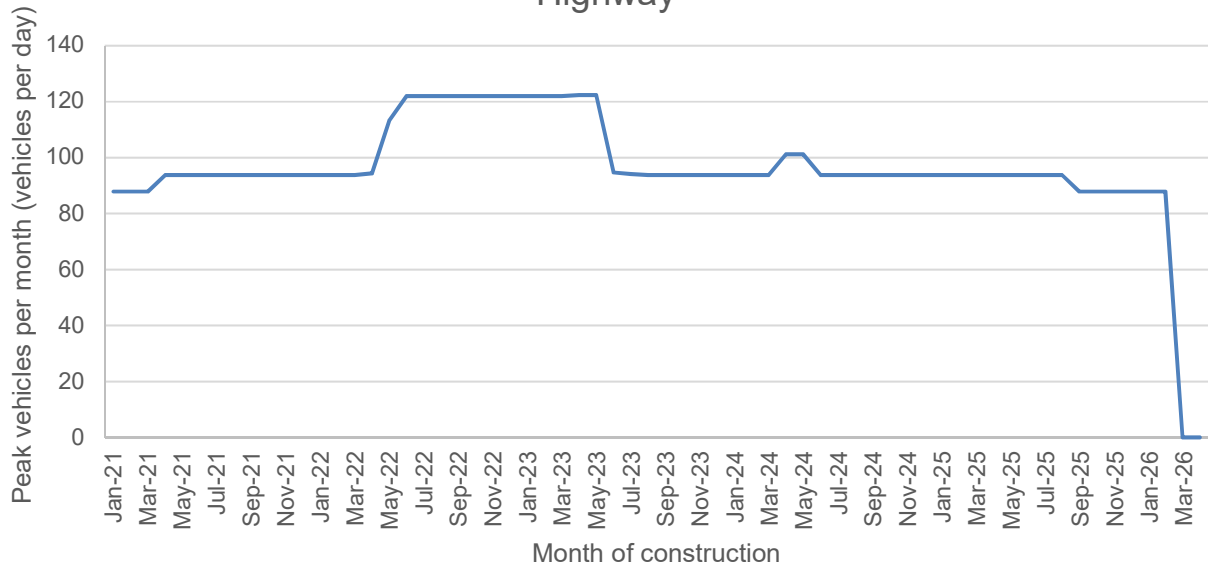
Gore Highway - Between Vines Street and Toowoomba Second Range Crossing

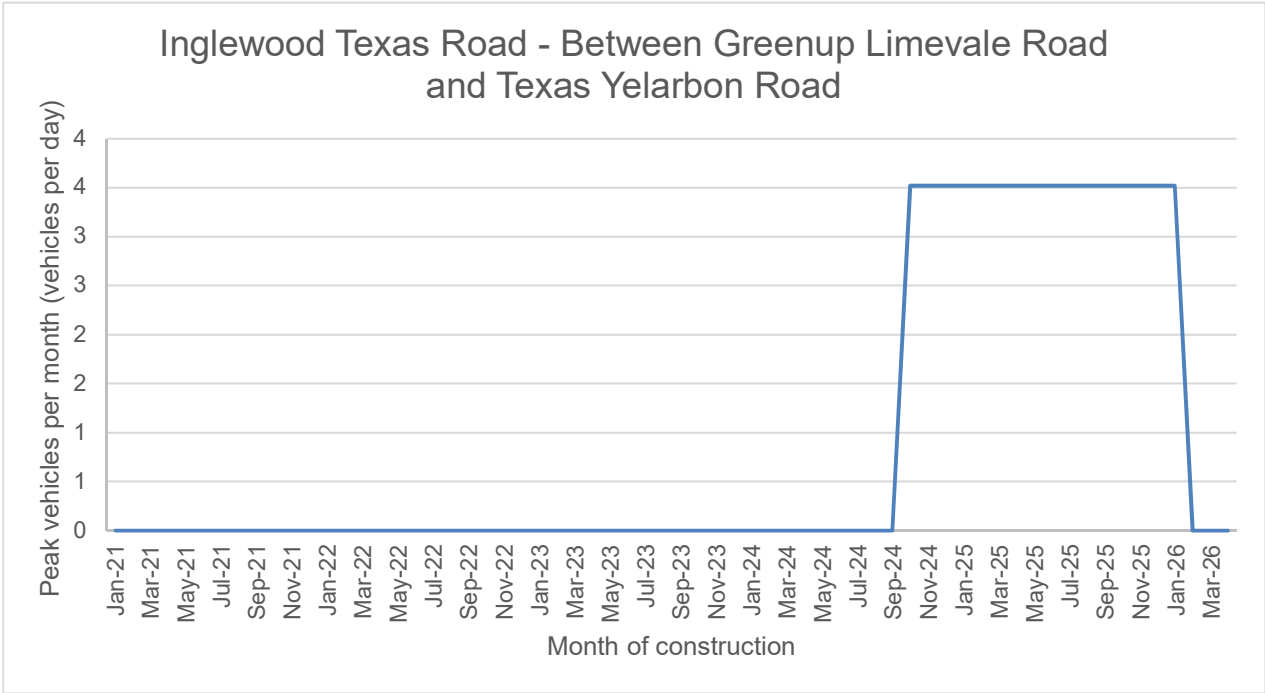
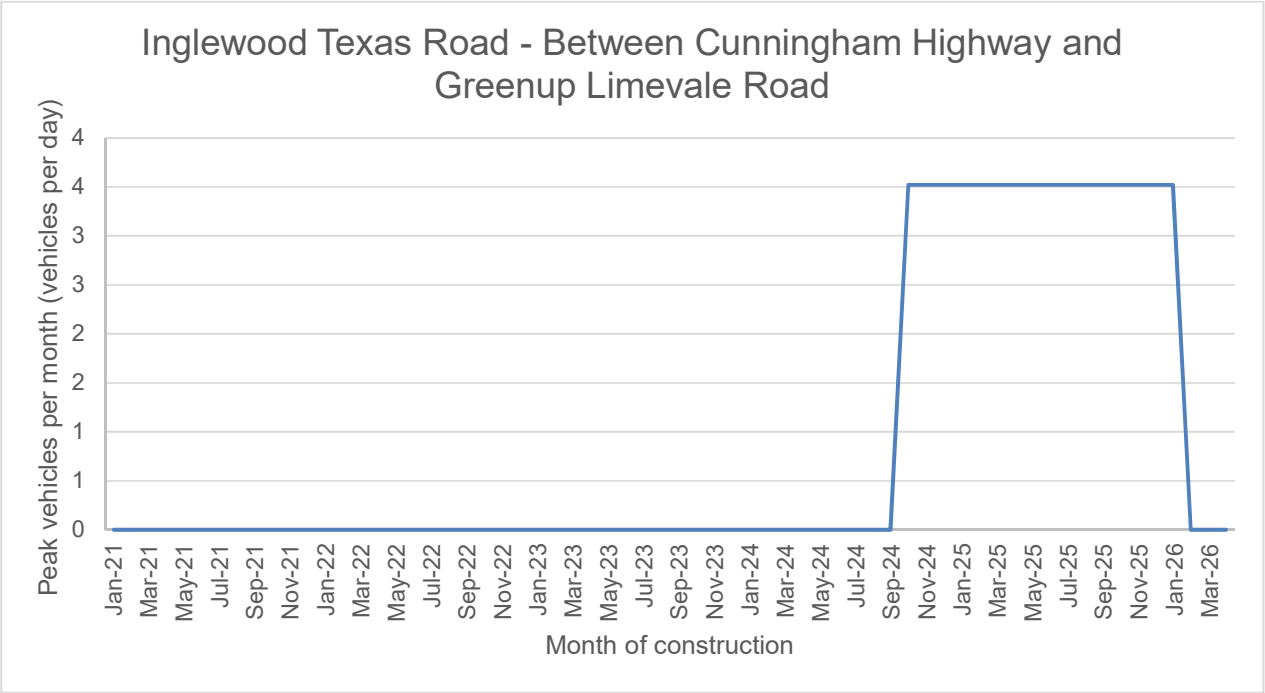


Gore Highway - Between Toowoomba Second Range Crossing and Westbrook Road

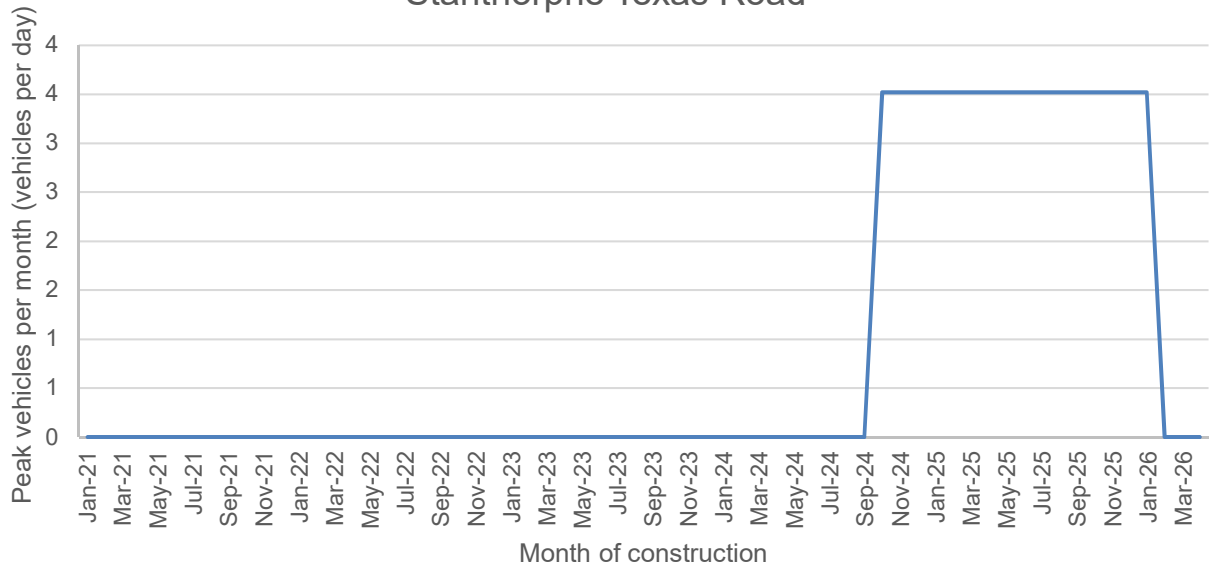


Gore Highway - Between Westbrook Road and Warrego Highway

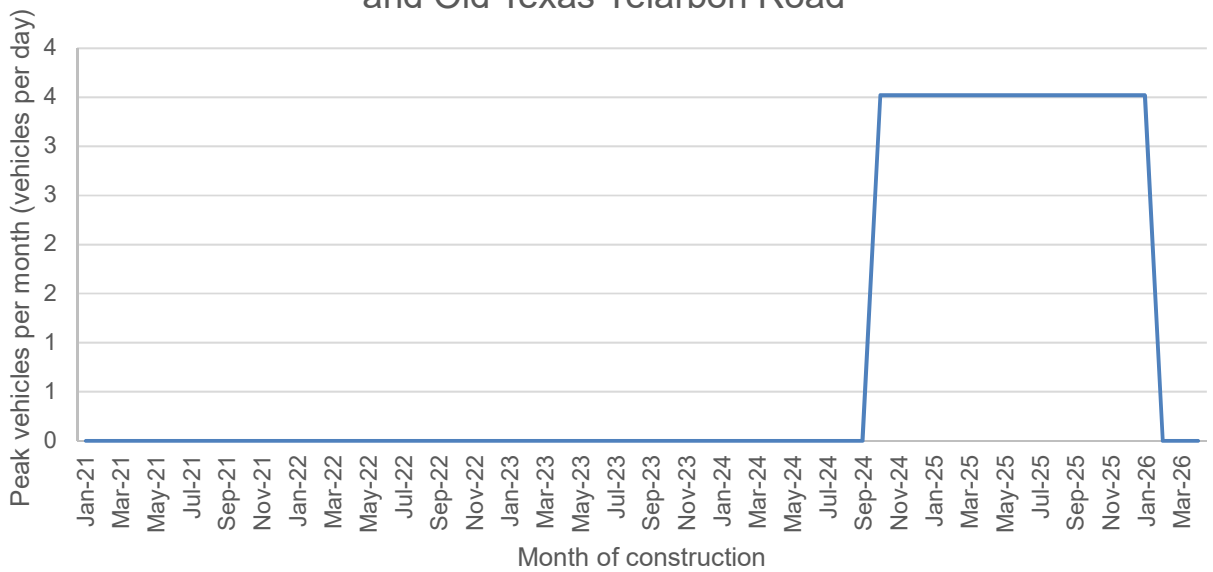




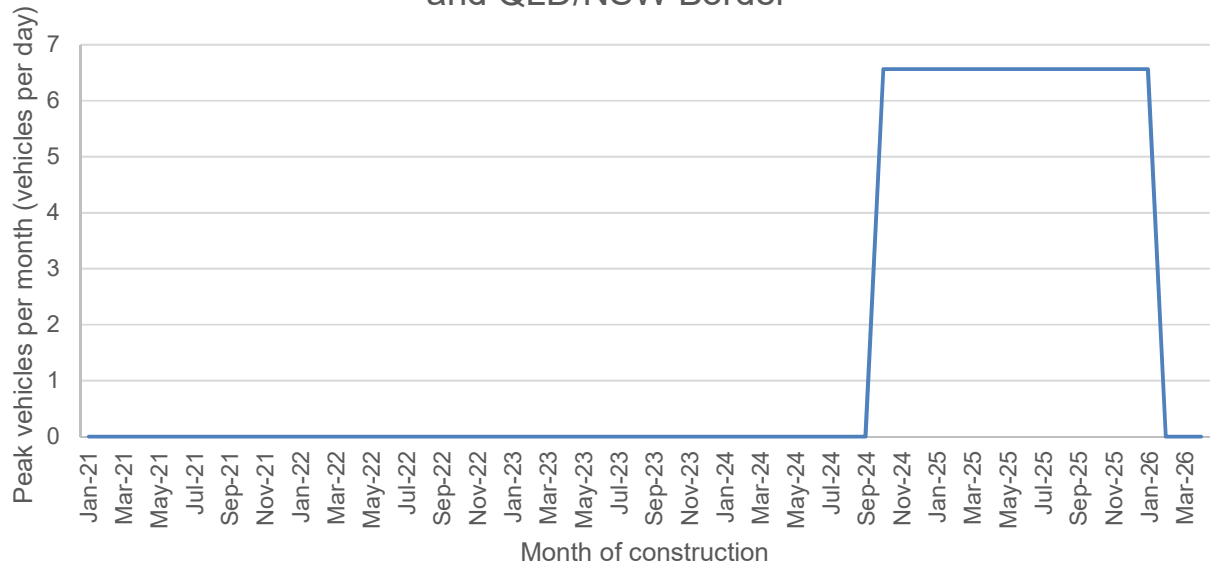
Inglewood Texas Road - Between Texas Yelarbon Road and Stanthorpe Texas Road



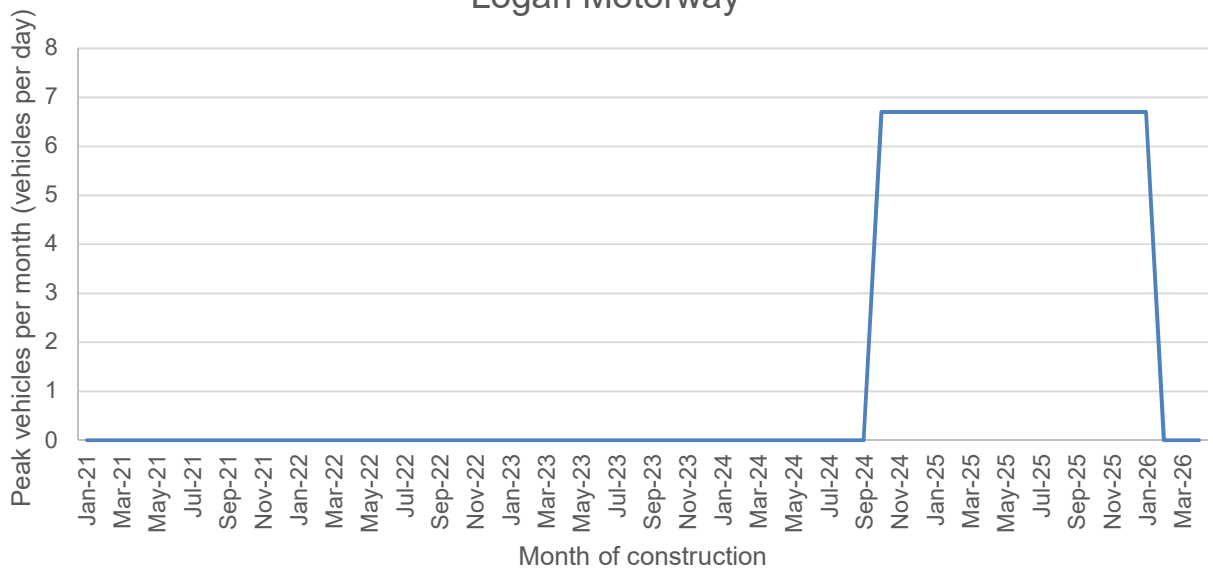
Inglewood Texas Road - Between Stanthorpe Texas Road and Old Texas Yelarbon Road



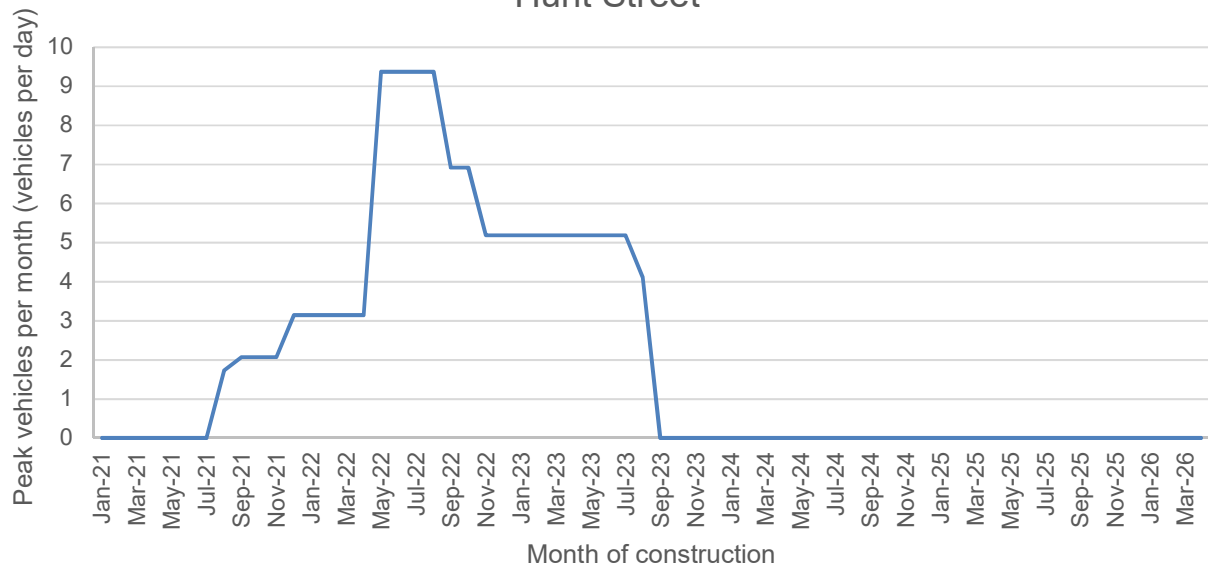
Inglewood Texas Road - Between Old Texas Yelarbon Road and QLD/NSW Border



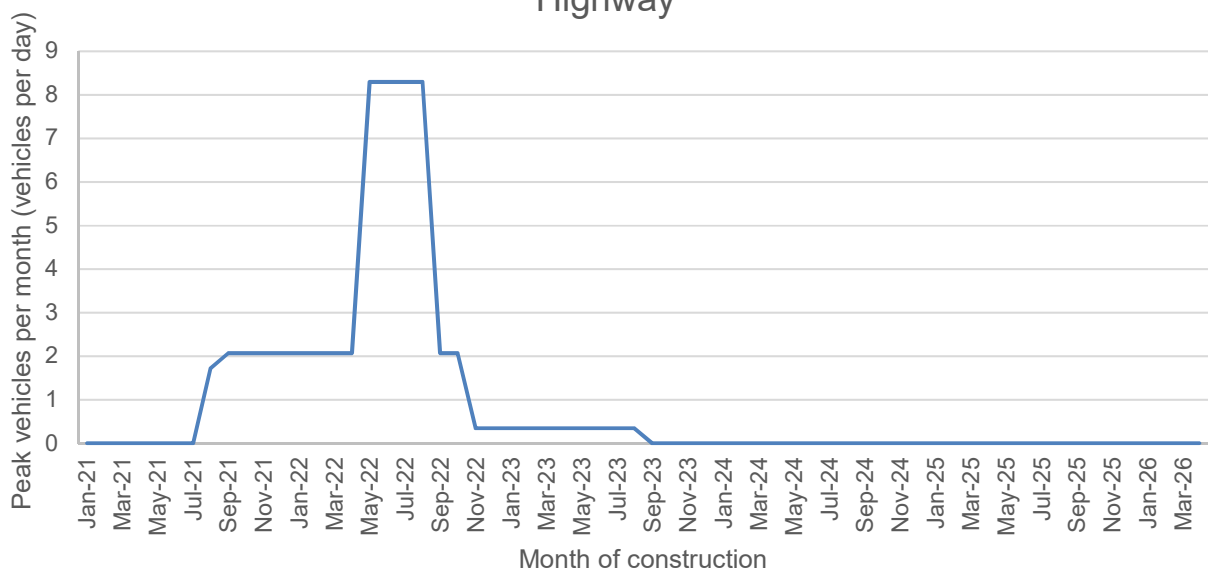
Ipswich Motorway - Between Cunningham Highway and Logan Motorway



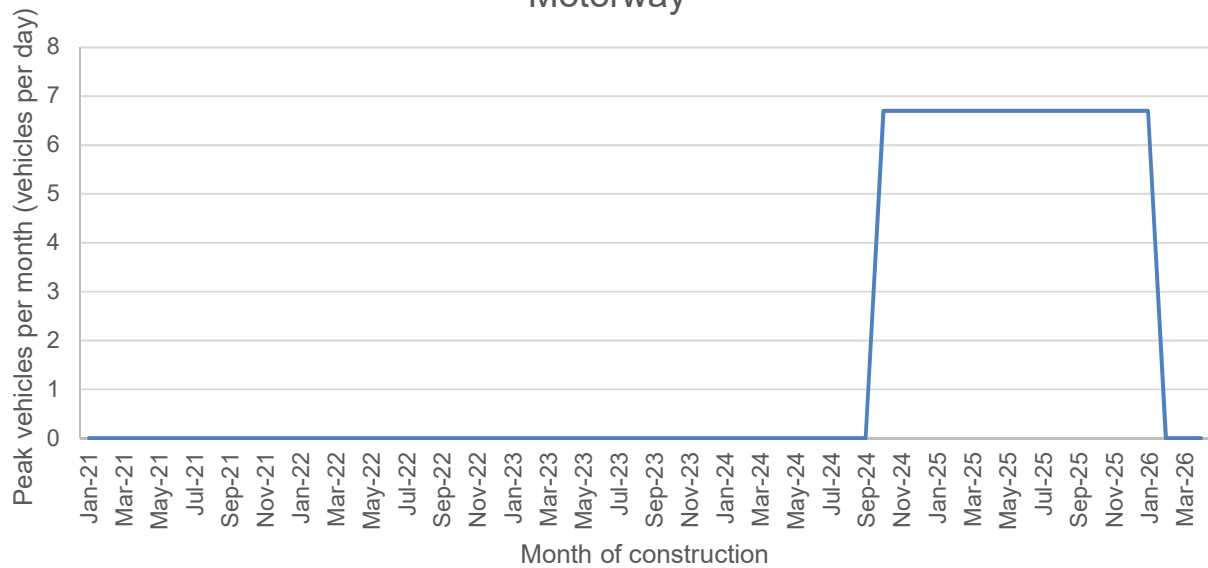
Leichhardt Highway - Between Cunningham Highway and Hunt Street



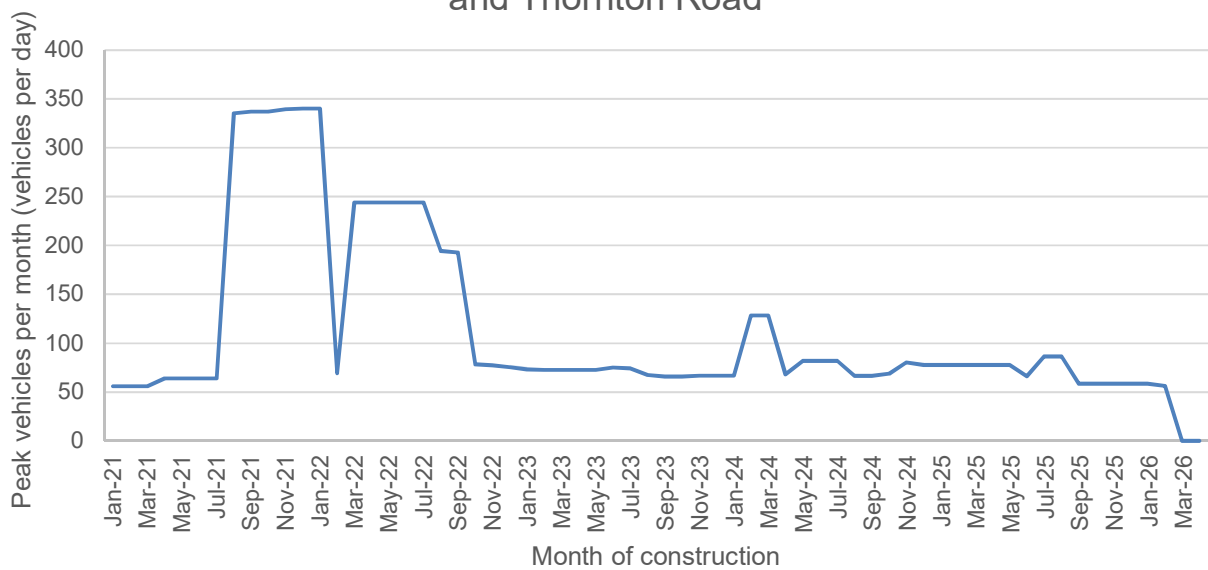
Leichhardt Highway - Between Hunt Street and Barwon Highway



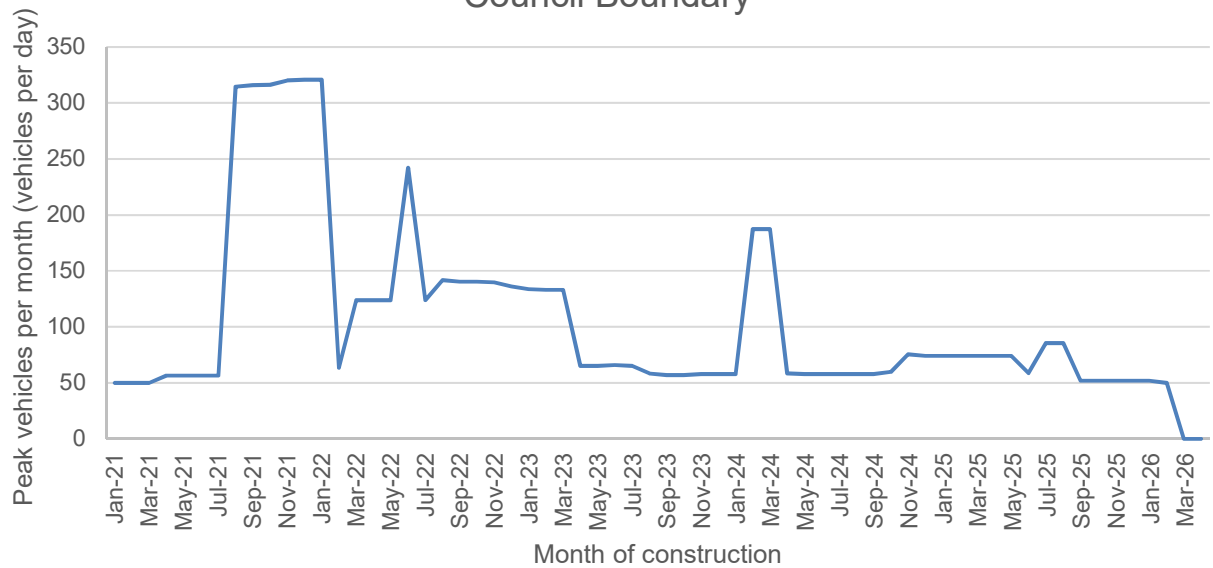
Logan Motorway - Between Ipswich Motorway and Pacific Motorway



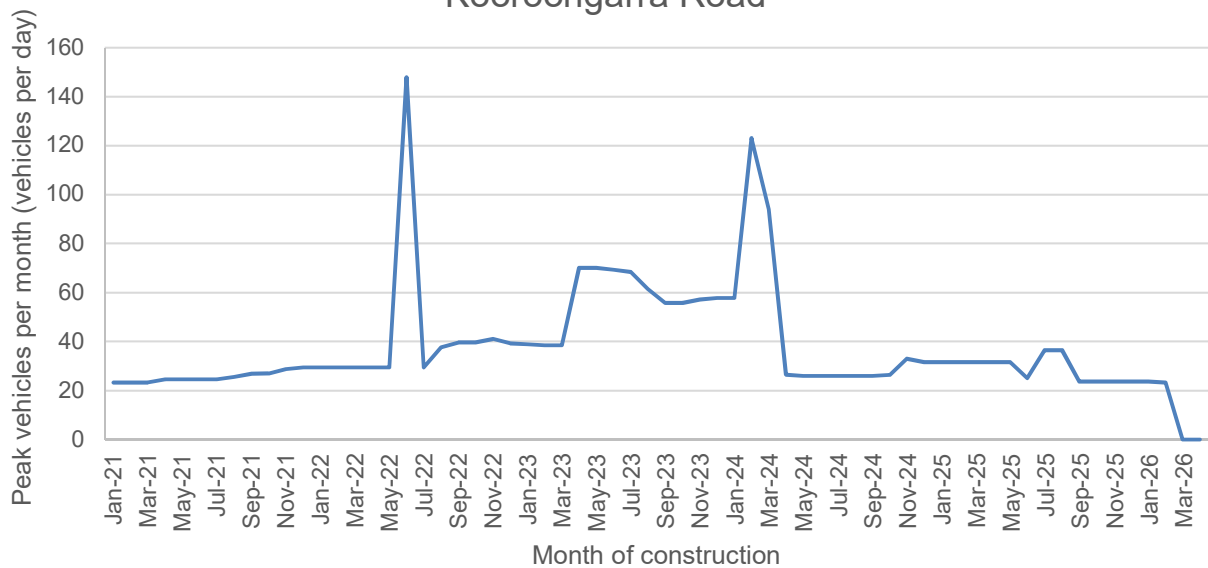
Millmerran Inglewood Road - Between Cunningham Highway and Thornton Road



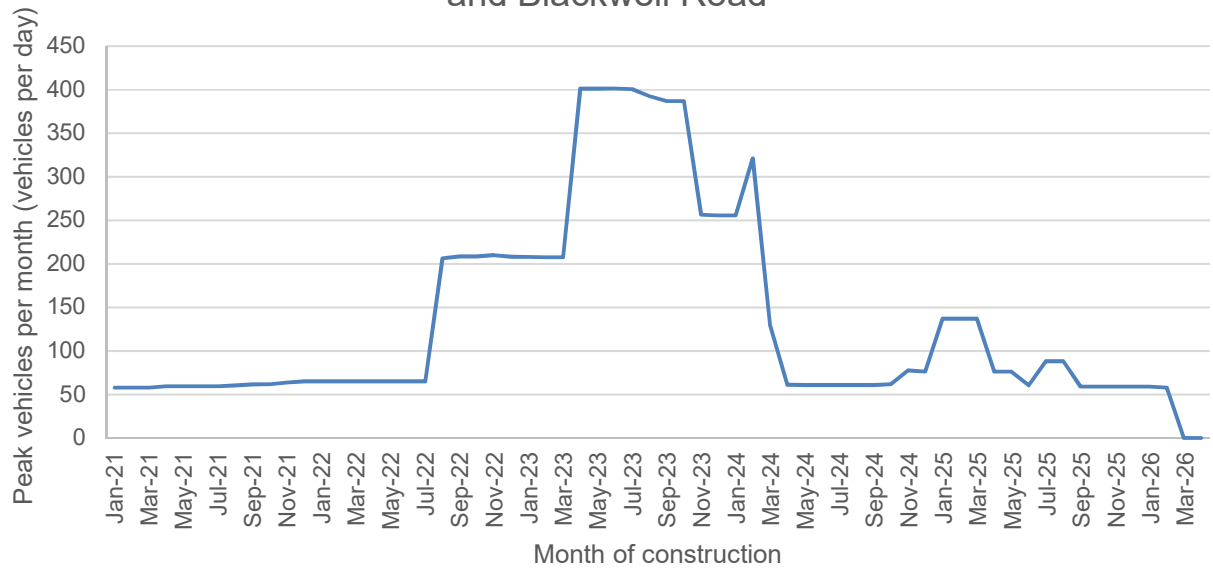
Millmerran Inglewood Road - Between Thornton Road and Council Boundary



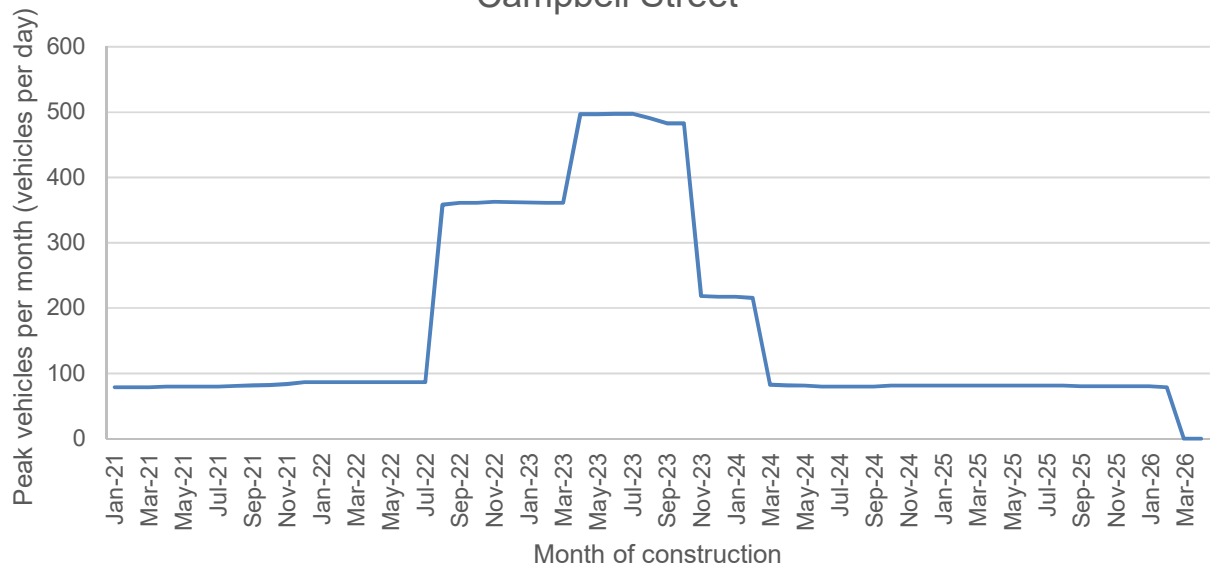
Millmerran Inglewood Road - Between Council Boundary and Kooroongarra Road

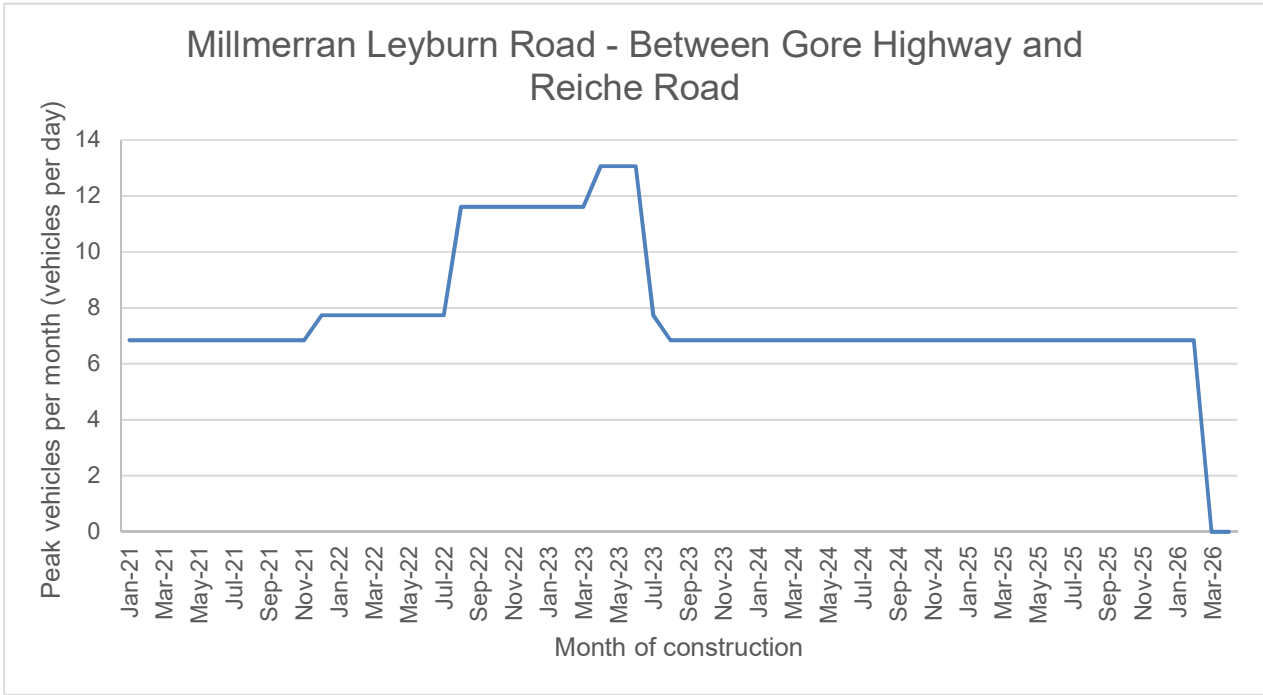
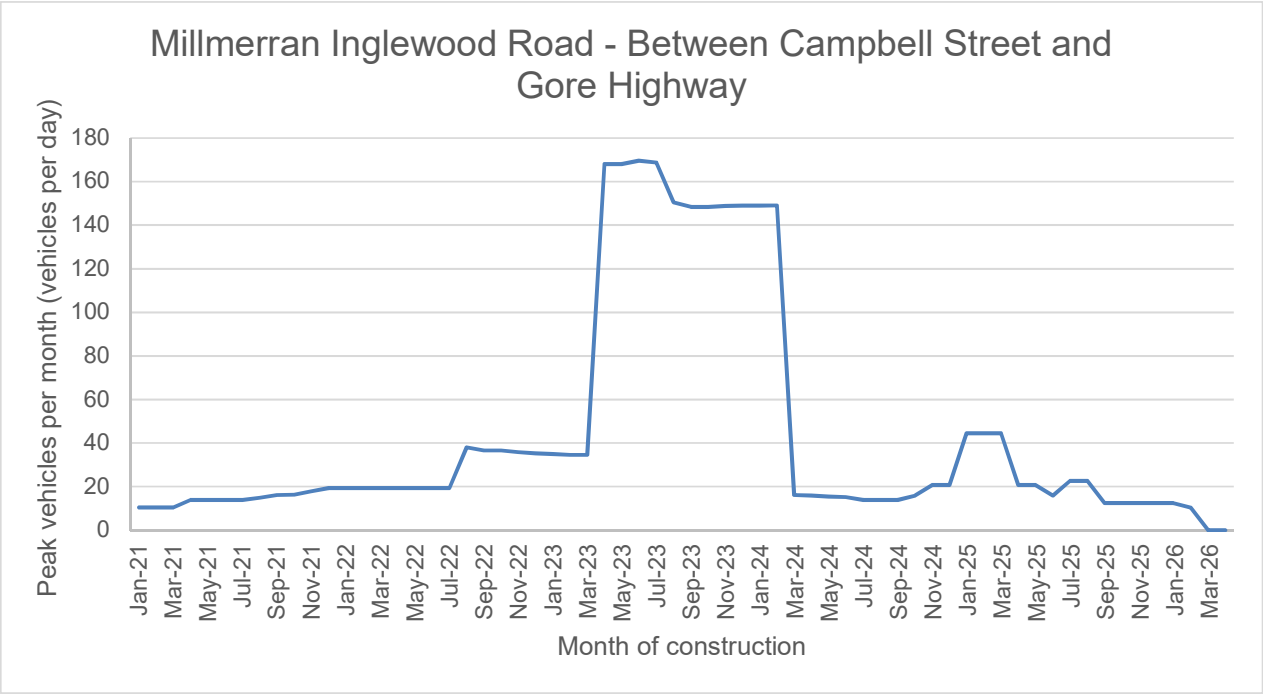


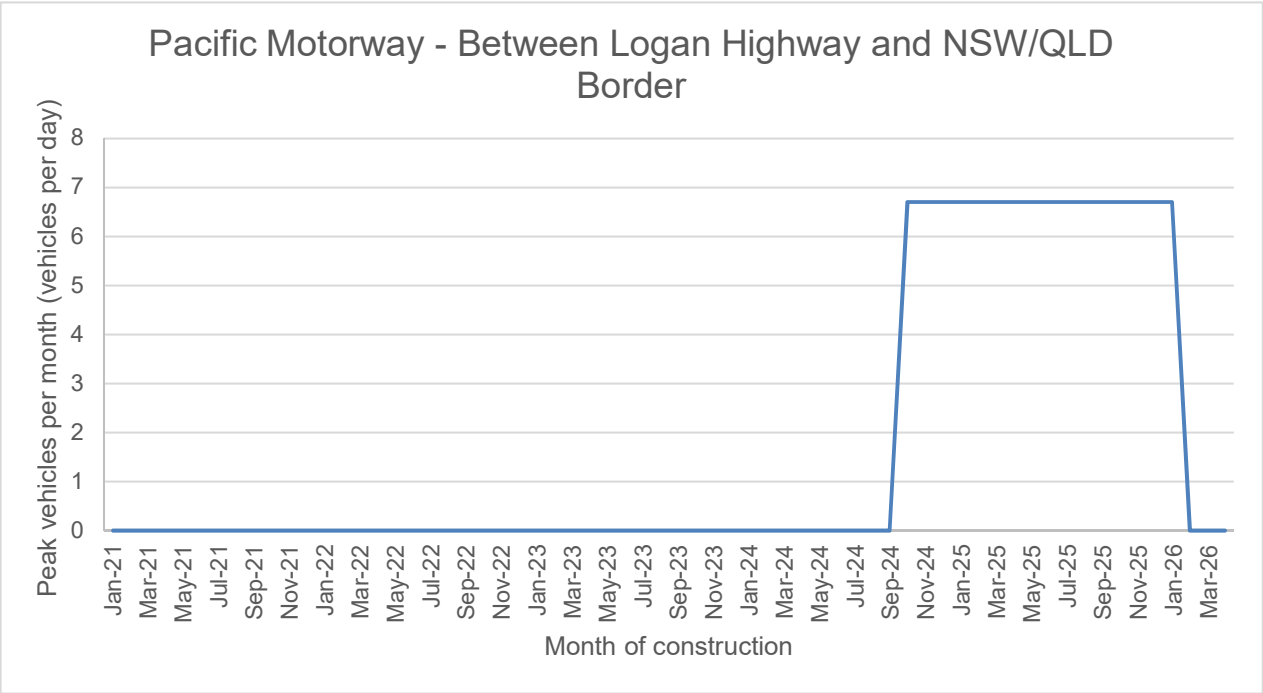
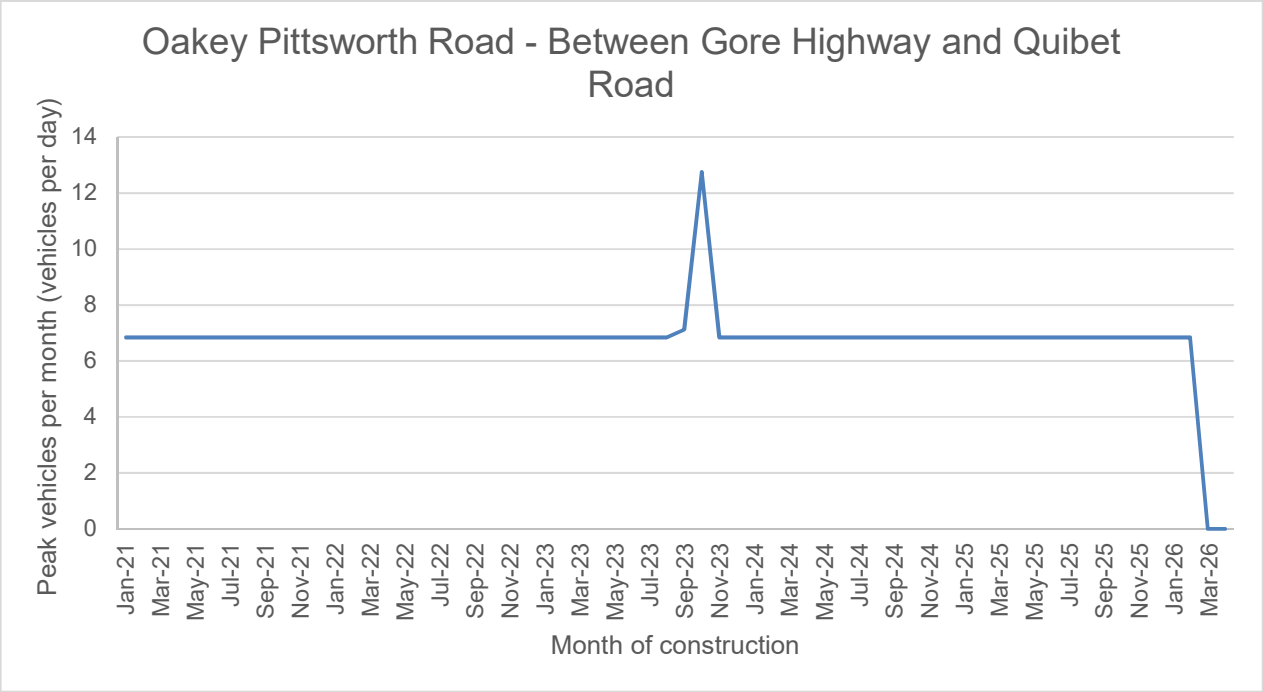
Millmerran Inglewood Road - Between Kooroongarra Road and Blackwell Road



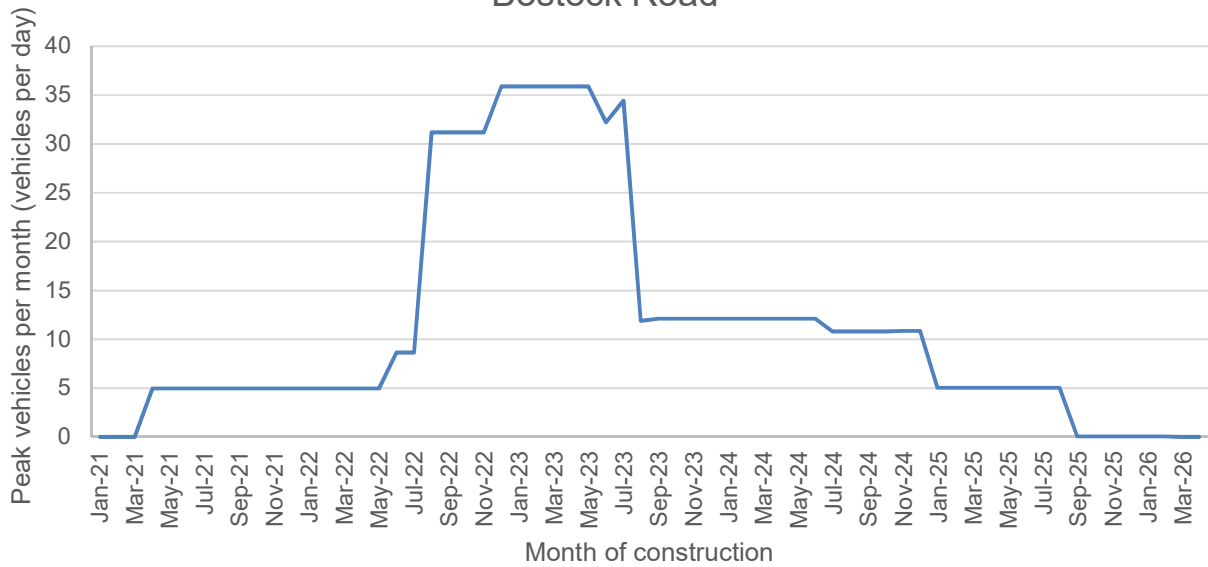
Millmerran Inglewood Road - Between Blackwell Road and Campbell Street



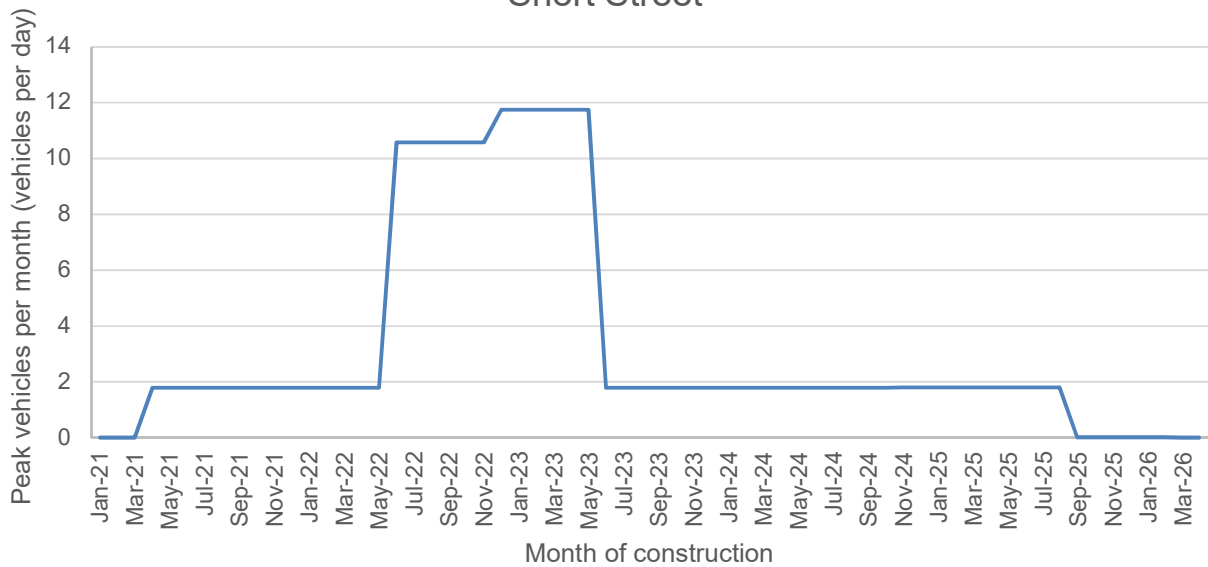


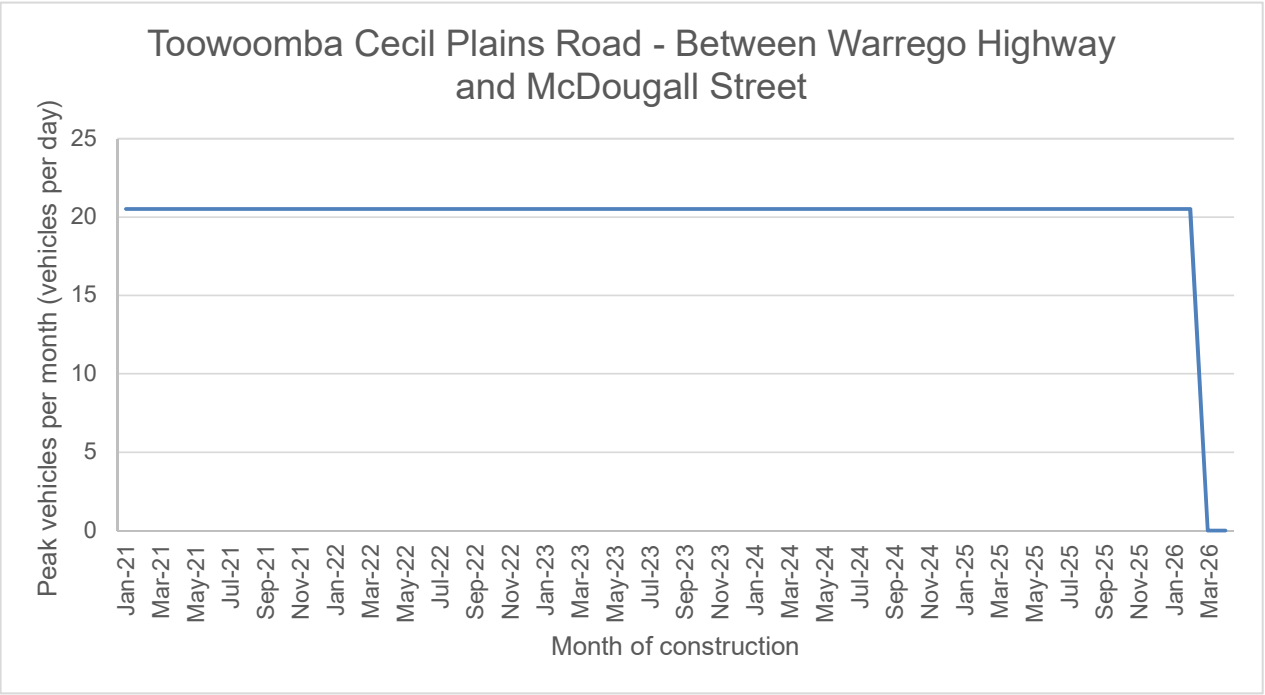
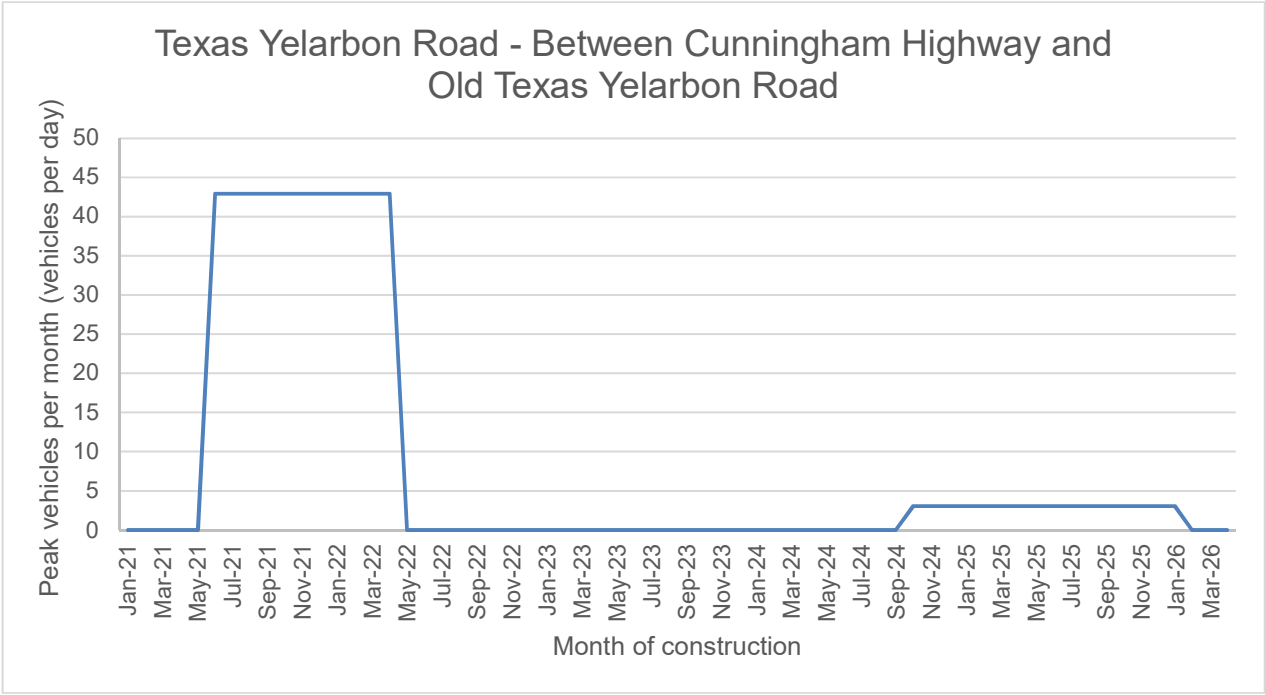


Pampas Horrane Road - Between Gore Highway and Bostock Road

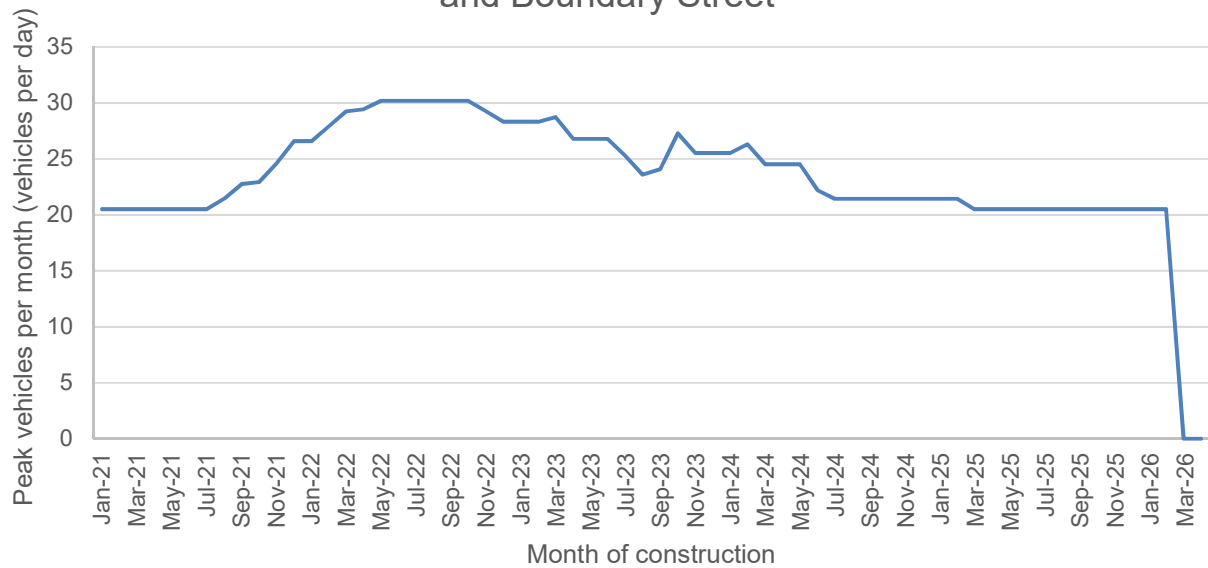


Pittsworth Felton Road - Between Golf Course Road and Short Street

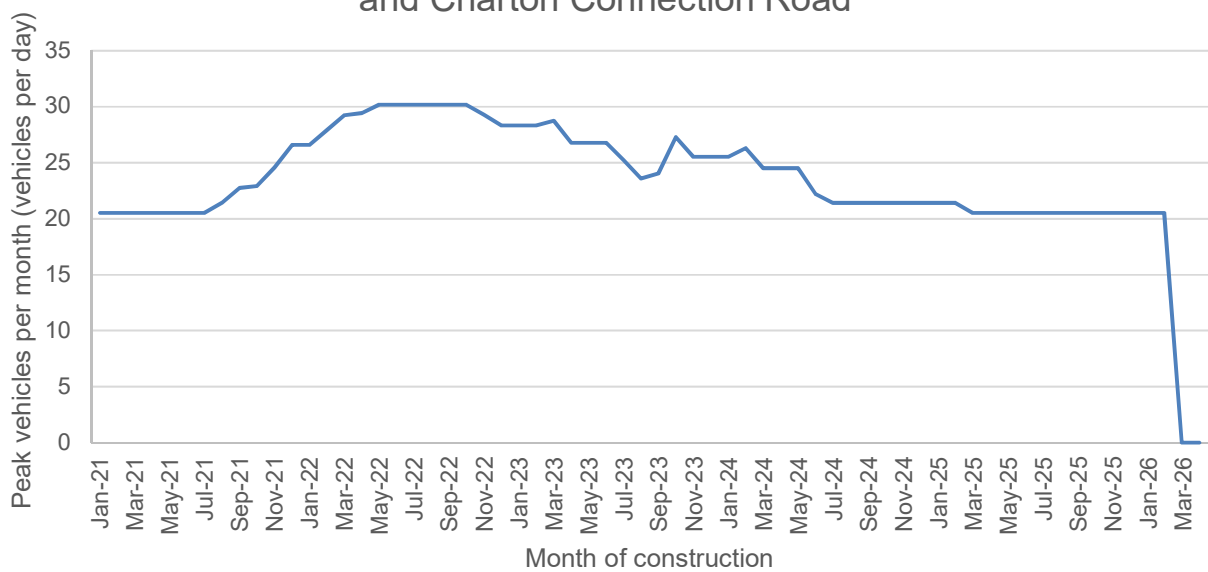




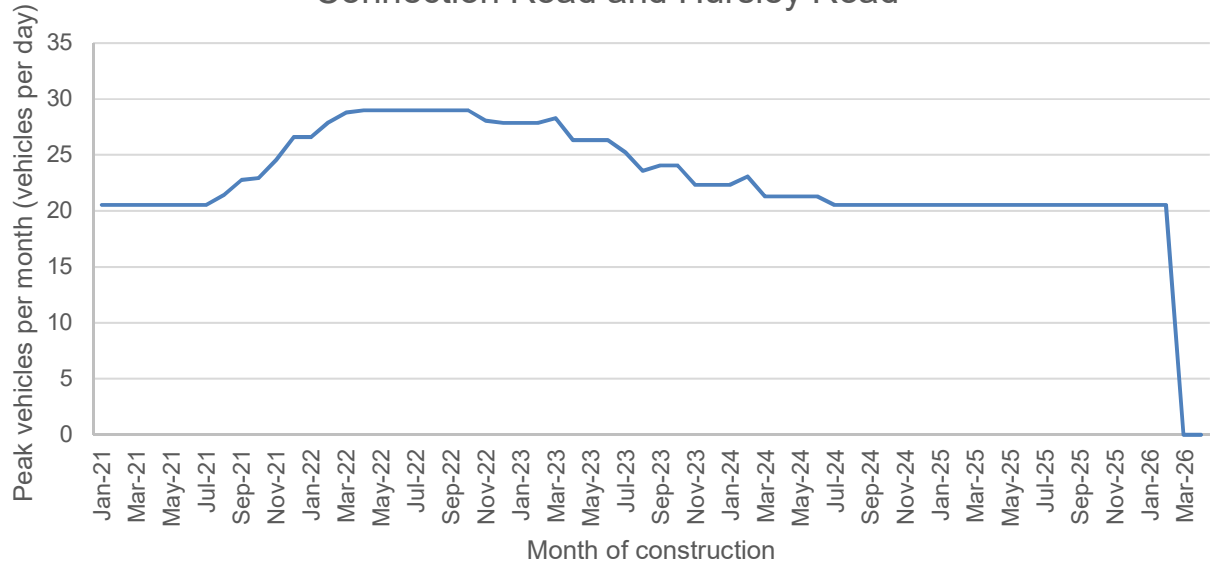
Toowoomba Cecil Plains Road - Between McDougall Street and Boundary Street



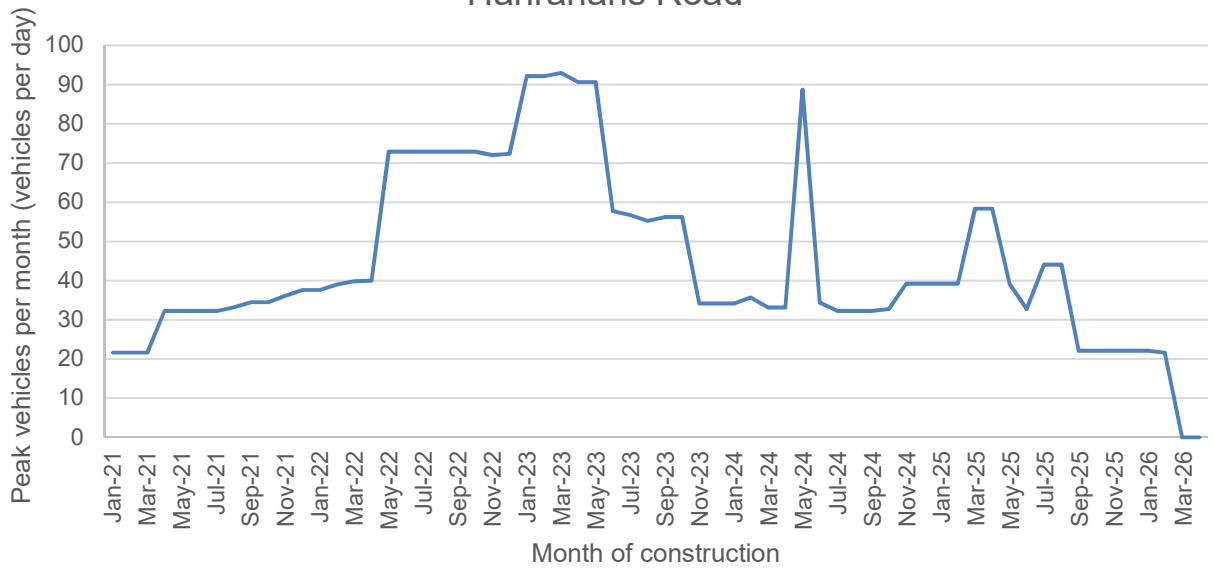
Toowoomba Cecil Plains Road - Between Boundary Street and Charton Connection Road



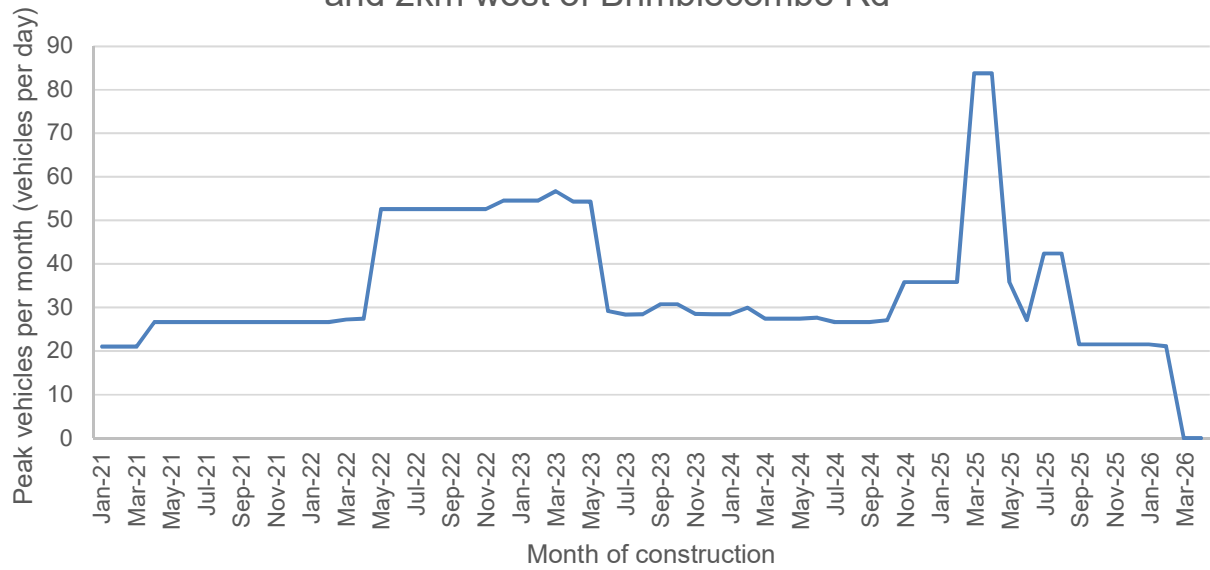
Toowoomba Cecil Plains Road - Between Charton Connection Road and Hursley Road



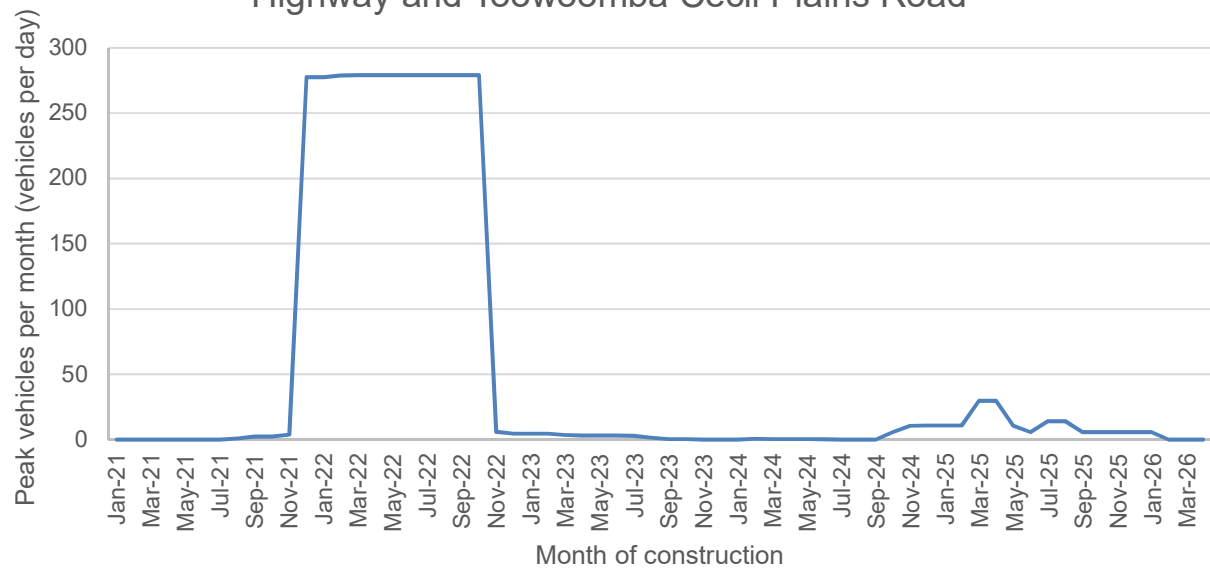
Toowoomba Cecil Plains Road - Between Hursley Road and Hanrahans Road



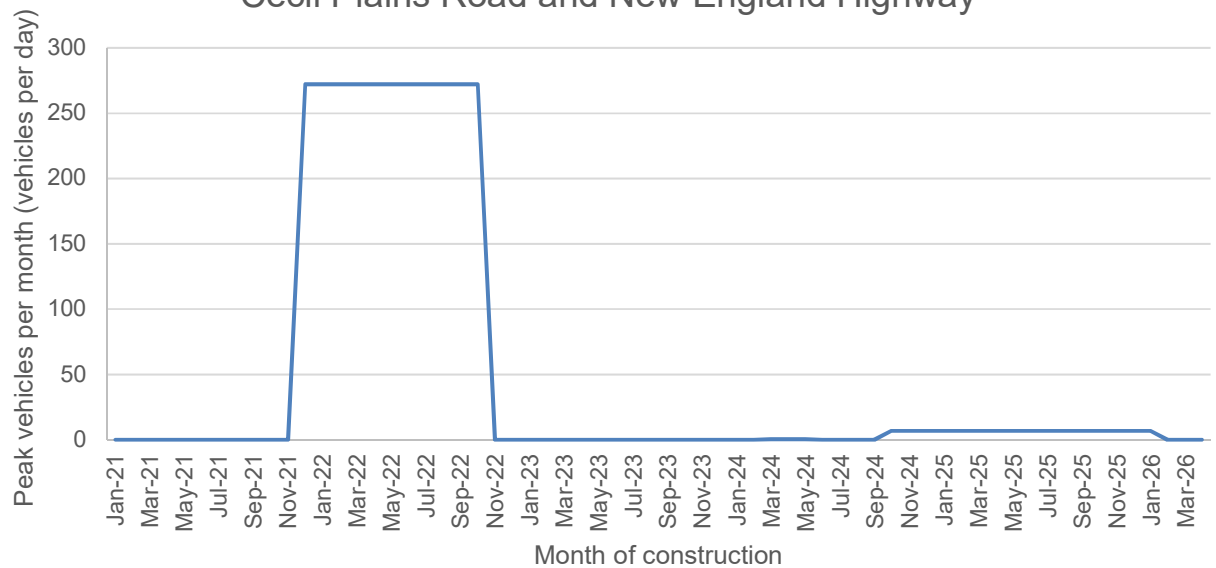
Toowoomba Cecil Plains Road - Between Hanrahans Road and 2km west of Brimblecombe Rd



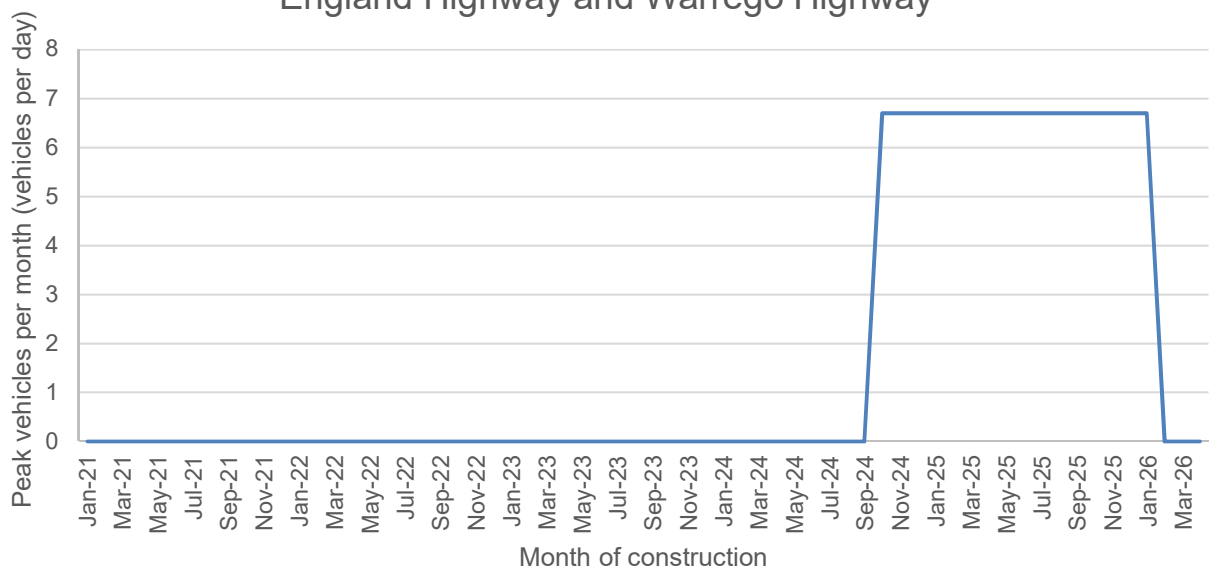
Toowoomba Second Range Crossing - Between Gore Highway and Toowoomba Cecil Plains Road



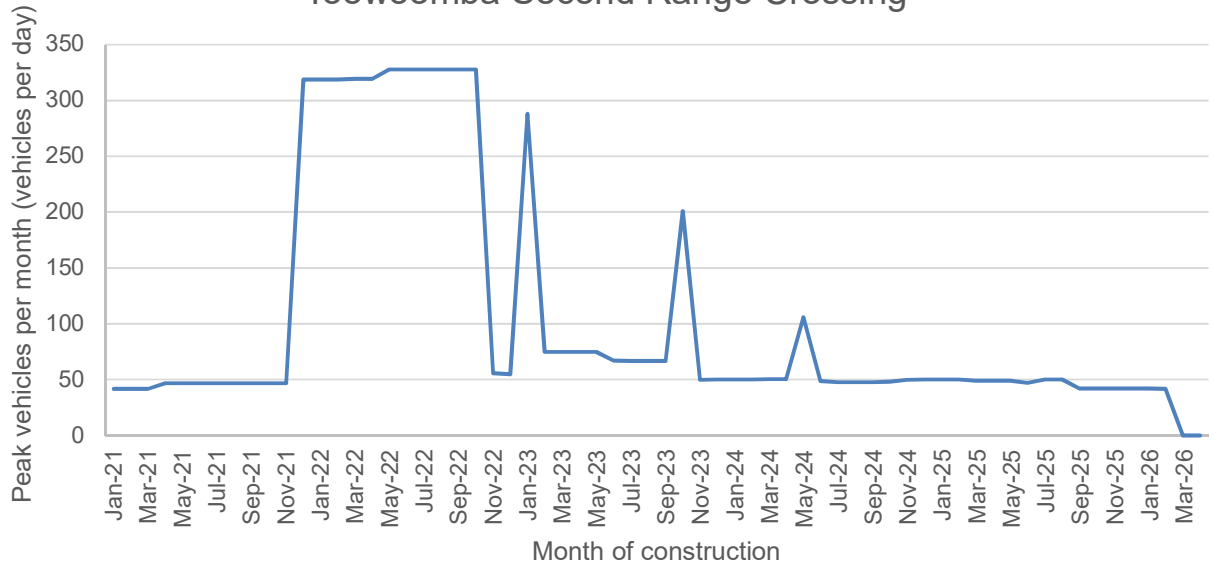
Toowoomba Second Range Crossing - Between Toowoomba
Cecil Plains Road and New England Highway



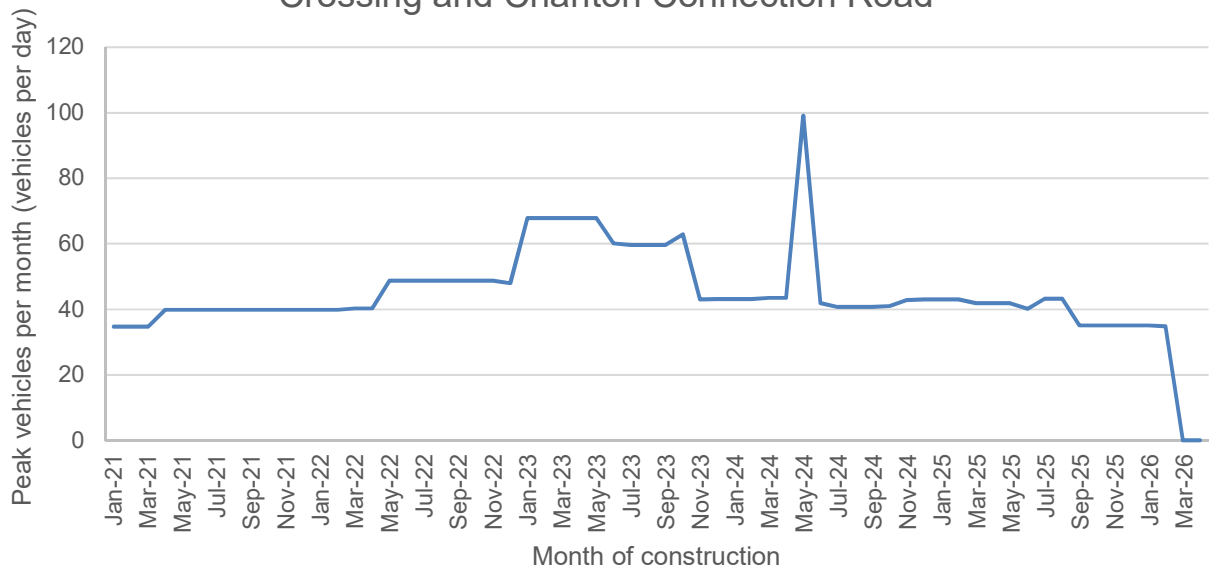
Toowoomba Second Range Crossing - Between New
England Highway and Warrego Highway



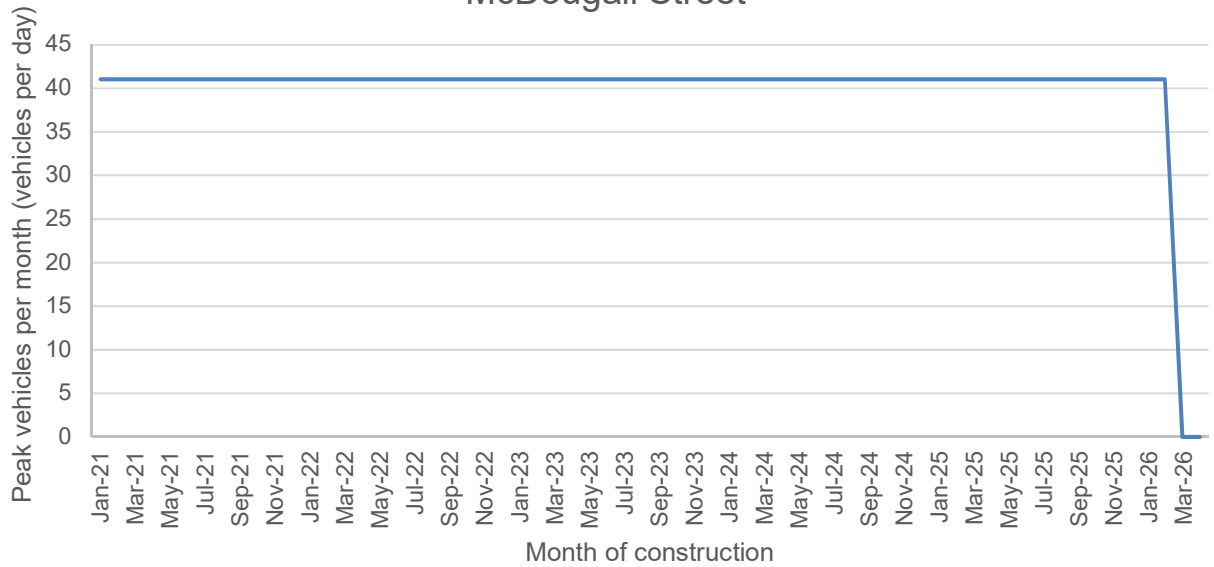
Warrego Highway - Between Kingsthorpe Haden Road and Toowoomba Second Range Crossing



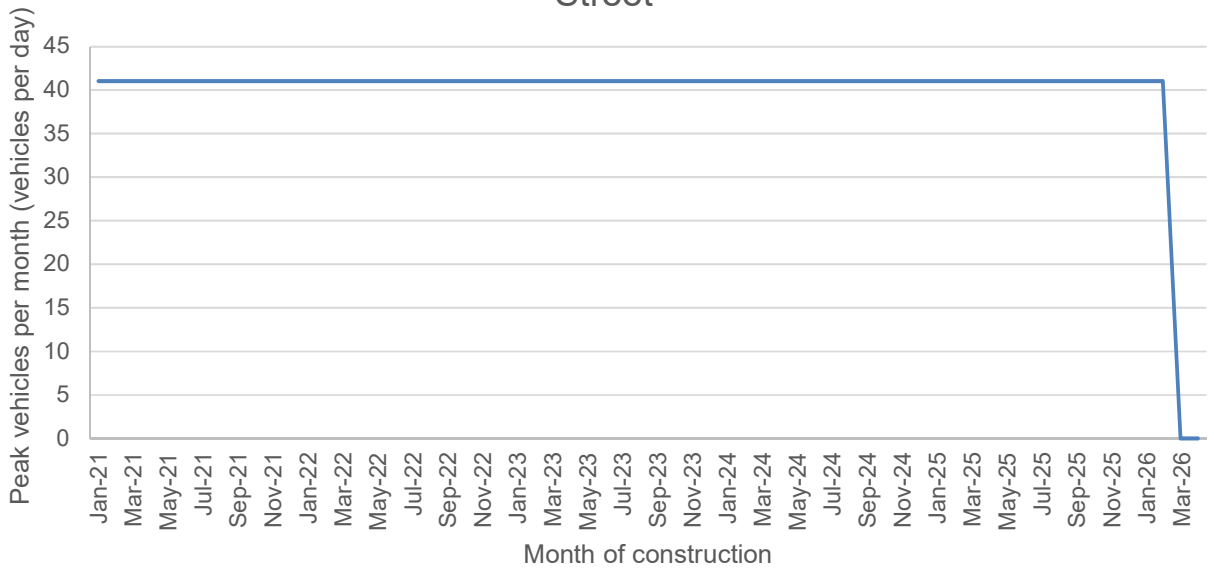
Warrego Highway - Between Toowoomba Second Range Crossing and Charlton Connection Road

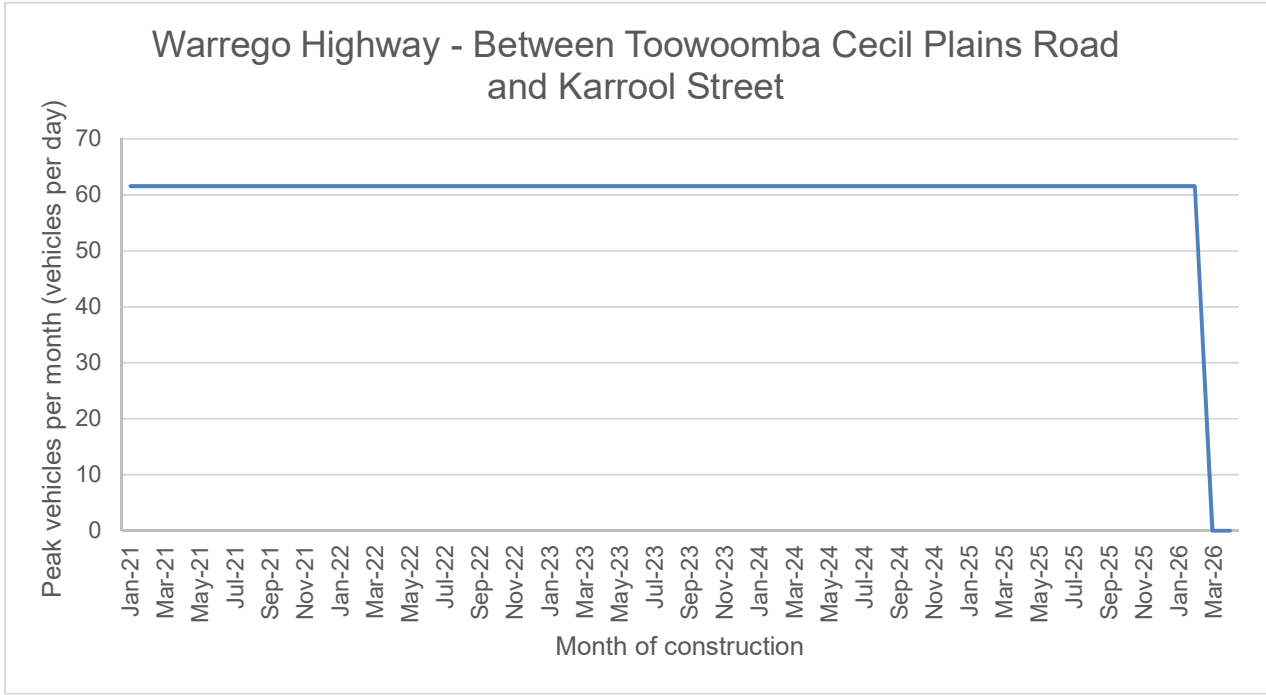
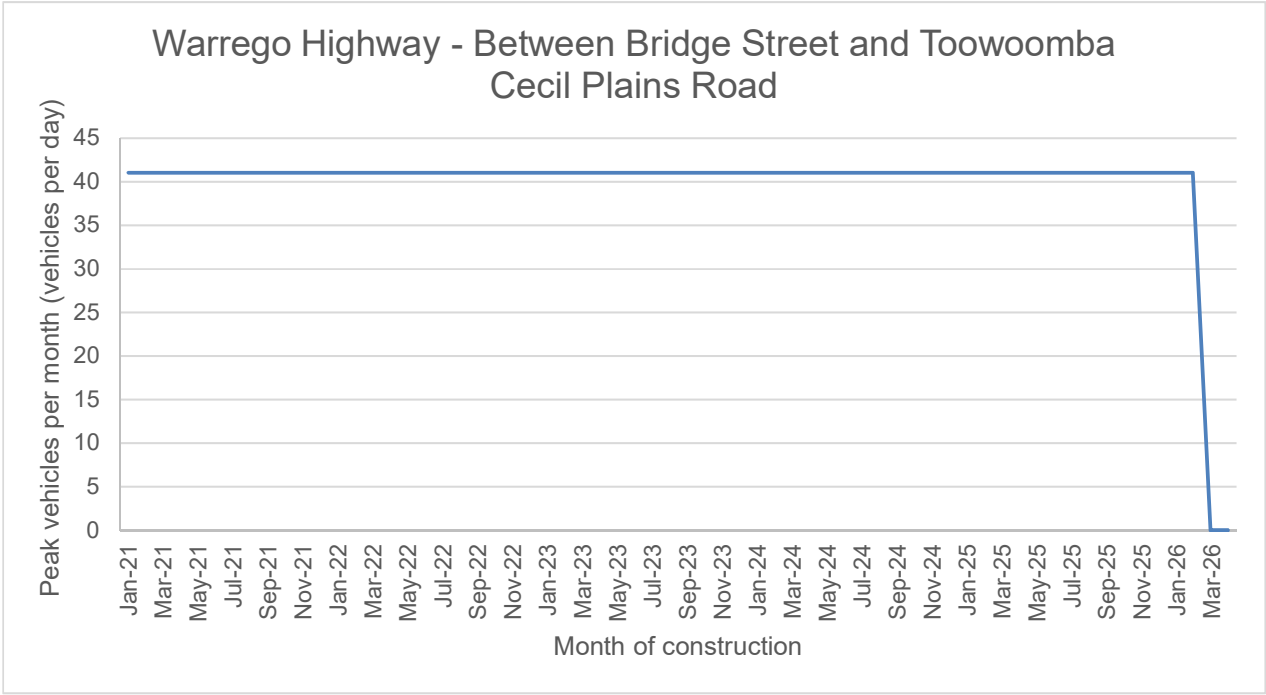


Warrego Highway - Between Charlton Connection Road and McDougall Street

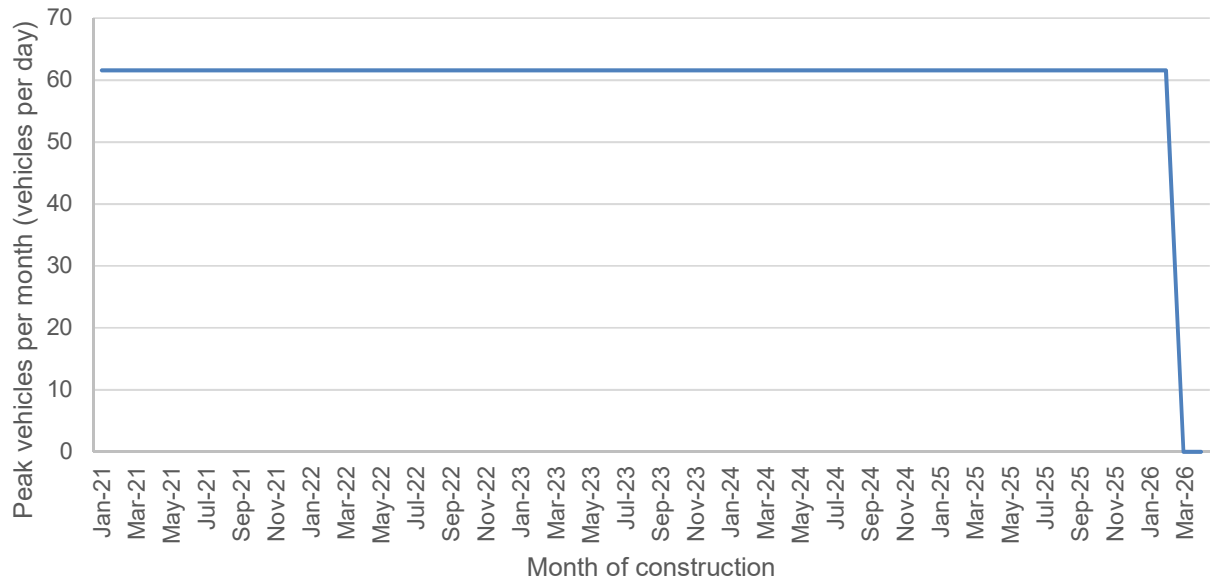


Warrego Highway - Between McDougall Street and Bridge Street

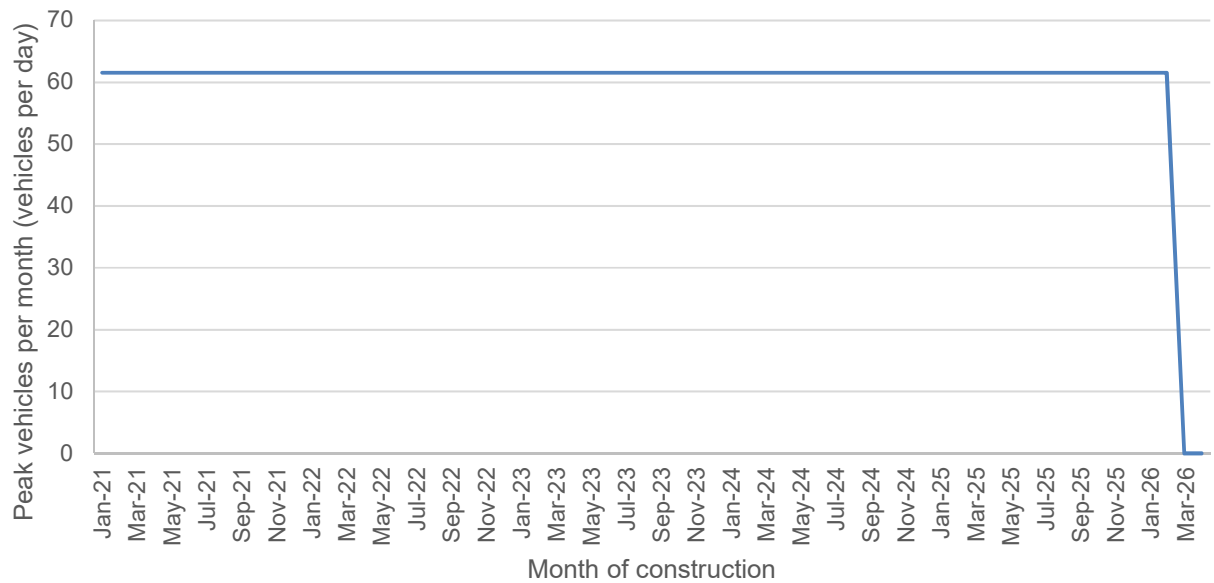




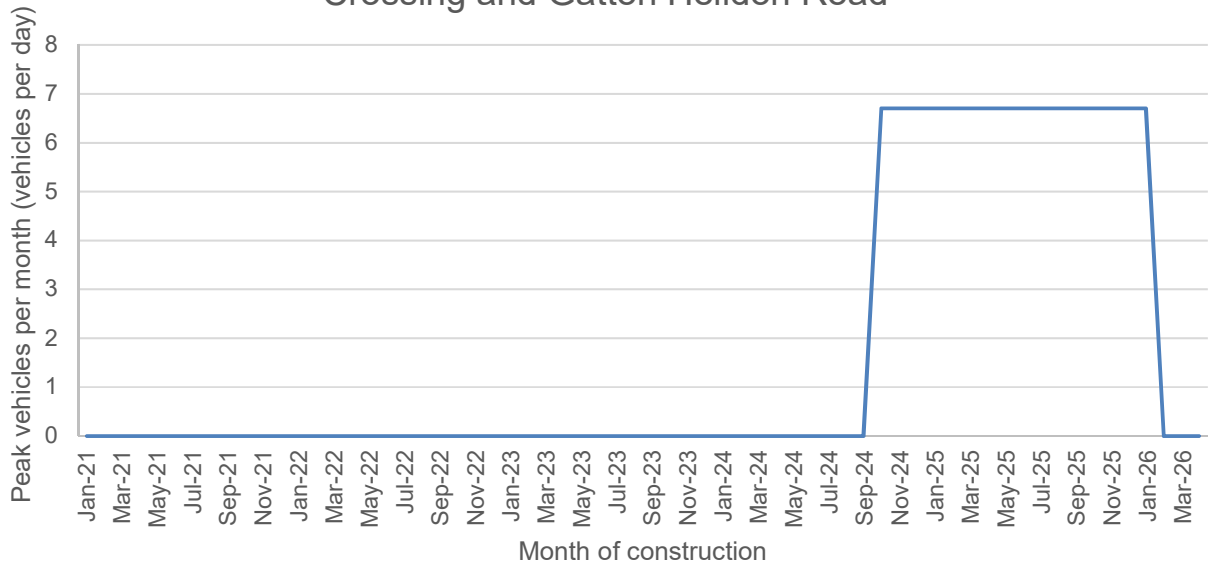
Warrego Highway - Between Karrool St and Gore Highway



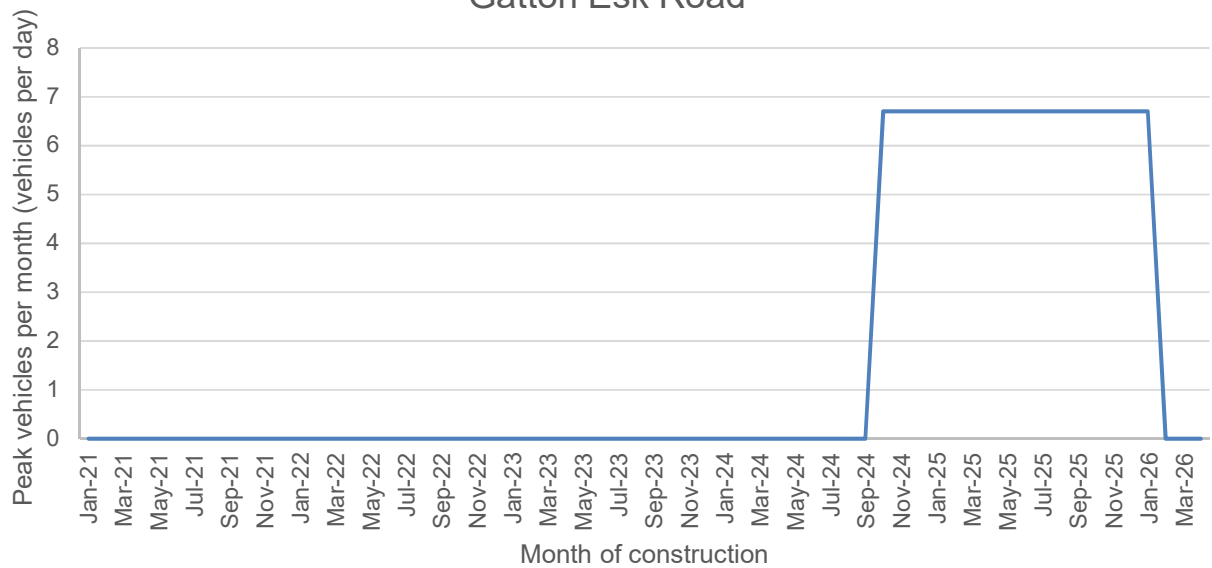
Warrego Highway - Between Gore Highway and Fifth Avenue



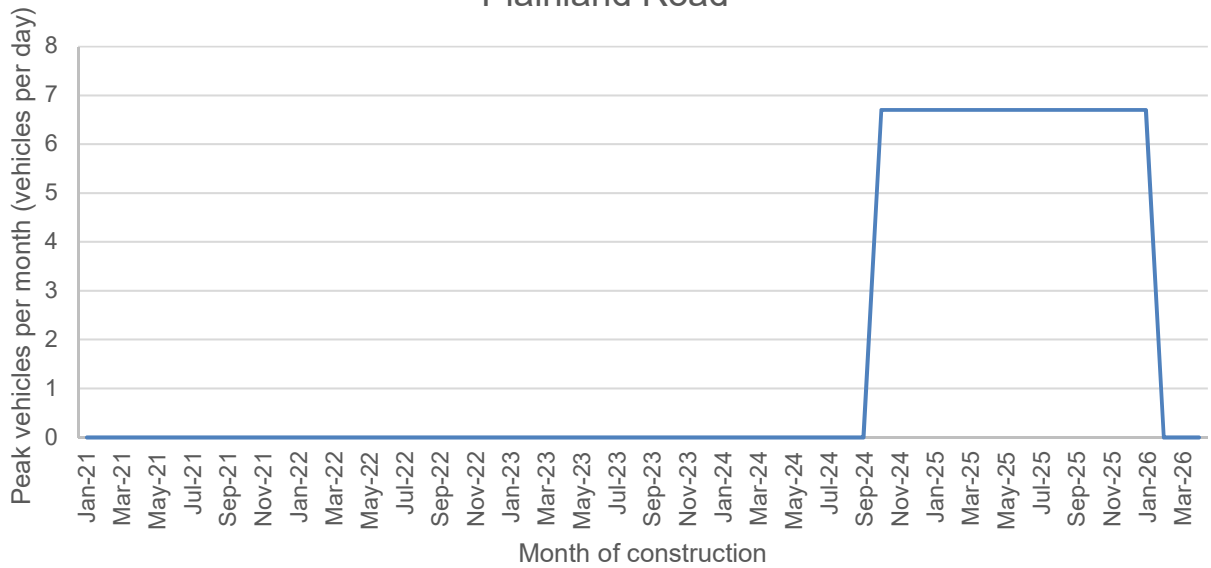
Warrego Highway - Between Toowoomba Second Range Crossing and Gatton Helidon Road



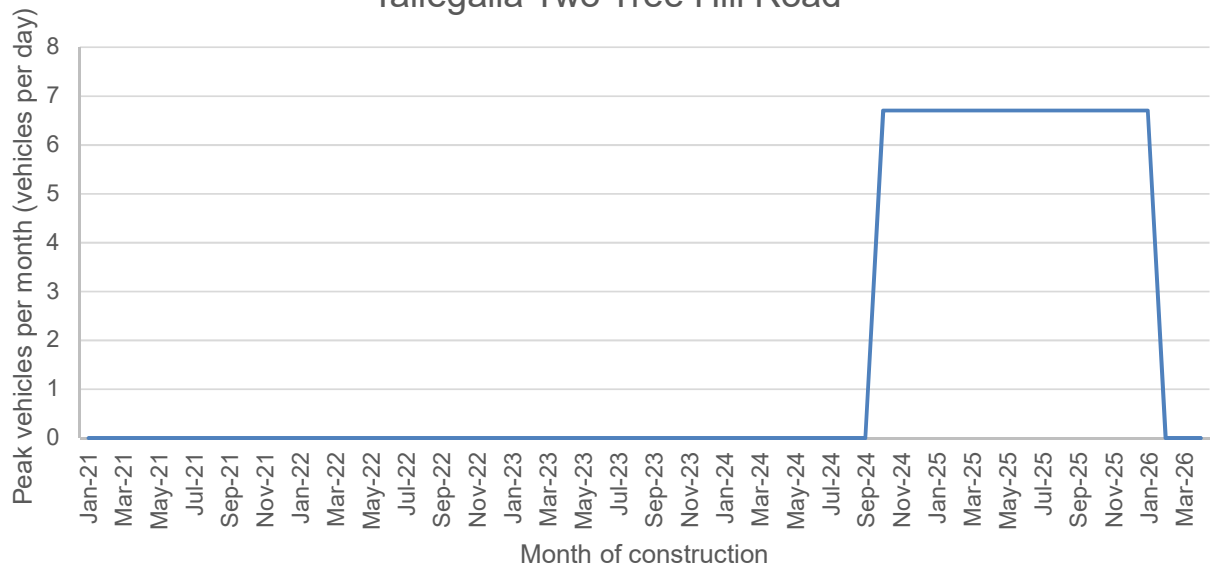
Warrego Highway - Between Gatton Helidon Road and Gatton Esk Road



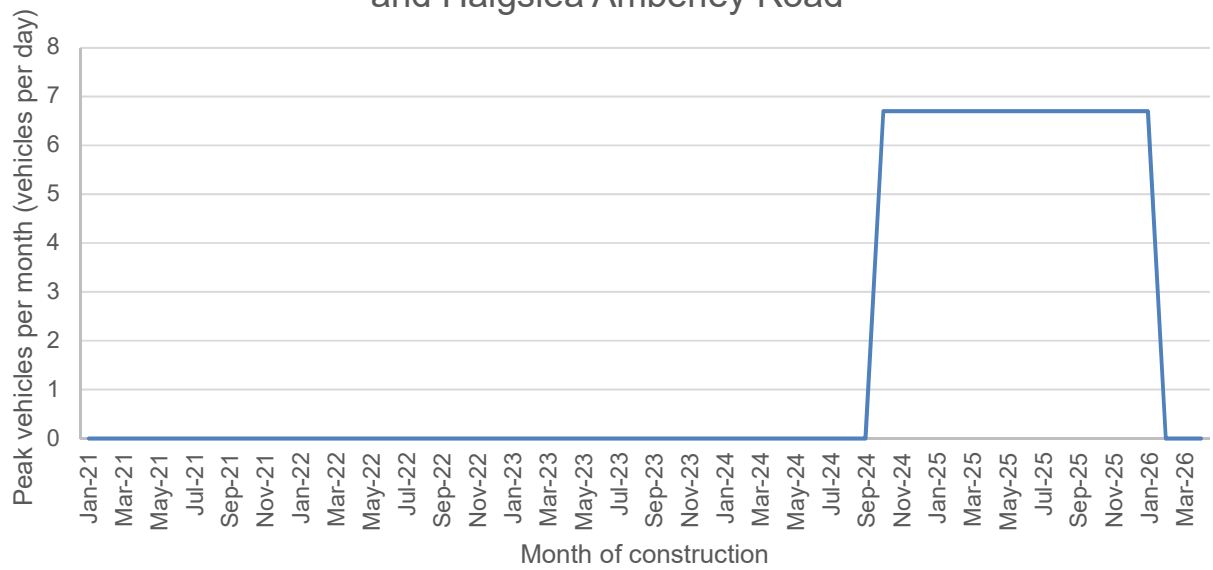
Warrego Highway - Between Gatton Esk Road and Laidley Plainland Road



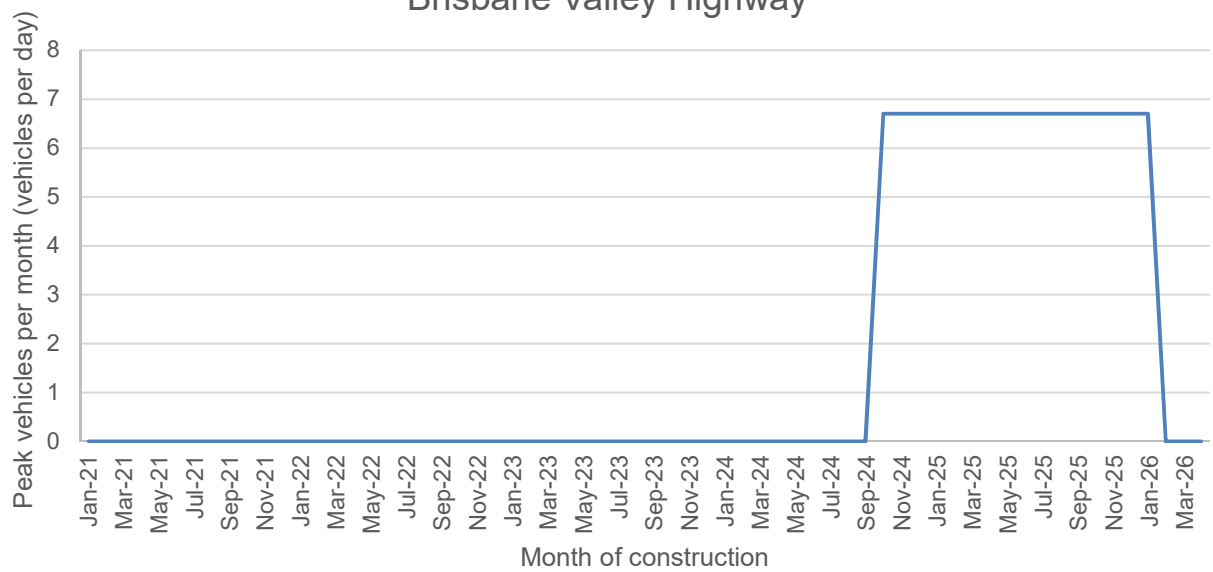
Warrego Highway - Between Laidley Plainland Road and Tallegalla Two Tree Hill Road



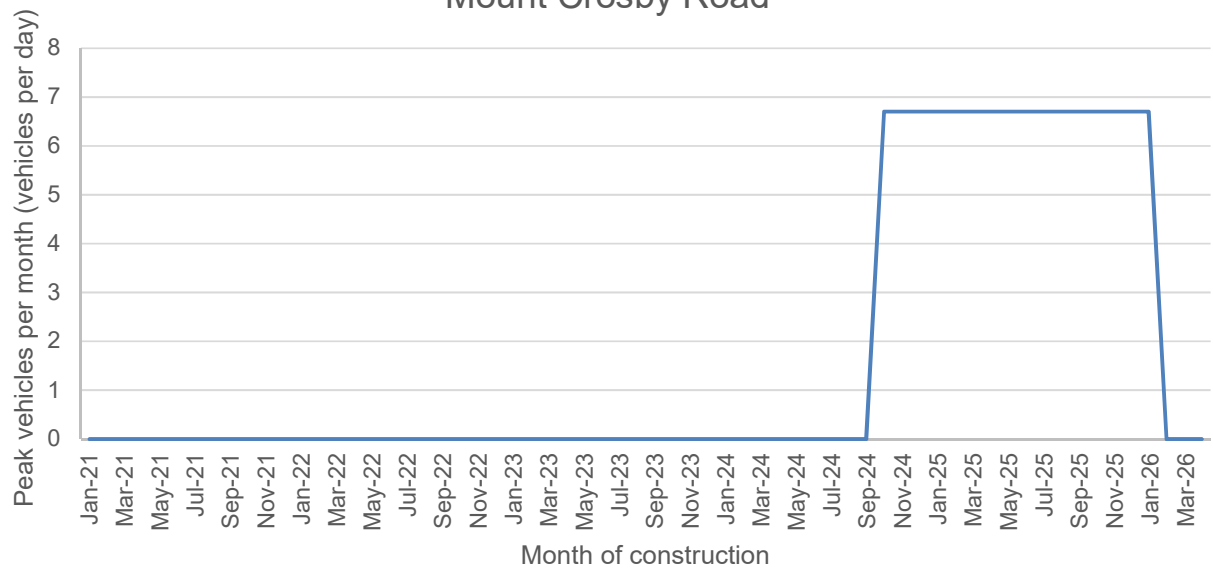
Warrego Highway - Between Tallegalla Two Tree Hill Road and Haigslea Amberley Road



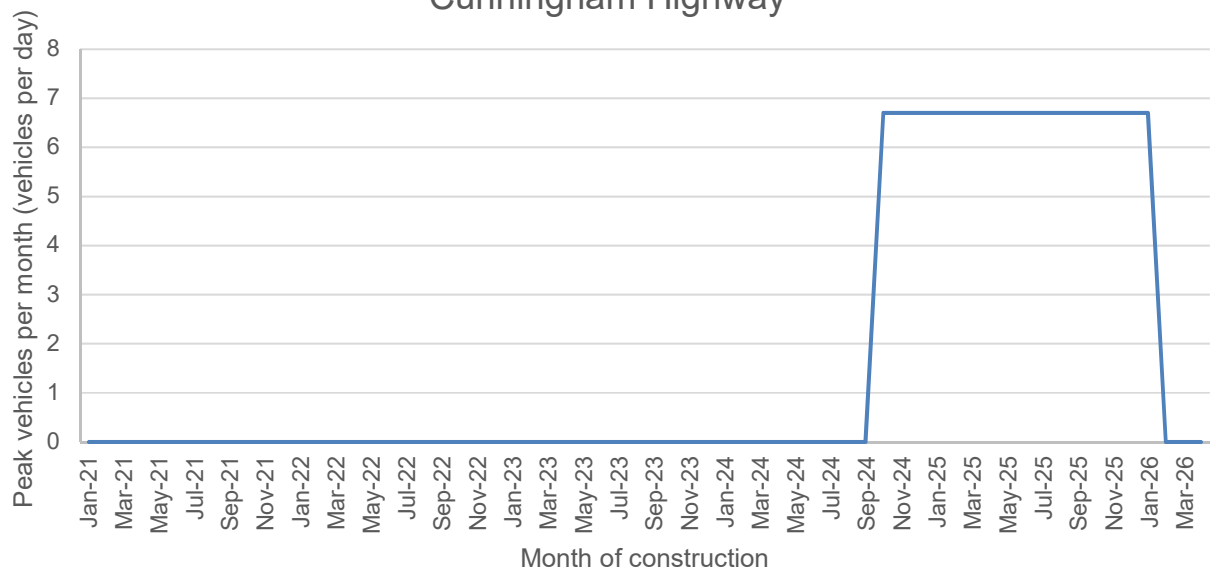
Warrego Highway - Between Haigslea Amberley Road and Brisbane Valley Highway



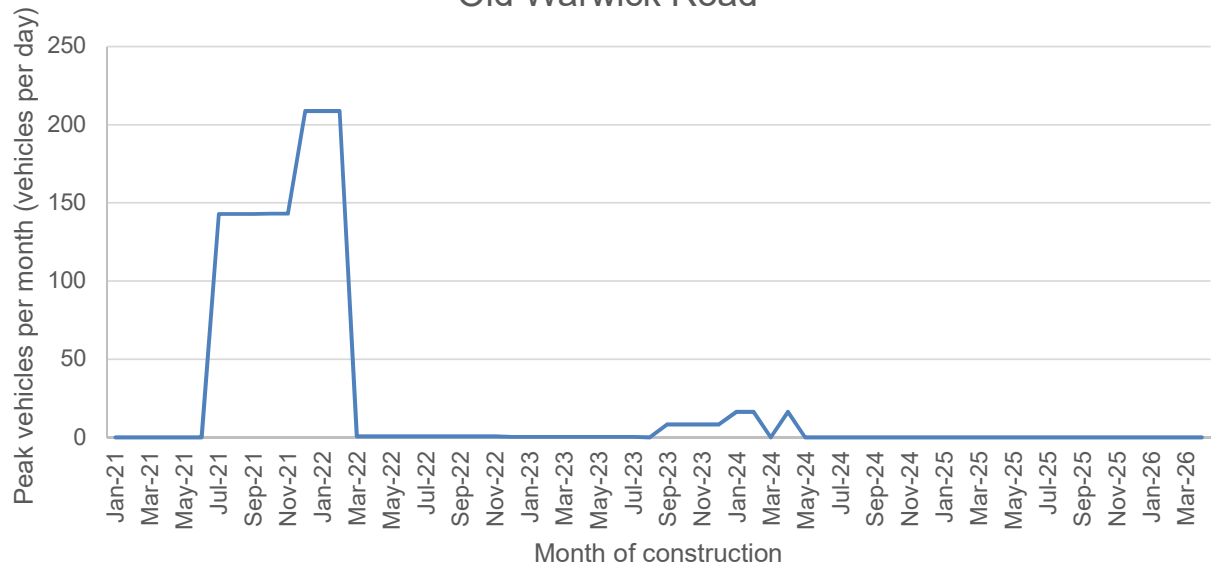
Warrego Highway - Between Brisbane Valley Road and Mount Crosby Road



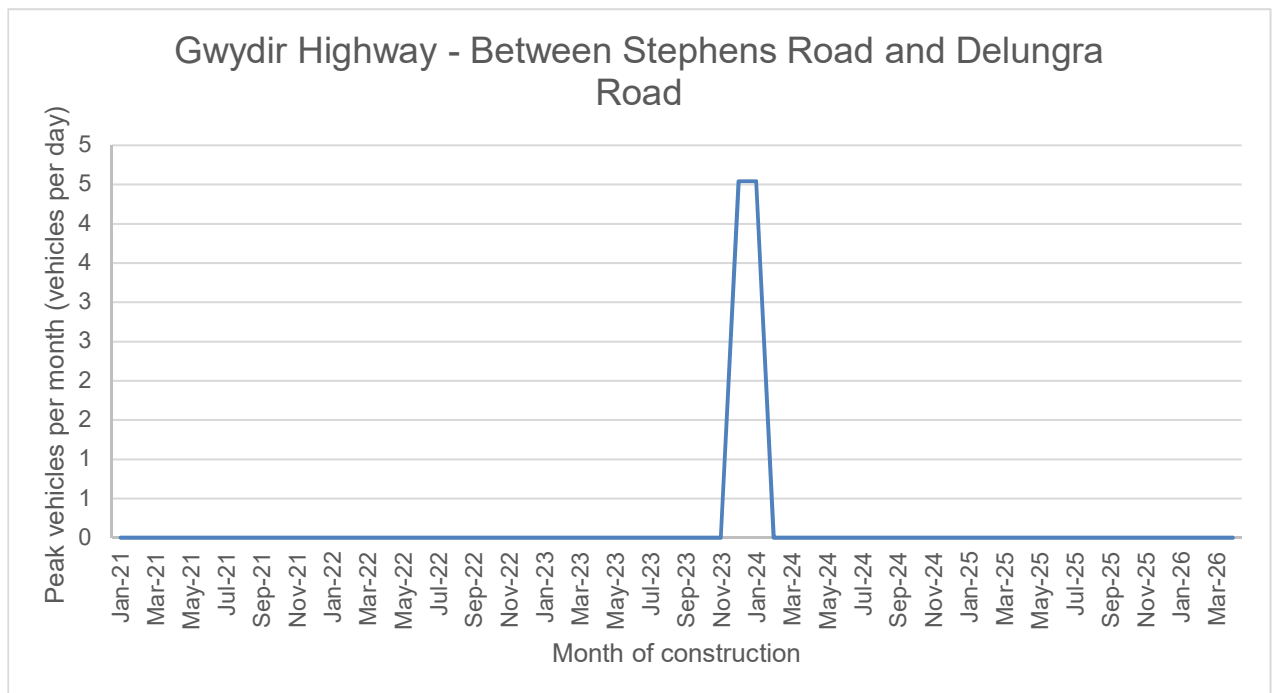
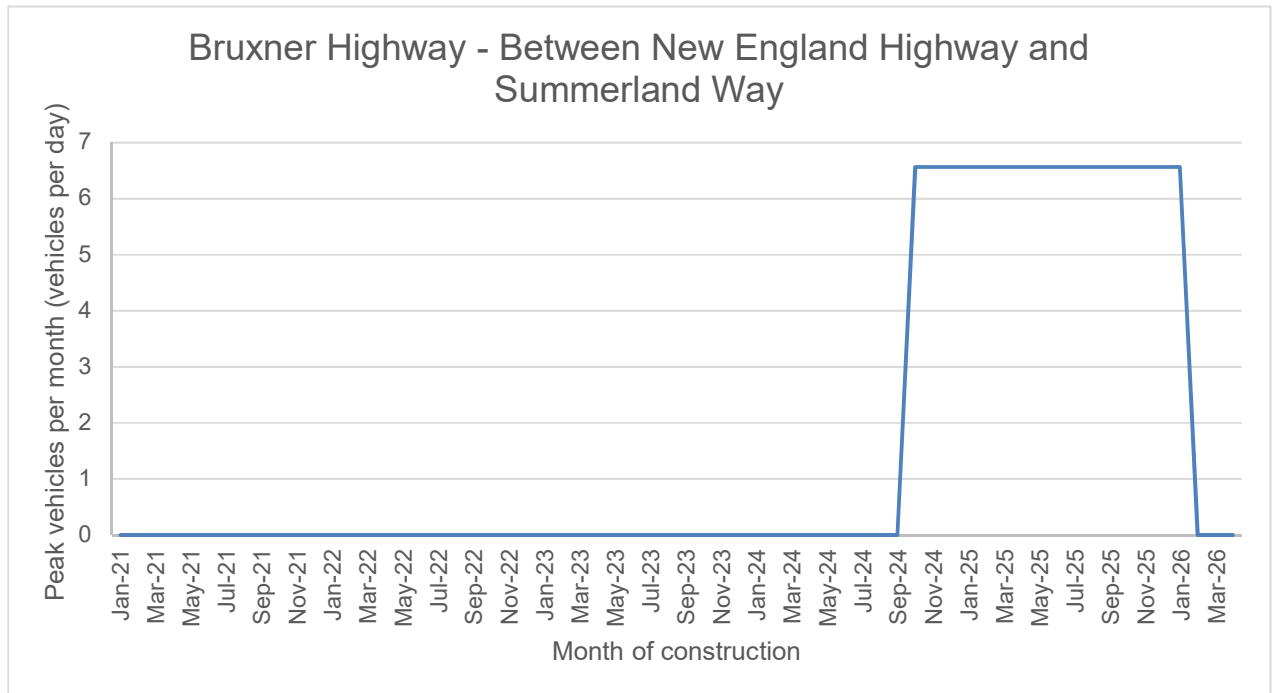
Warrego Highway - Between Mount Crosby Road and Cunningham Highway



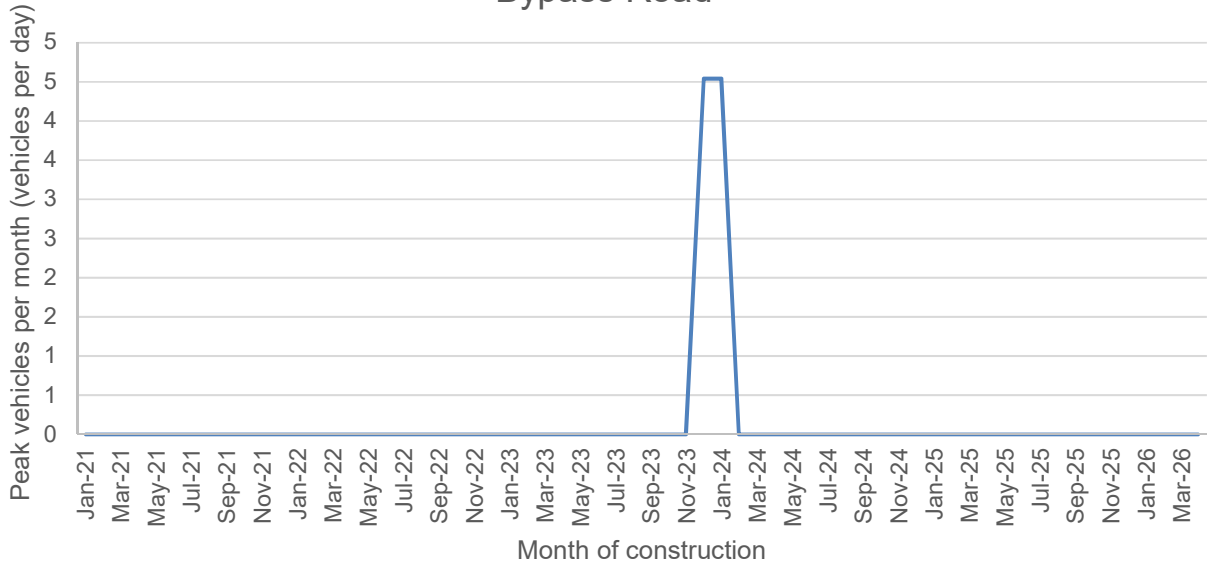
Yelarbon Keetah Road - Between Cunningham Highway and Old Warwick Road



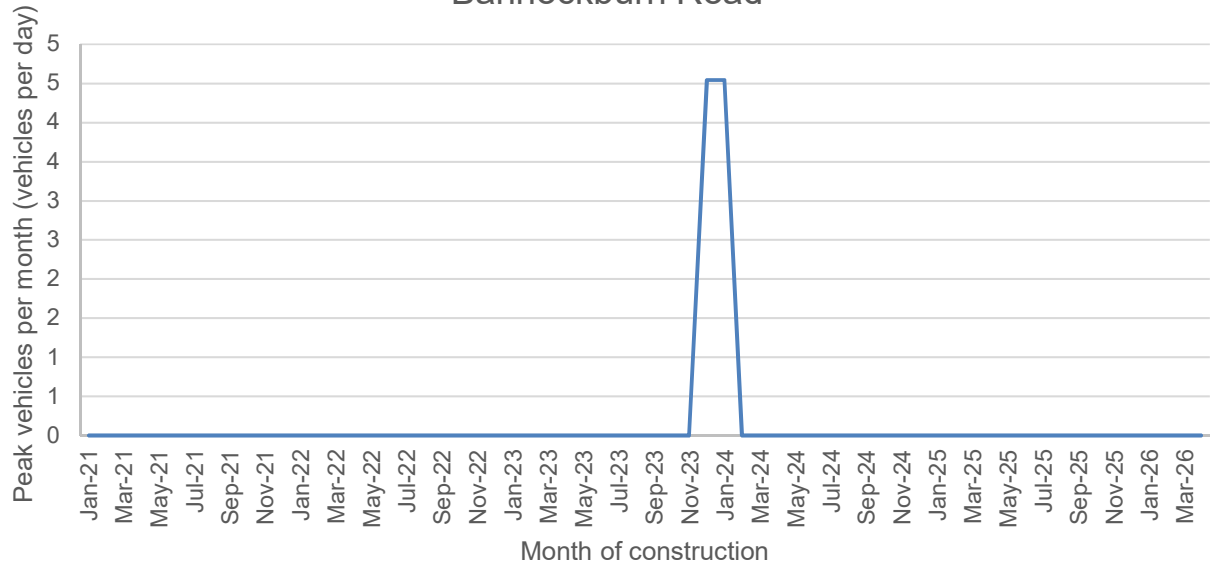
Peak Construction Traffic by Road Segment
Roads and Maritime Services



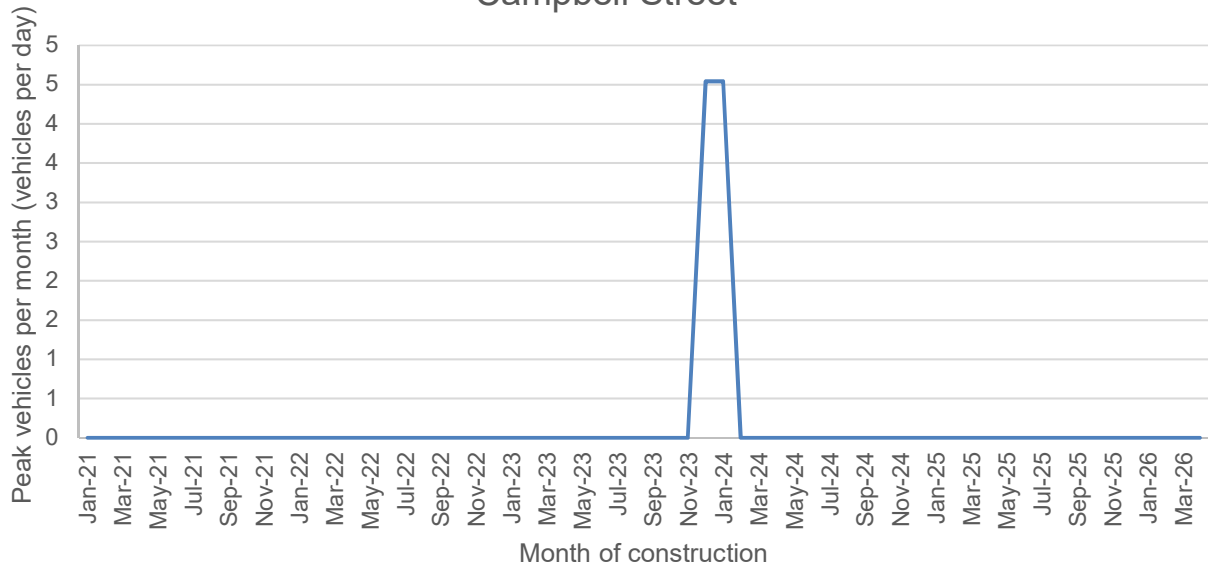
Gwydir Highway - Between Delungra Road and Delungra Bypass Road



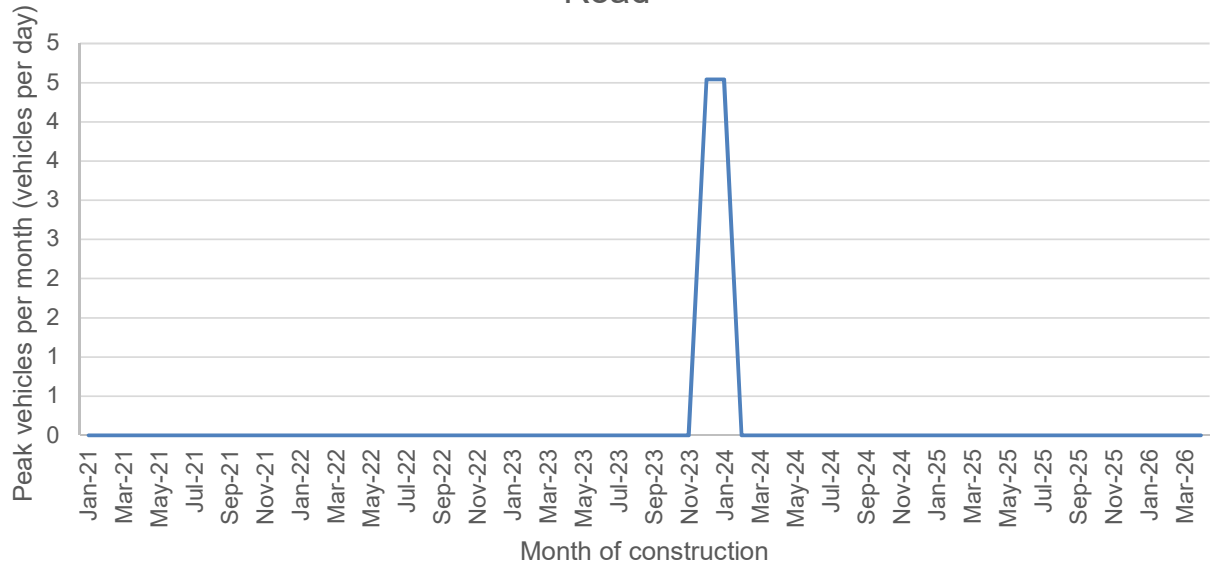
Gwydir Highway - Between Copeton Dam Road and Bannockburn Road



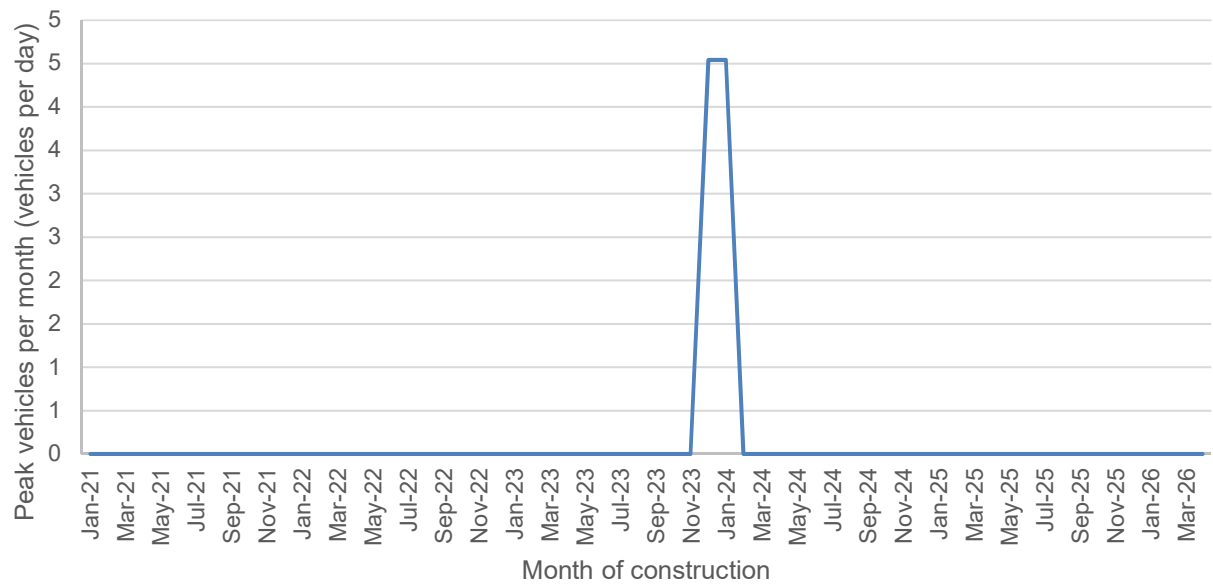
Gwydir Highway - Between Bannockburn Road and Campbell Street



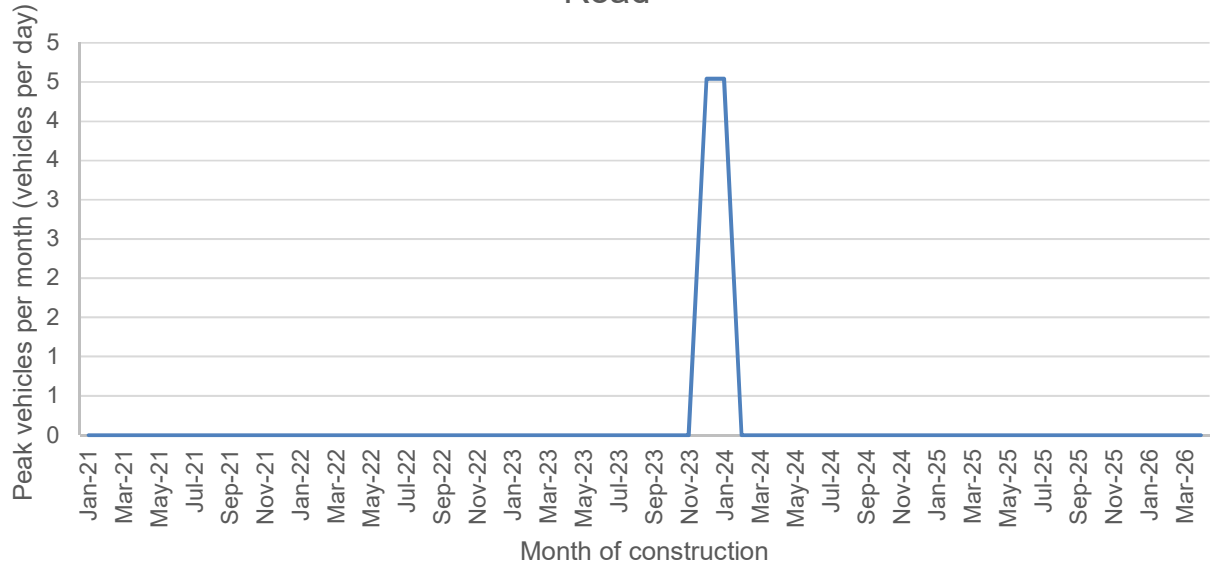
Gwydir Highway - Between Campbell Street and Tingha Road



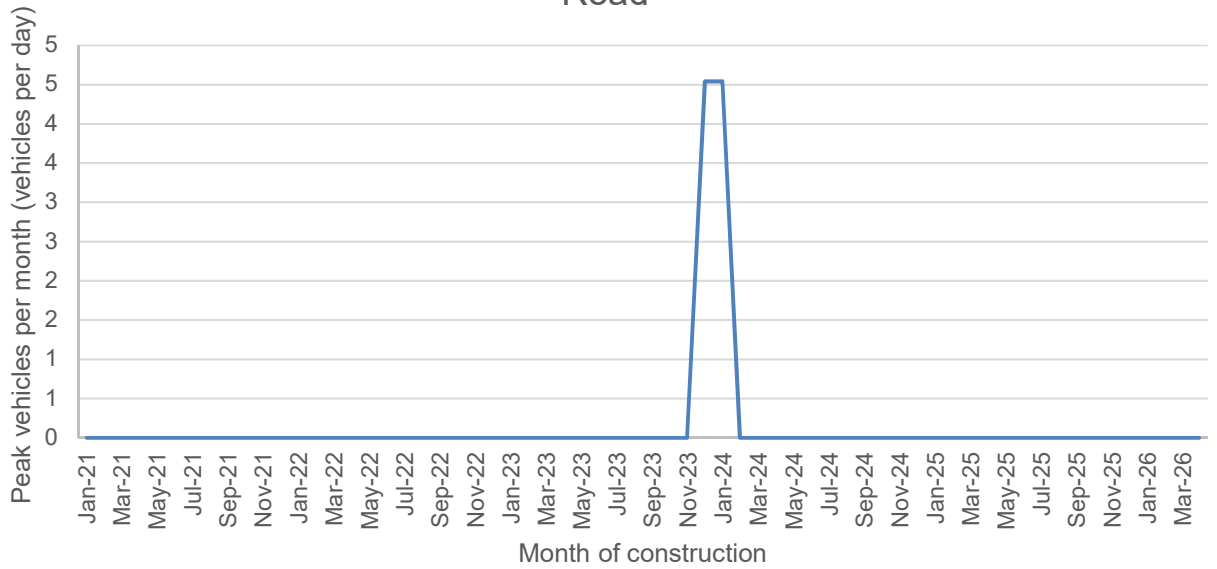
Gwydir Highway - Between Tingha Road and Elsmore Road



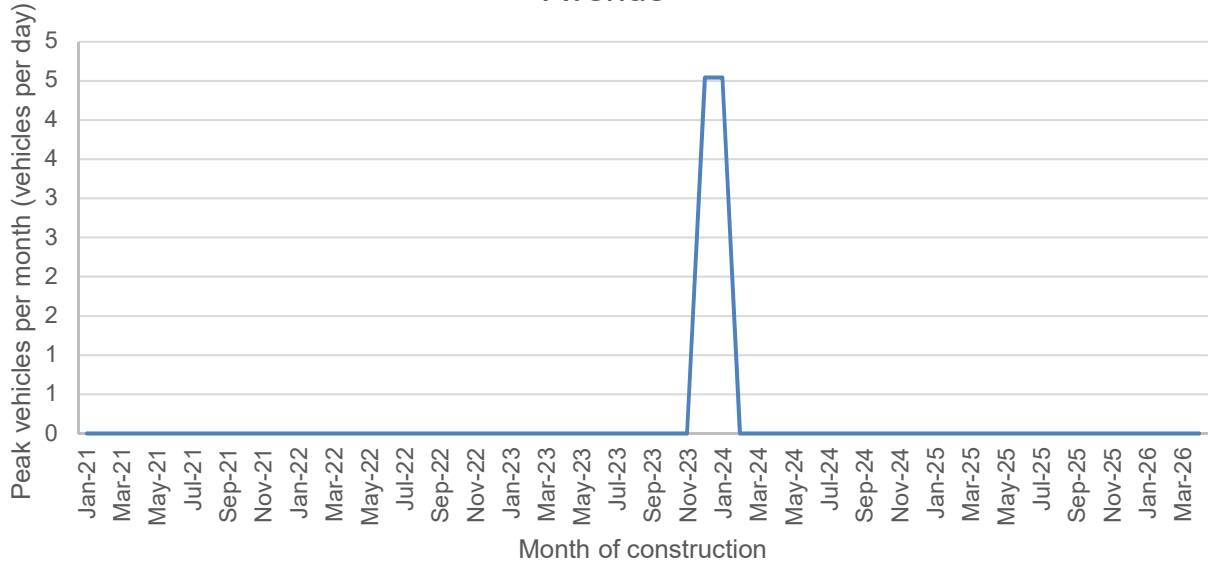
Gwydir Highway - Between Elsmore Road and Woodstock Road



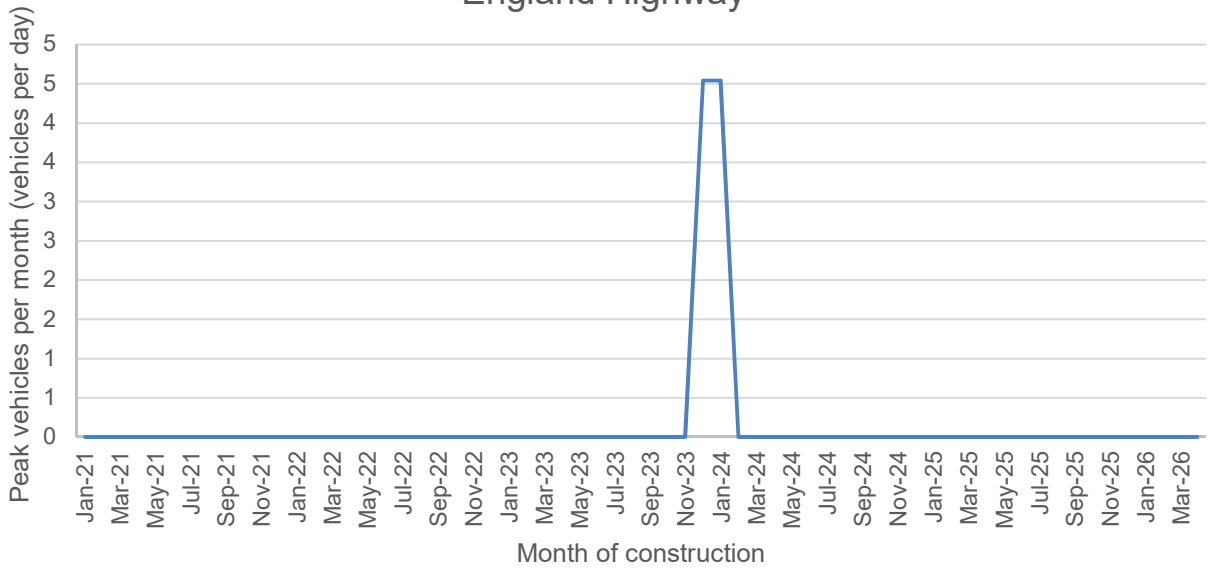
Gwydir Highway - Between Woodstock Road and Waterloo Road



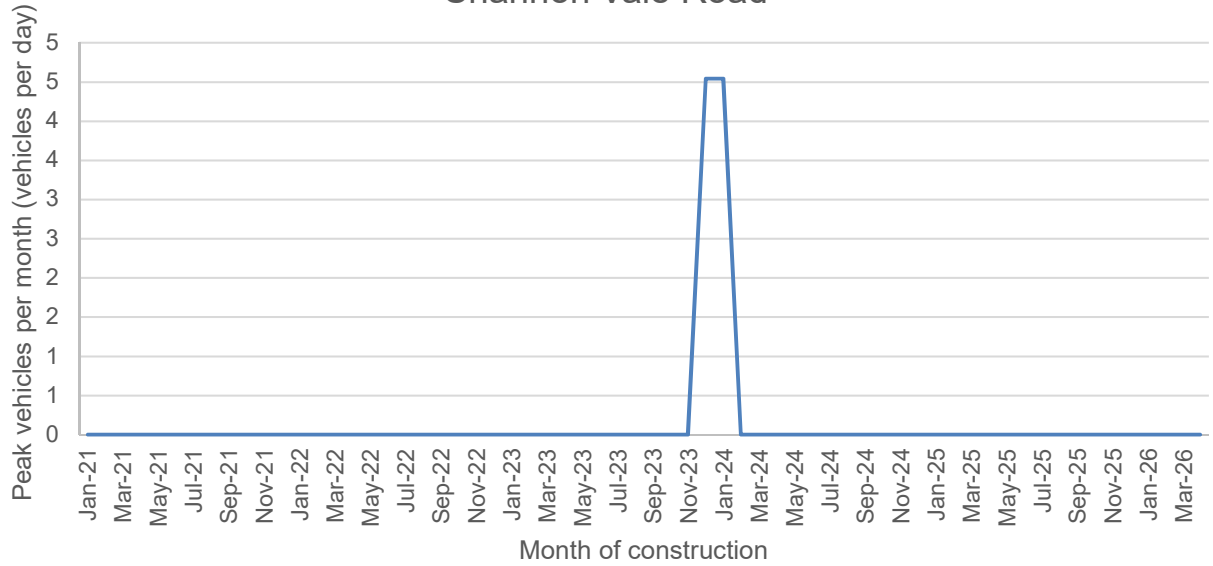
Gwydir Highway - Between Waterloo Road and Coronation Avenue



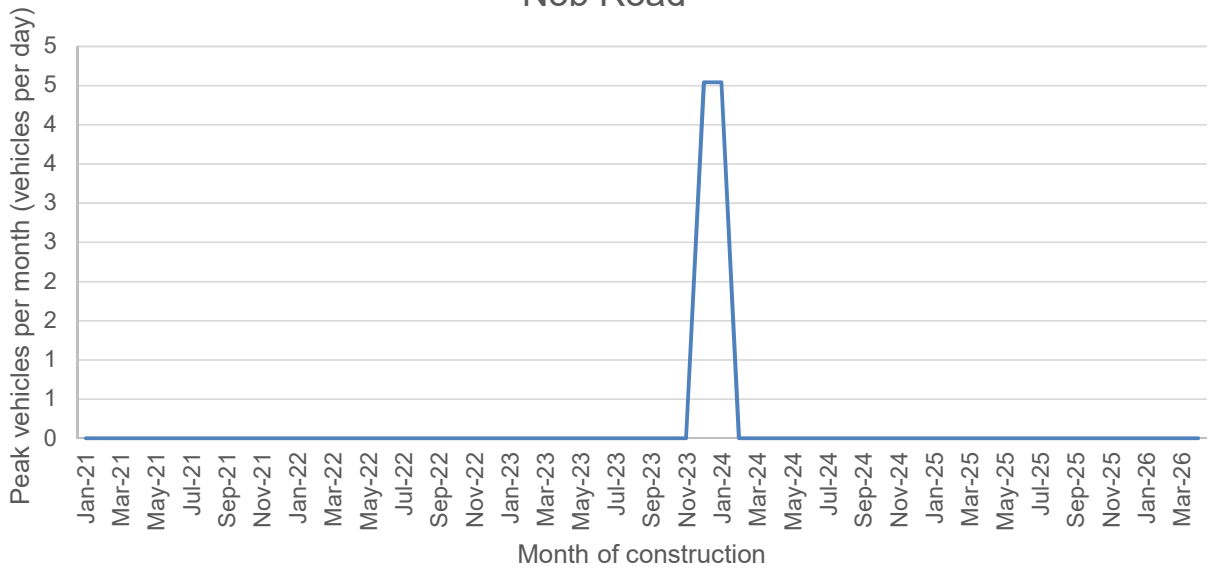
Gwydir Highway - Between Coronation Avenue and New England Highway



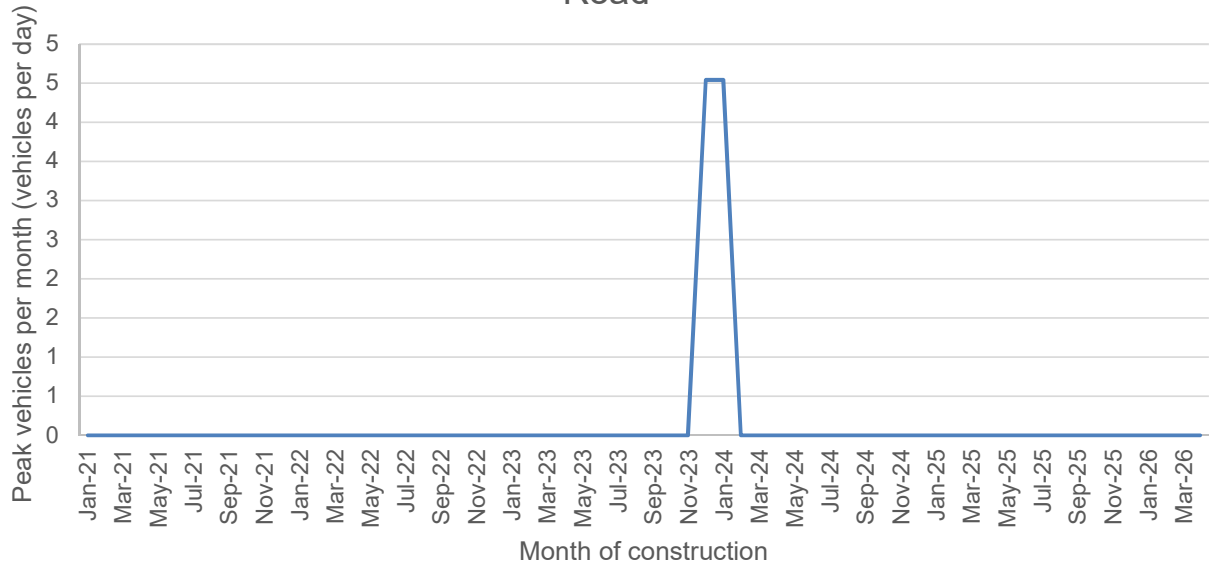
Gwydir Highway - Between New England Highway and Shannon Vale Road



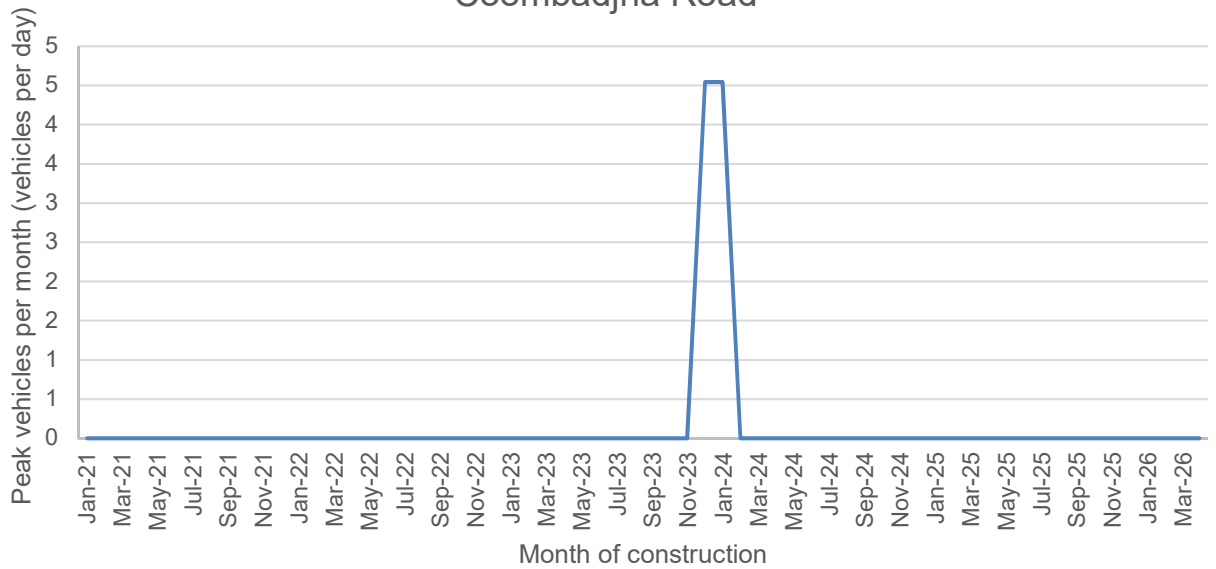
Gwydir Highway - Between Shannon Vale Road and Bald Nob Road

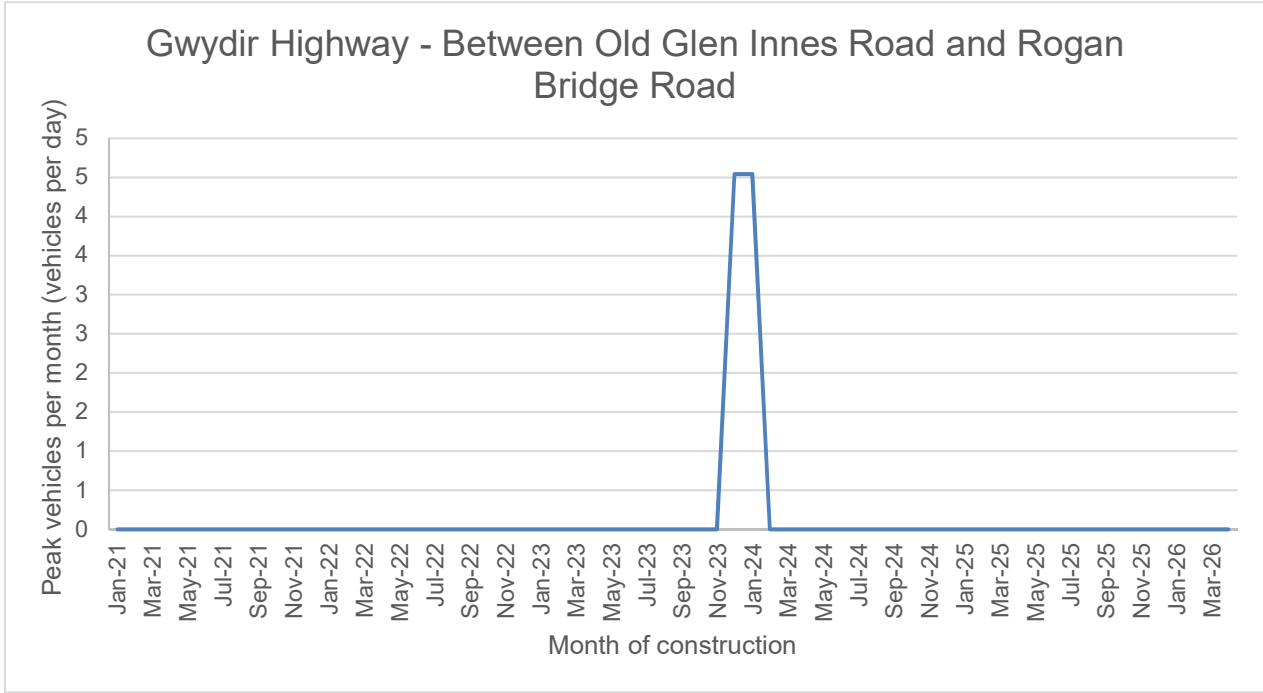
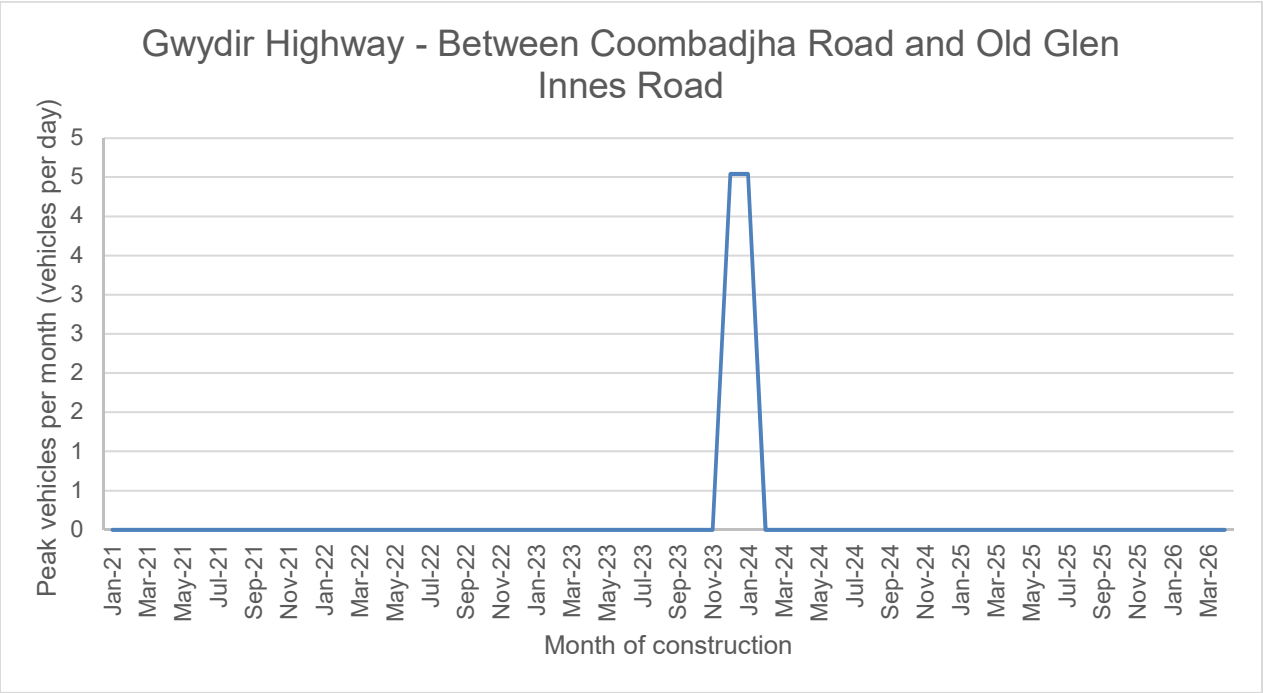


Gwydir Highway - Between Bald Nob Road and Old Grafton Road

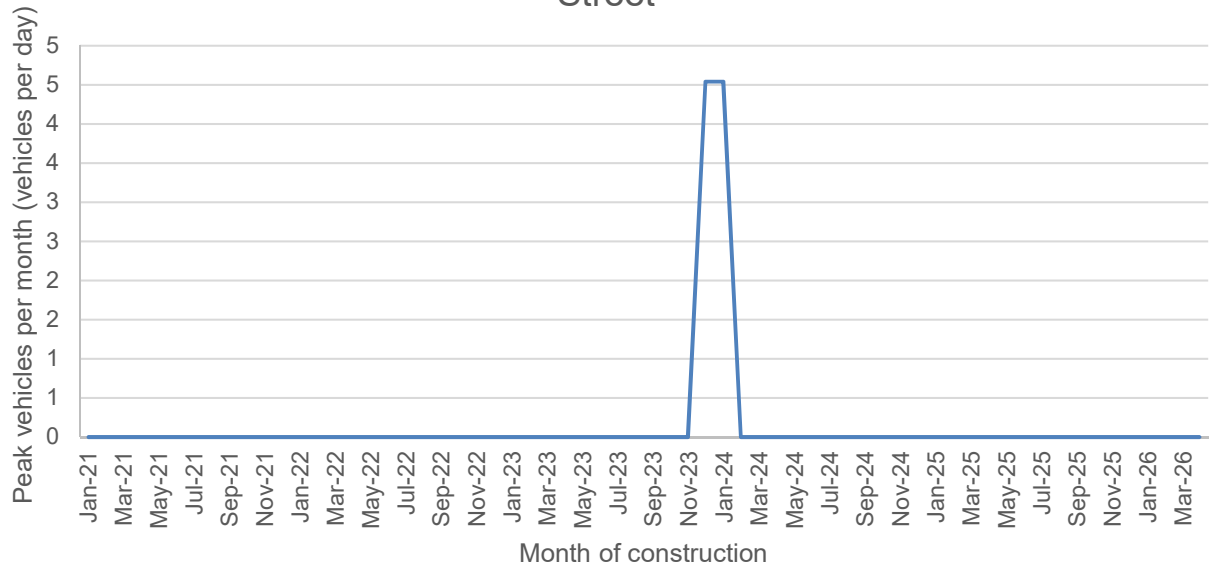


Gwydir Highway - Between Old Grafton Road and Coombadjha Road

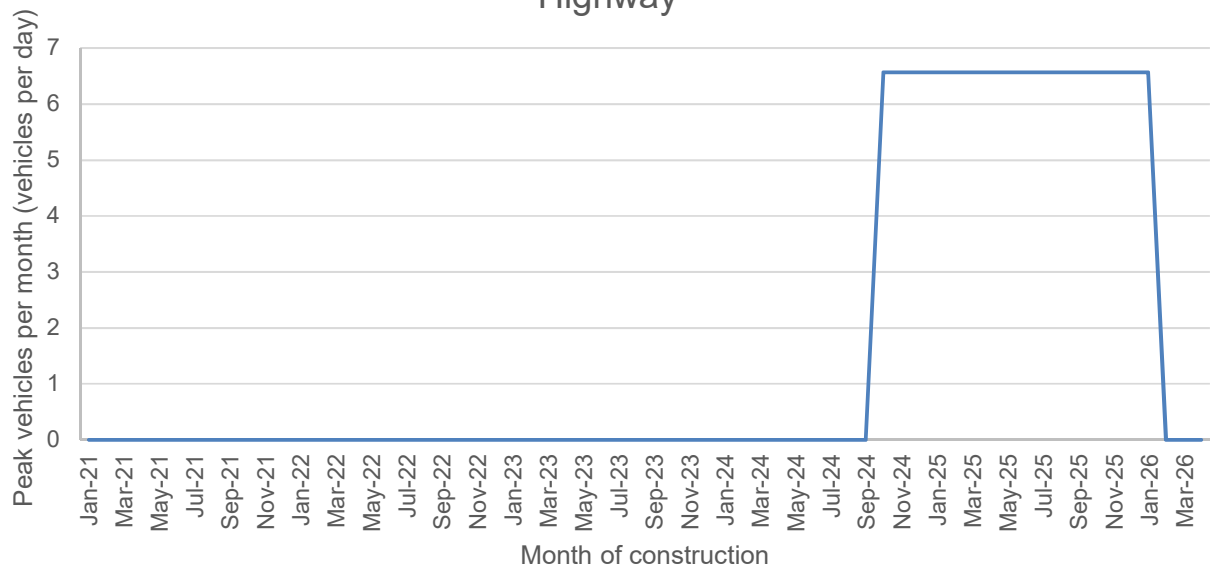




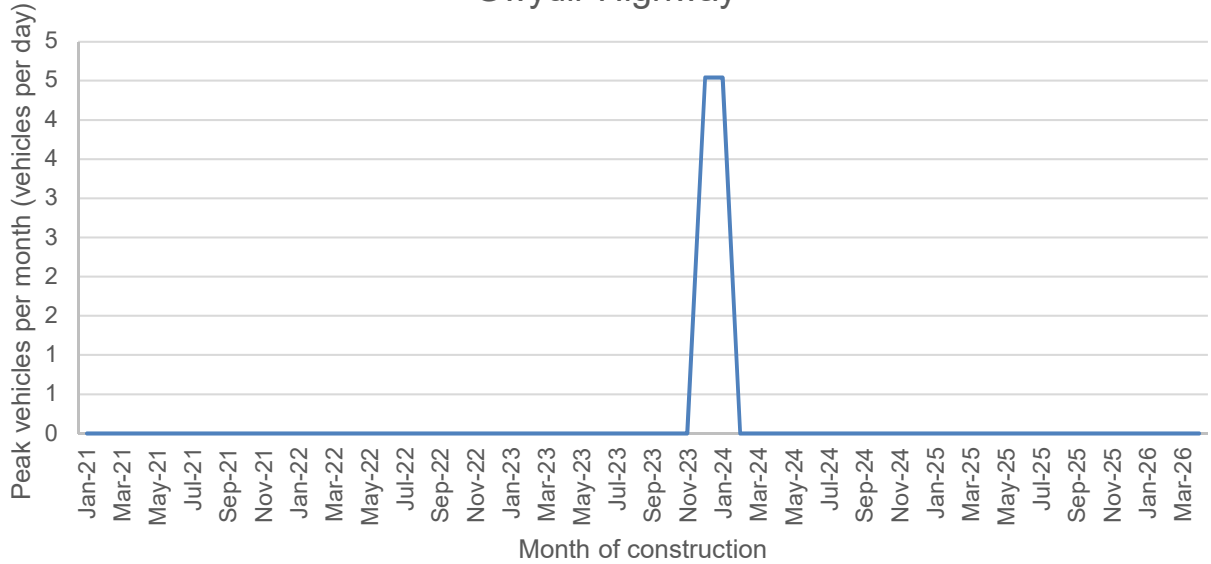
Gwydir Highway - Between Rogan Bridge Road and Bent Street



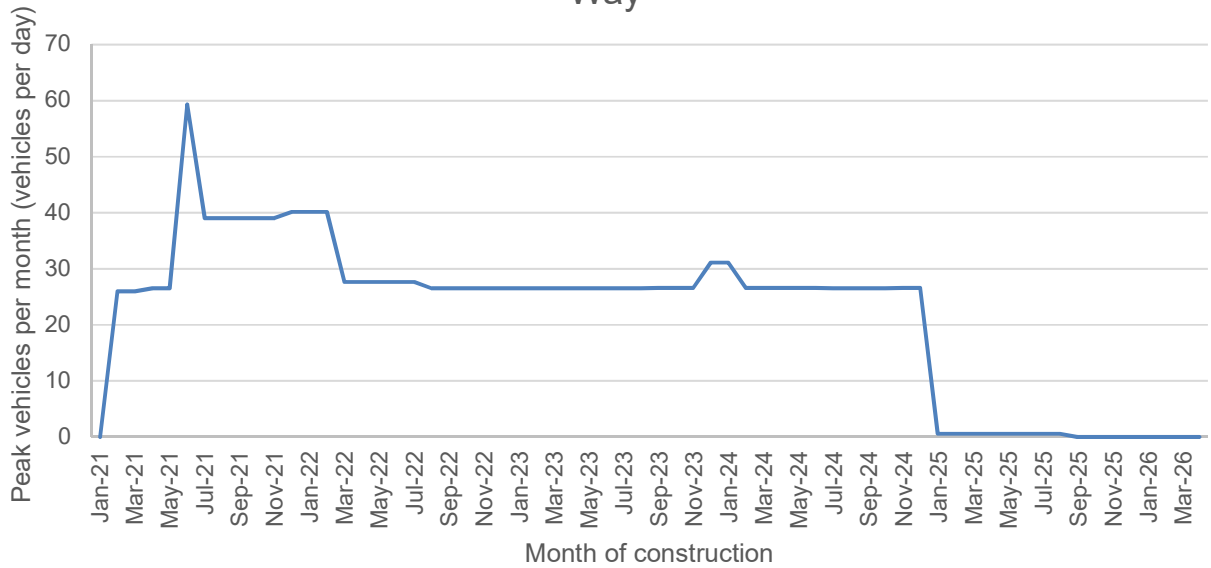
New England Highway - Between Bruxner Way and Bruxner Highway



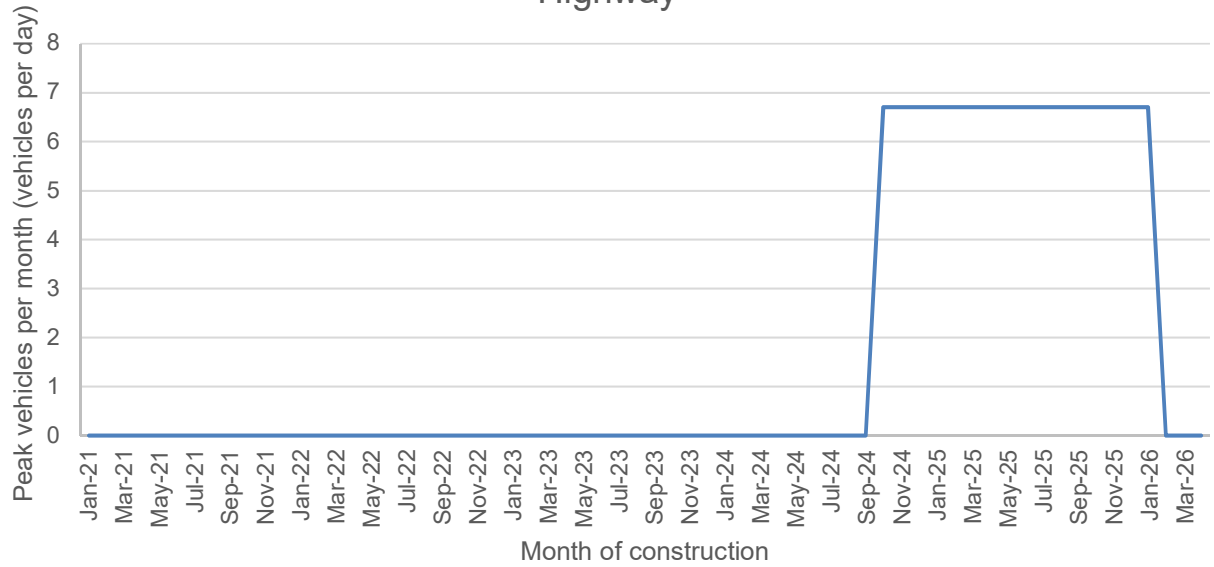
New England Highway - Between Gwydir Highway and Gwydir Highway



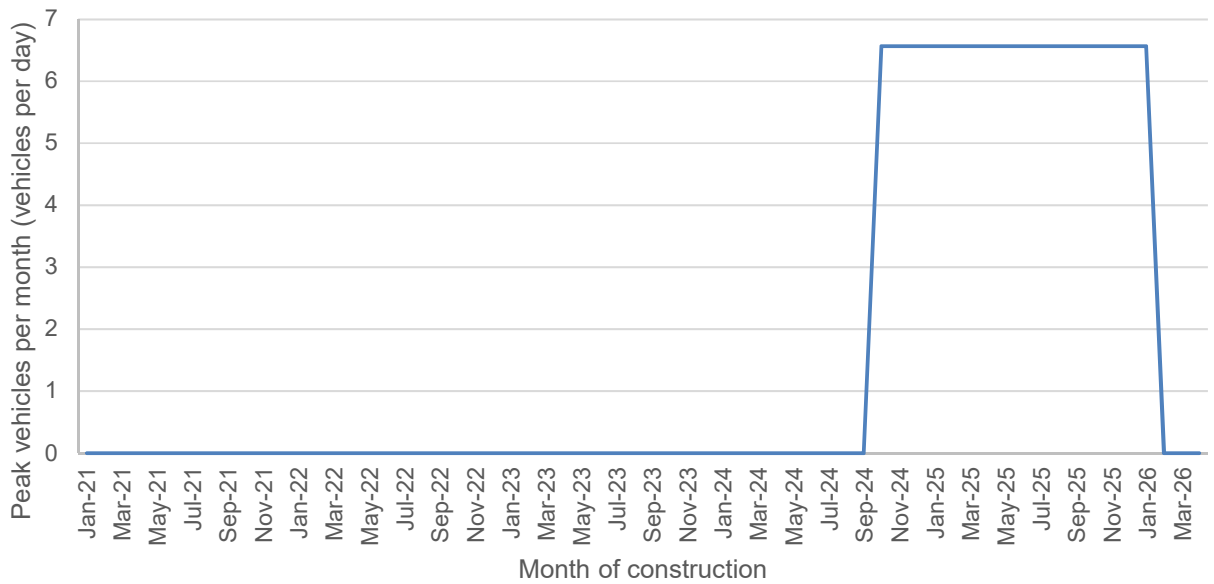
Newell Highway - Between QLD/NSW border and Bruxner Way



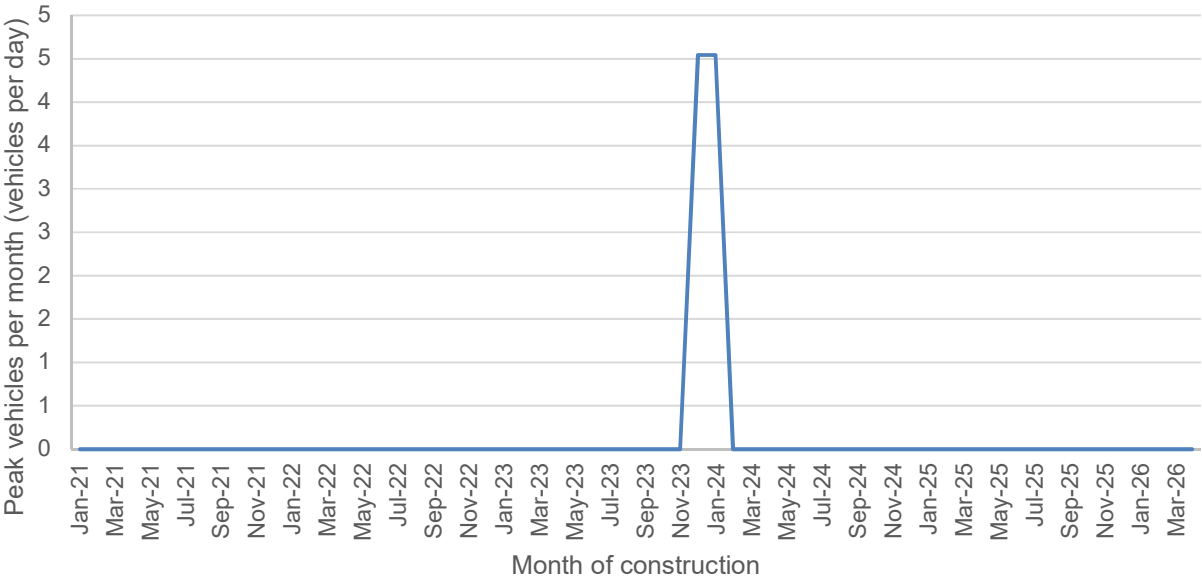
Pacific Motorway - Between QLD/NSW border and Gwydir Highway



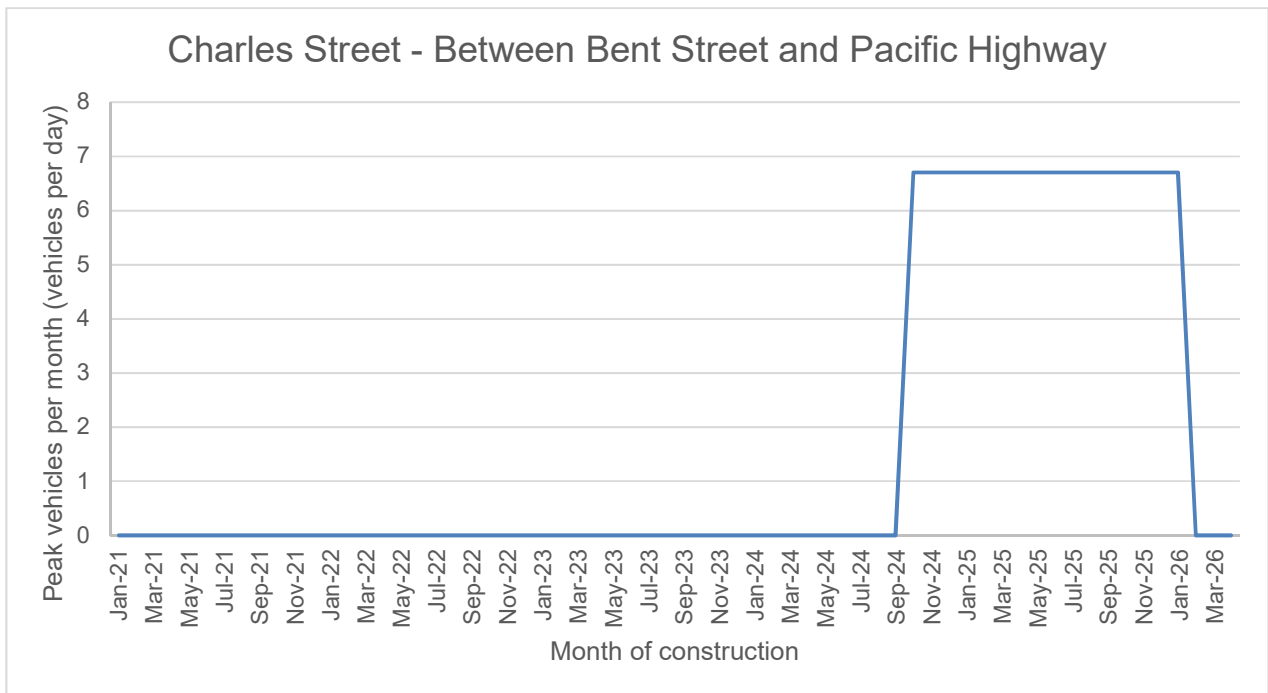
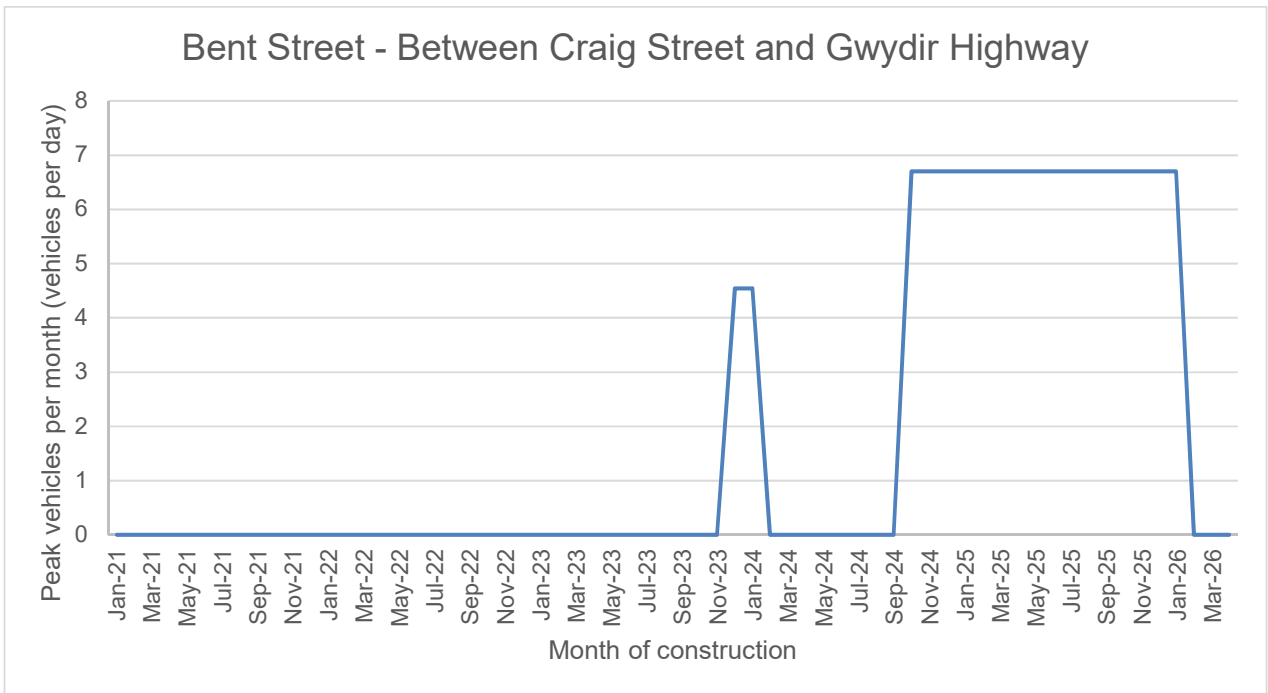
Summerland Way - Between Bruxner Highway and Red Lane



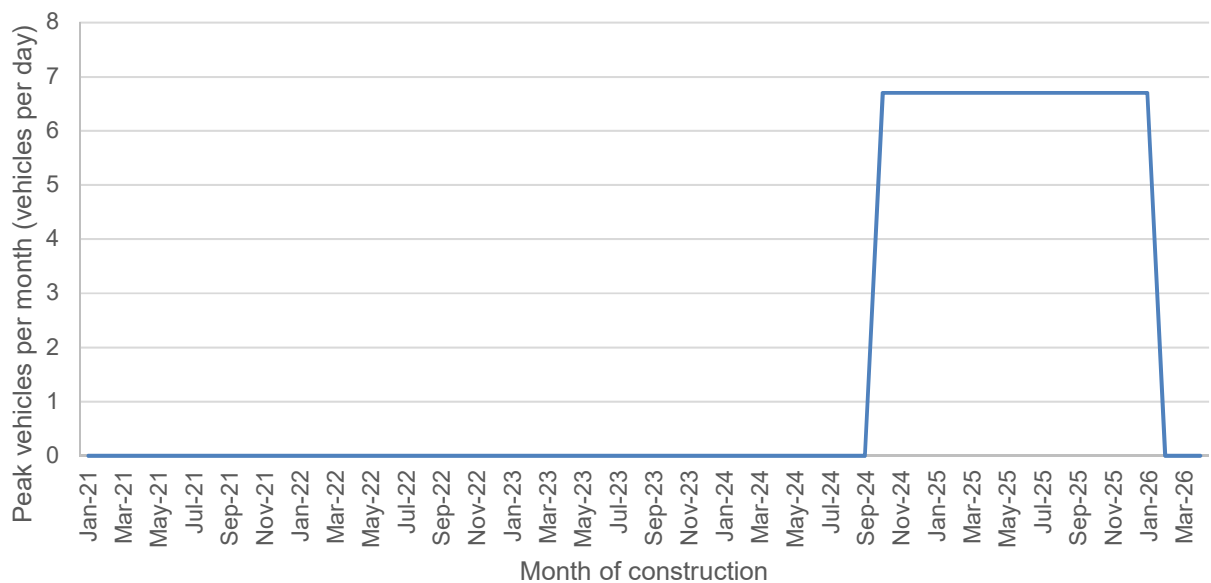
Summerland Way - Between Trenayr Road and Turf Street



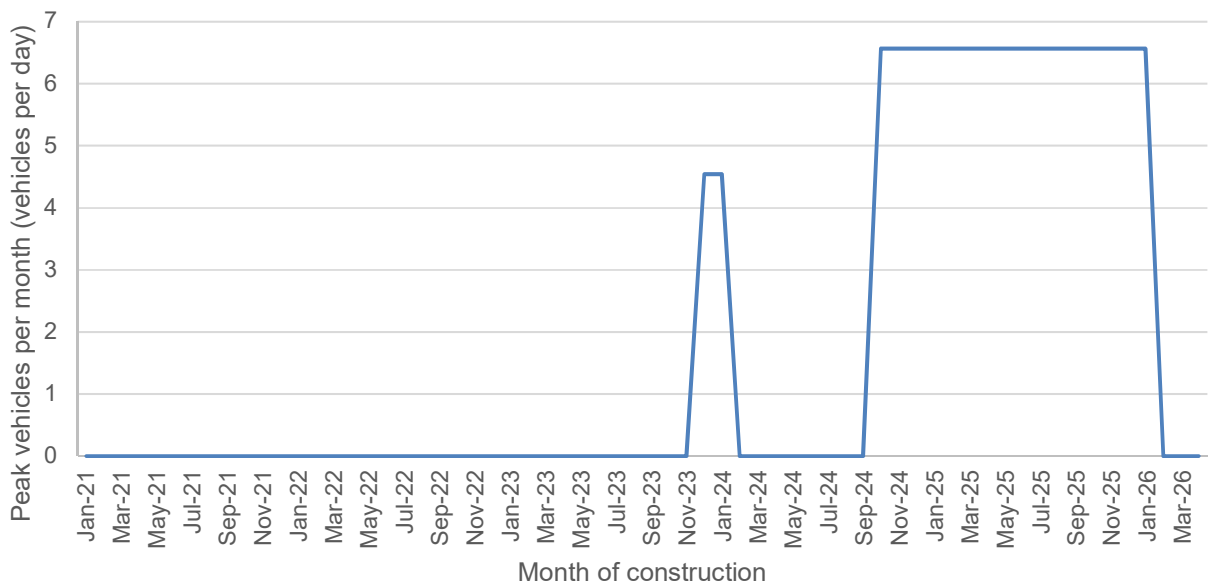
Peak Construction Traffic by Road Segment
Council: Clarence Valley Council



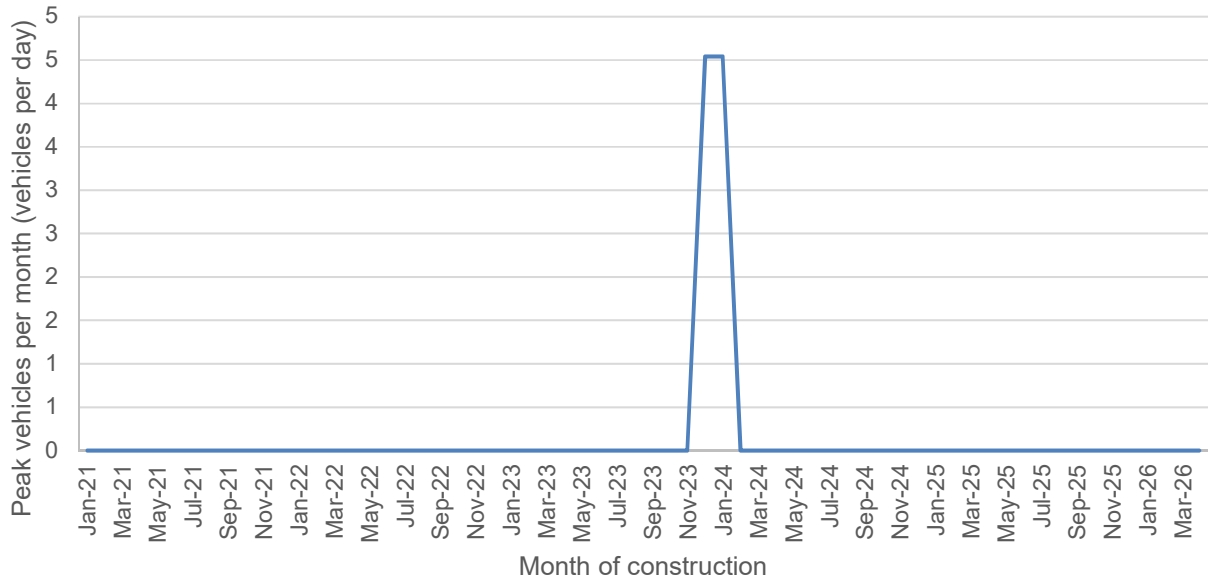
Clarence Street - Between Oliver Street and Craig Street



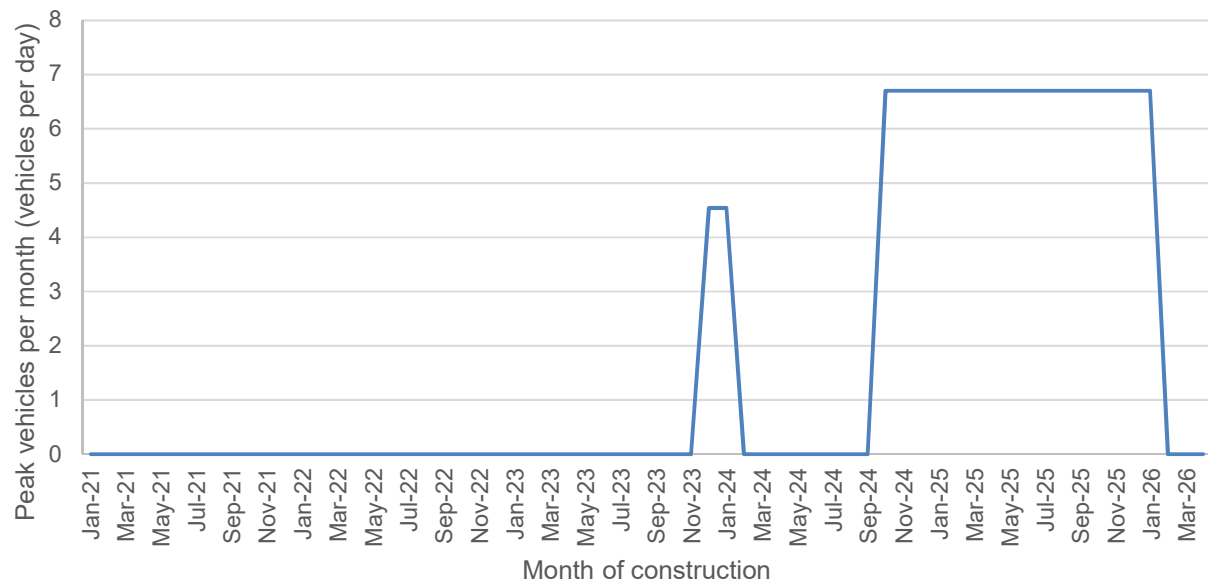
Clark Road - Full Extent



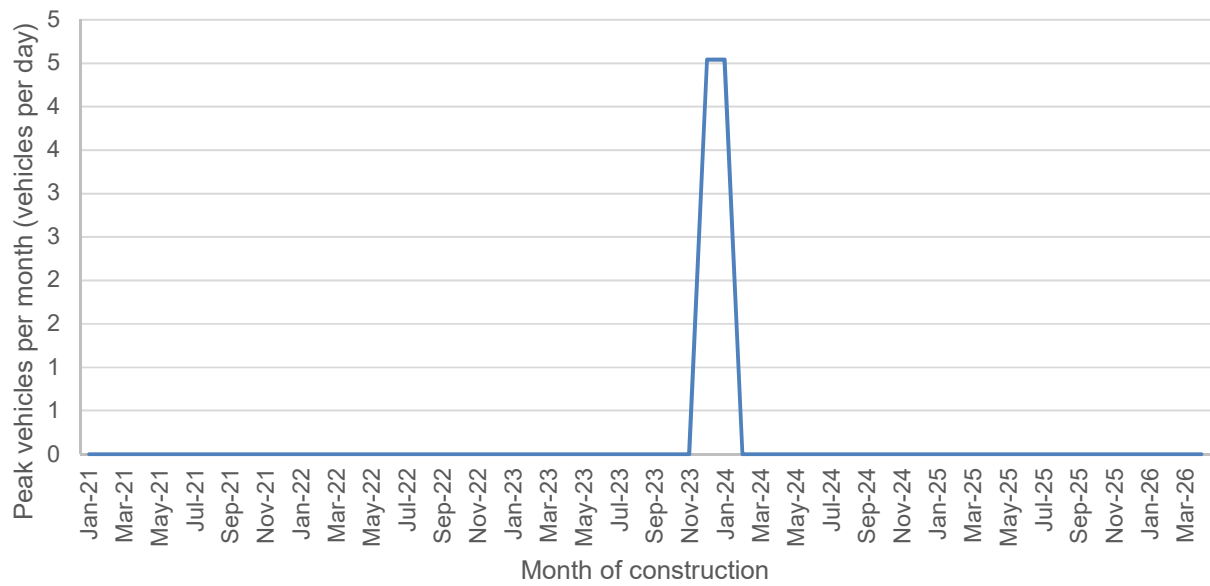
Craig Street - Between Villiers Street and Clarence Street



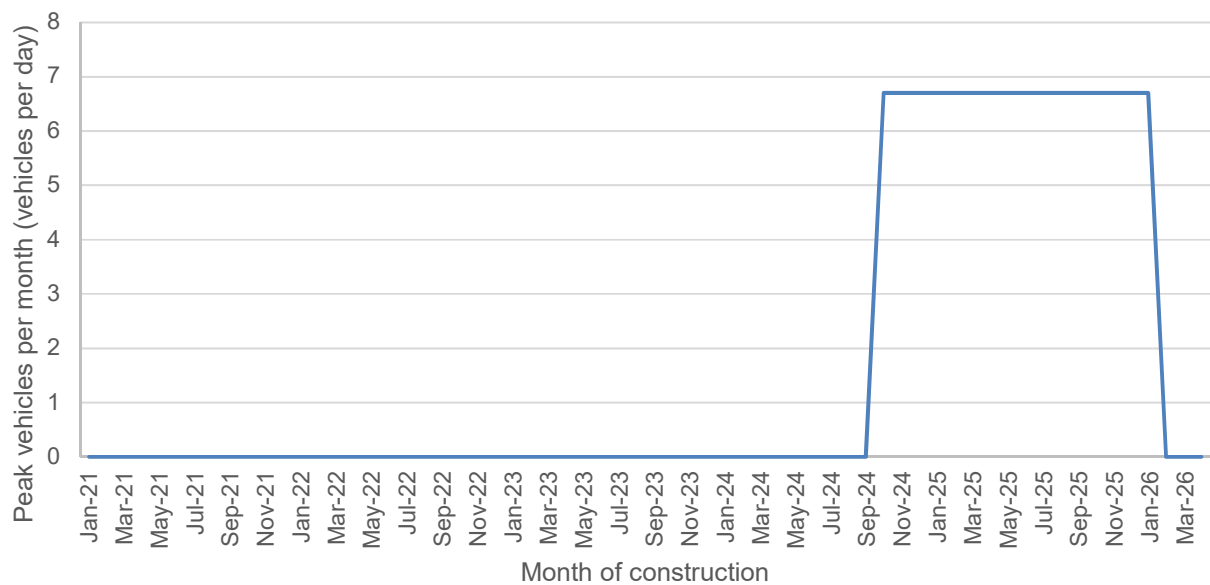
Craig Street - Between Clarence Street and Bent Street



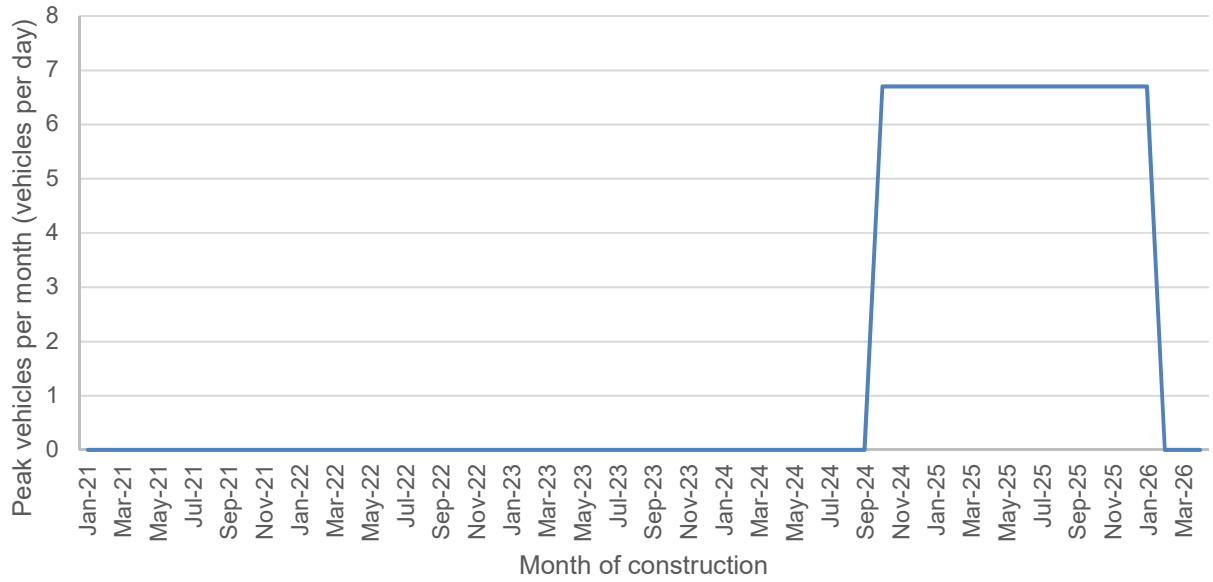
Dobie Street - Between Villers Street and Summerland Way



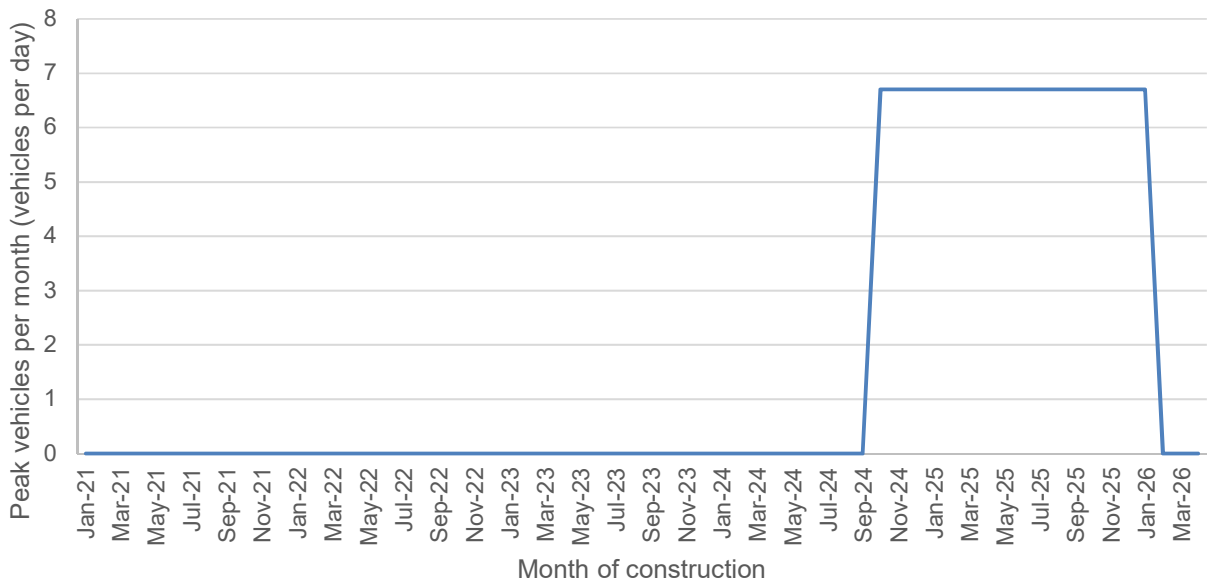
Fry Street - Between Mary Street and Alice Street



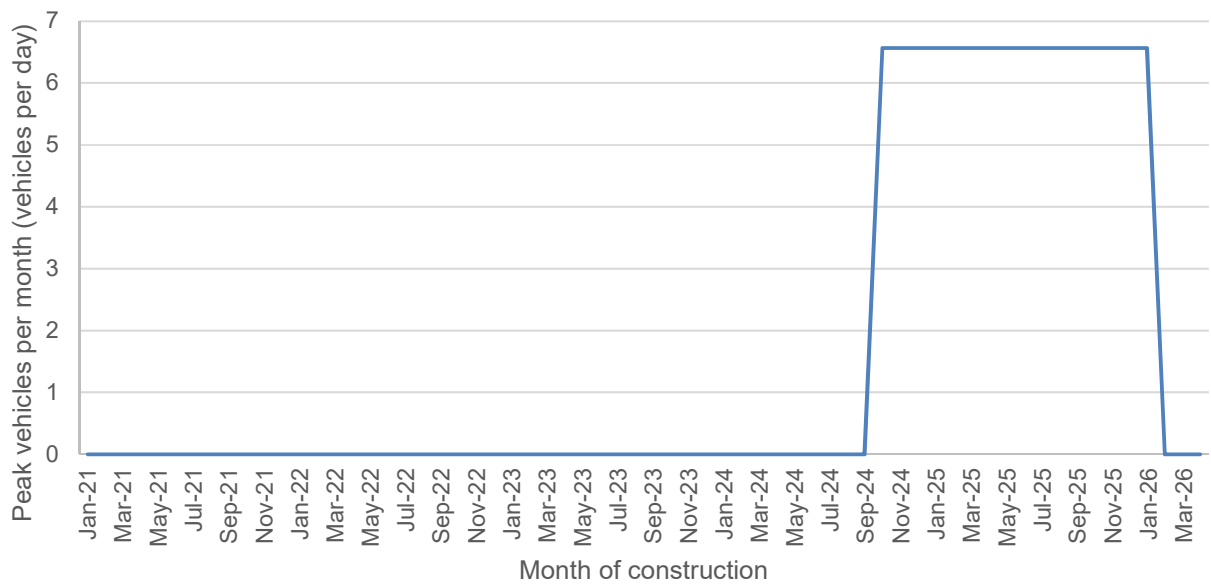
Mary Street - Between Fry Street and Oliver Street



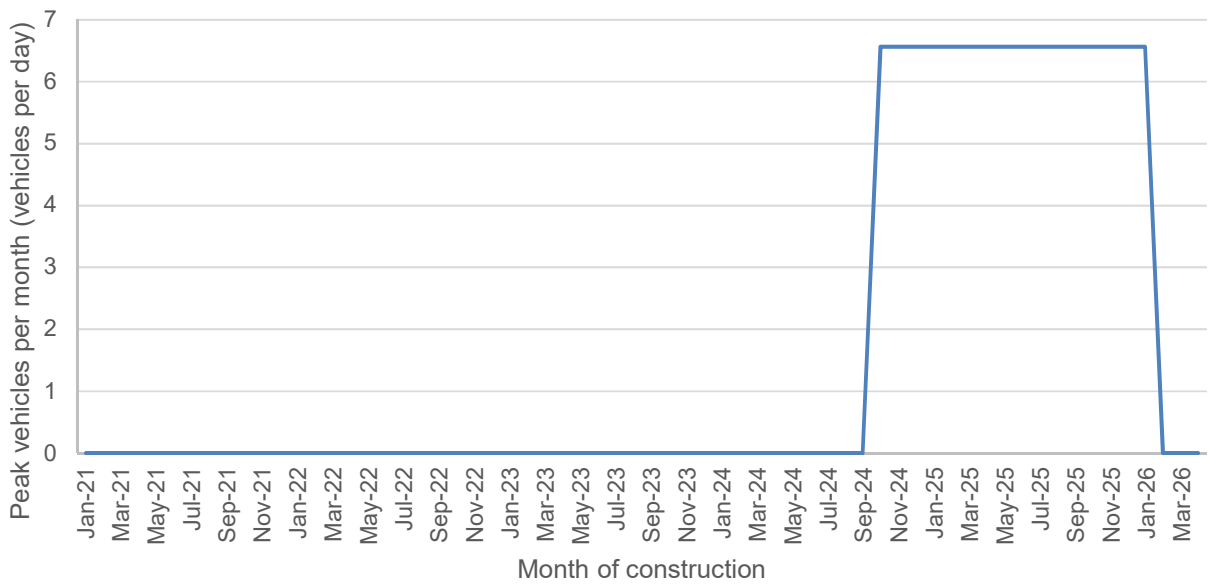
Oliver Street - Between Clarence Street and Mary Street



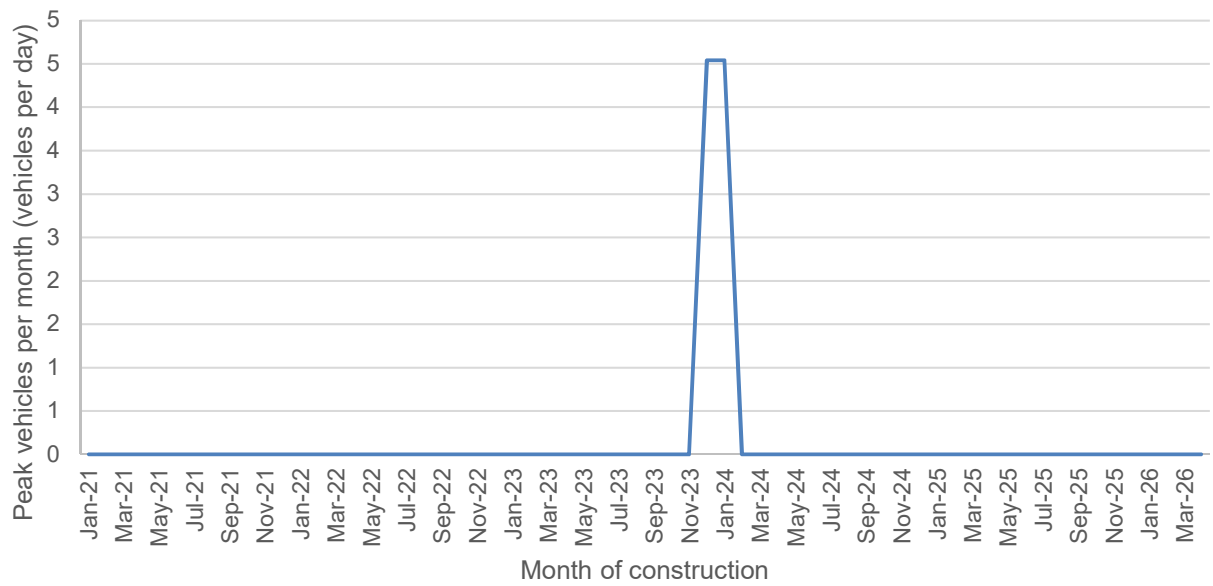
Red Lane - Between Summerland Way and Trenayr Road



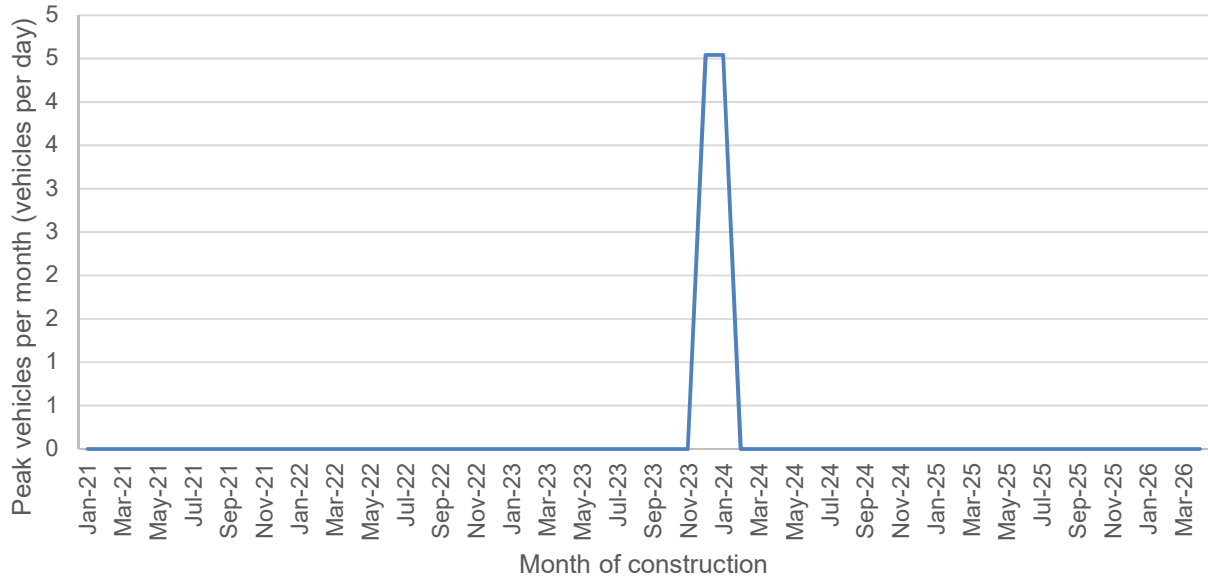
Trenayr Road - Between Red Lane and Clark Road



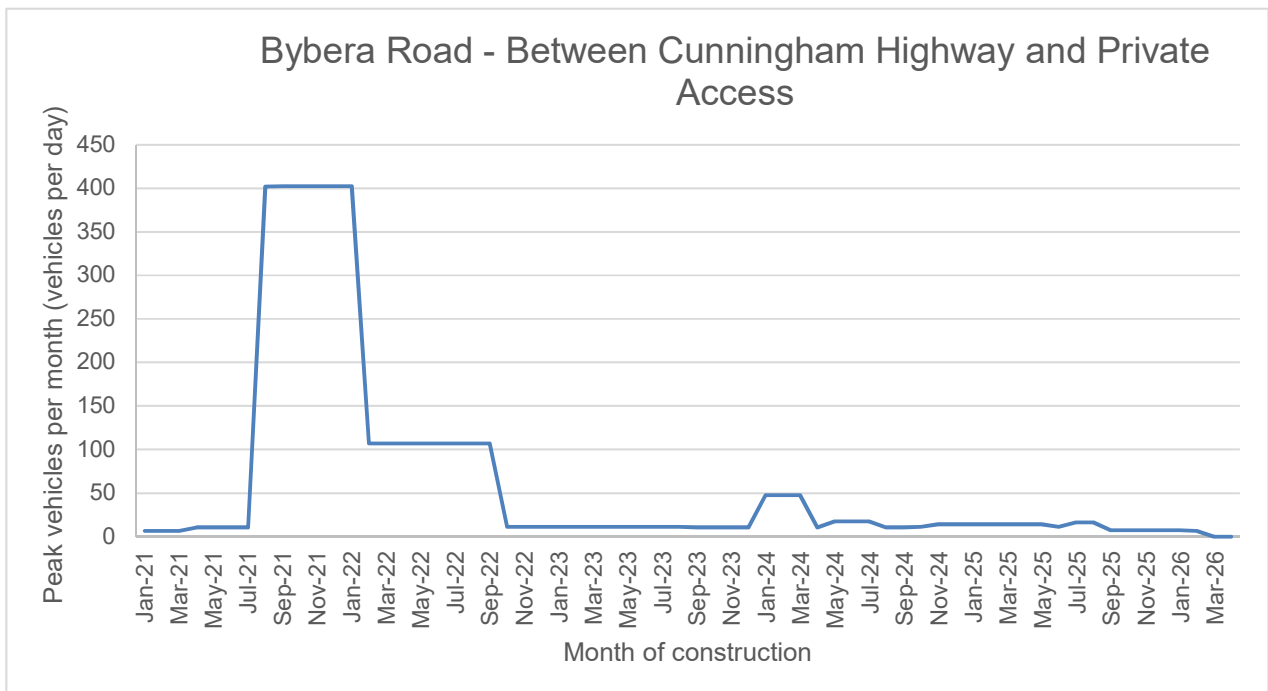
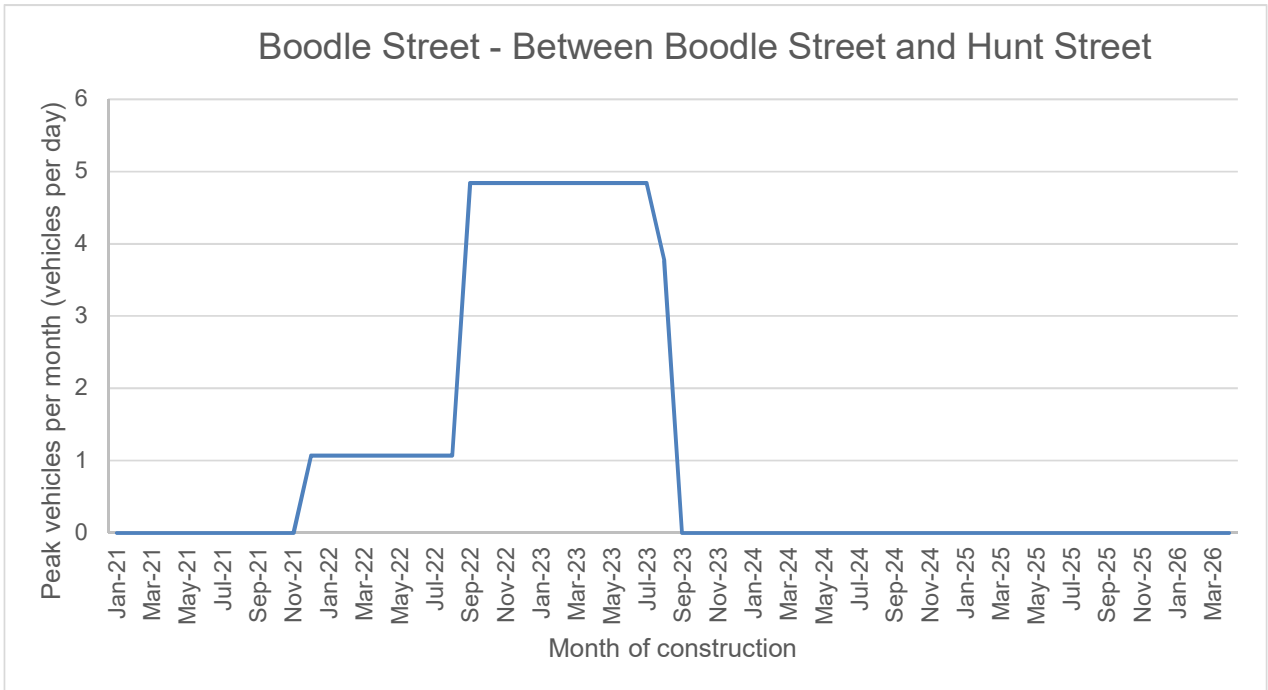
Trenayr Road - Between Summerland Way and Clark Road



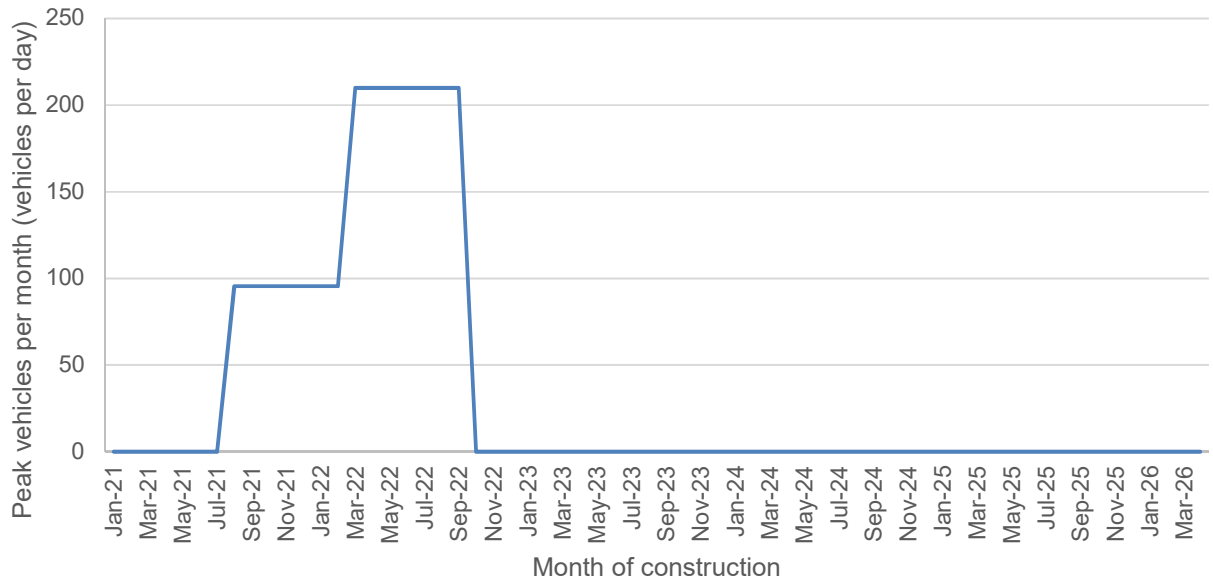
Villers Street - Between Craig Street and Dobie Street



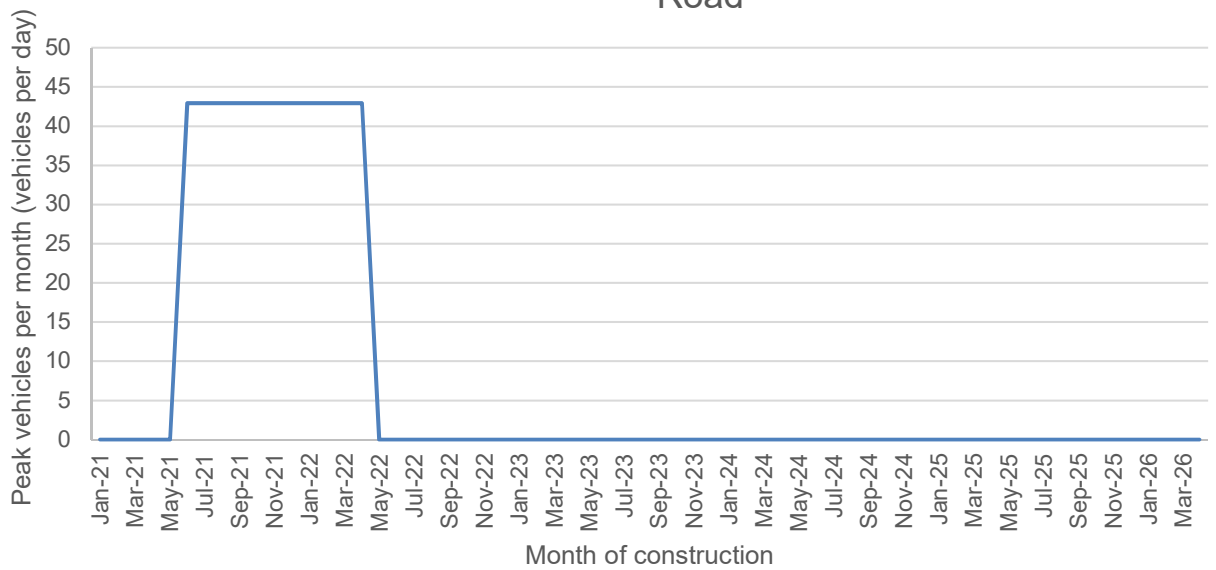
Peak Construction Traffic by Road Segment
Council: Goondiwindi Regional Council



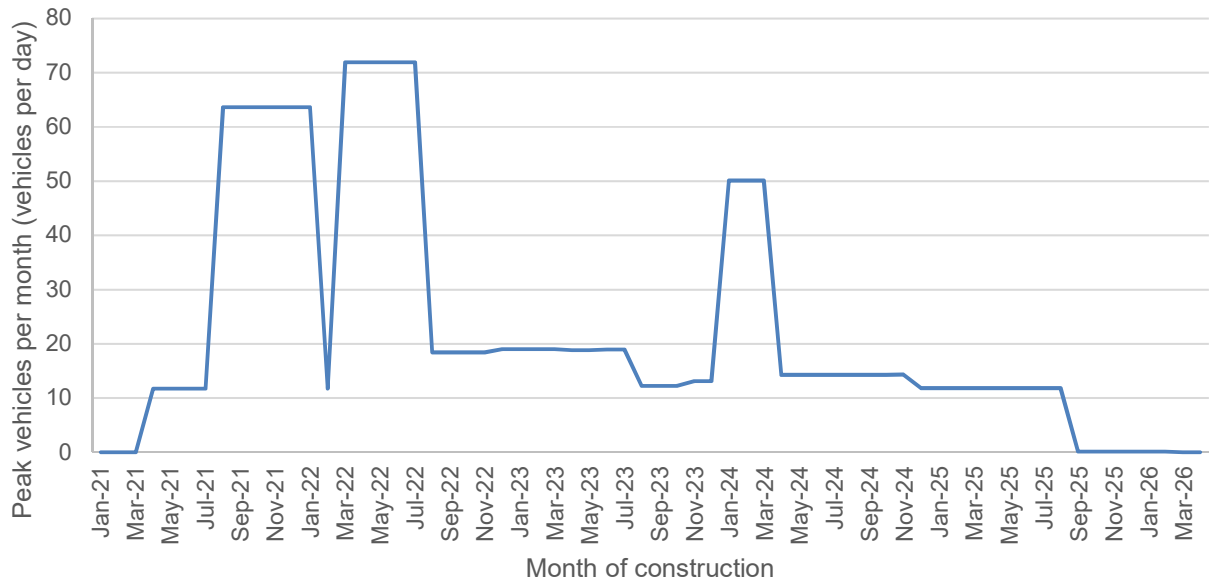
Bybera Road - Between Private Access and Unnamed Road



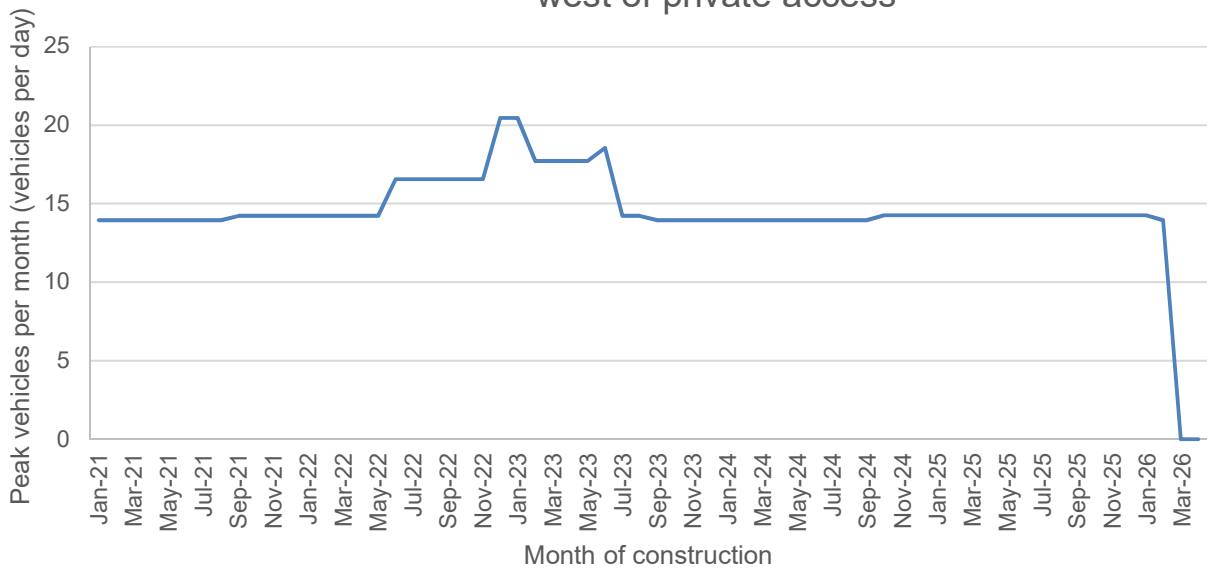
Cemetery Road - Between Moorobie Lane and Unnamed Road



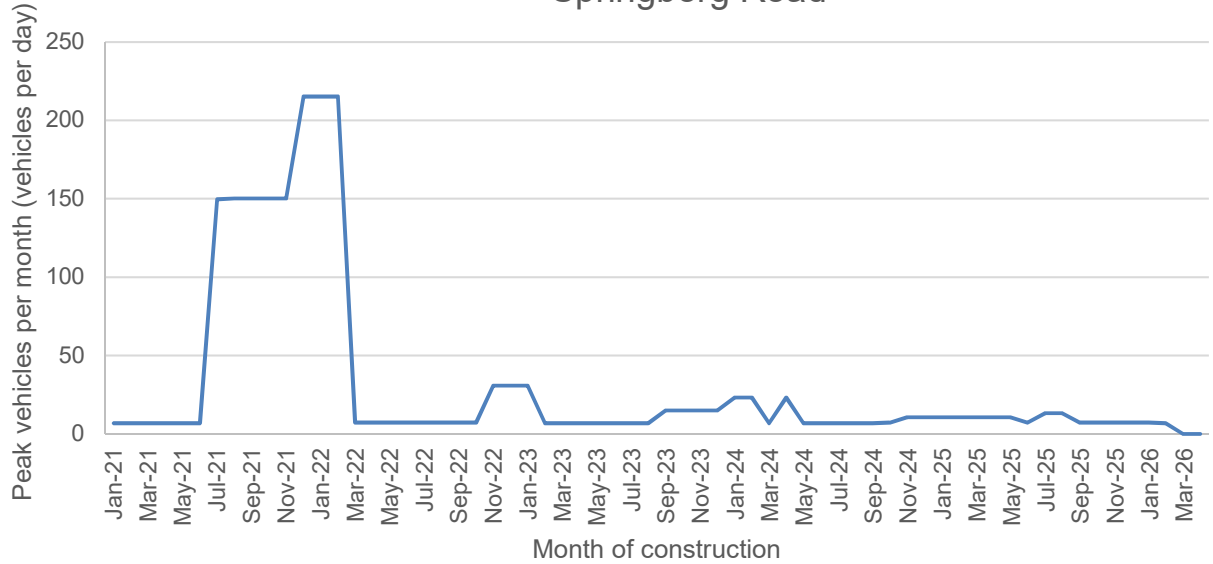
Coolmunda Dam Access - Full Extent



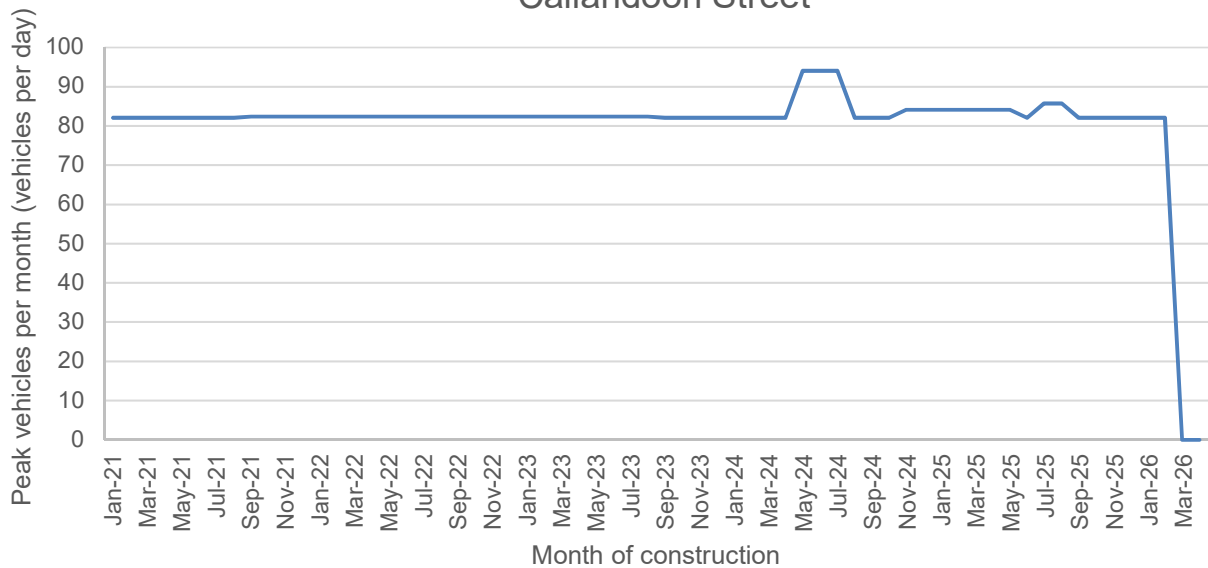
Cremacos Road - Between Cunningham Highway and 400m west of private access



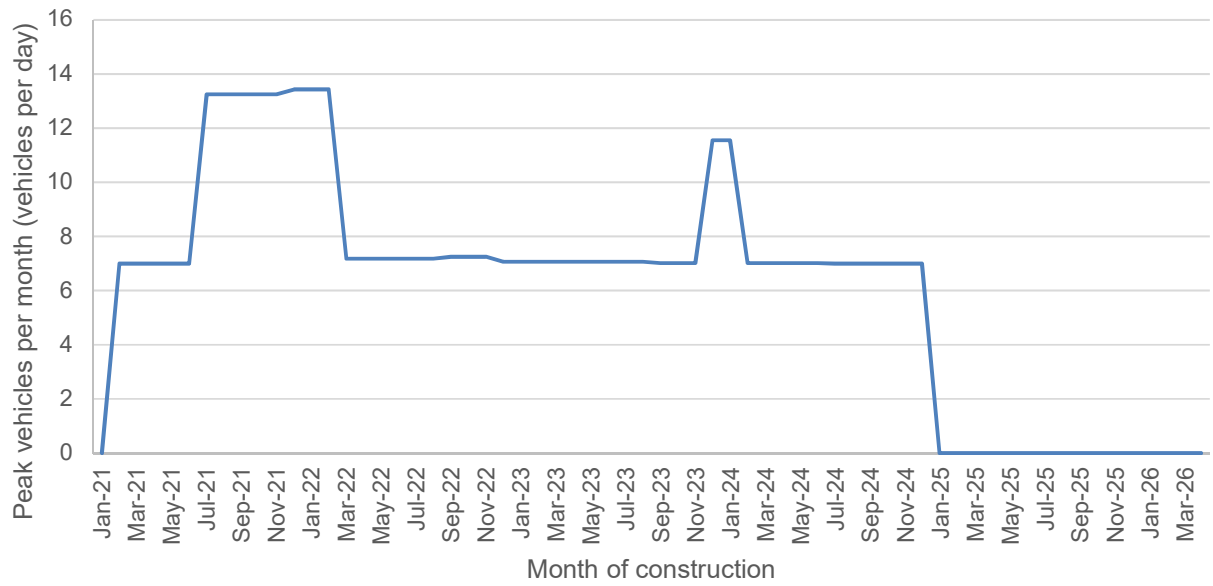
East Sawmill Road - Between Cunningham Highway and Springborg Road



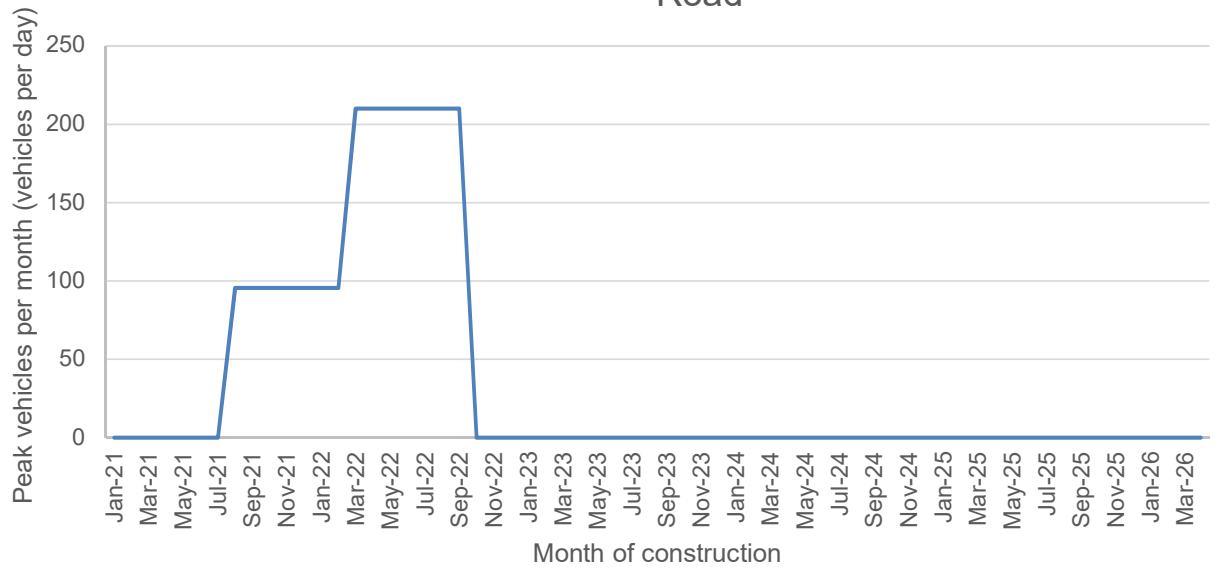
Elizabeth Street - Between Cunningham Highway and Callandoon Street



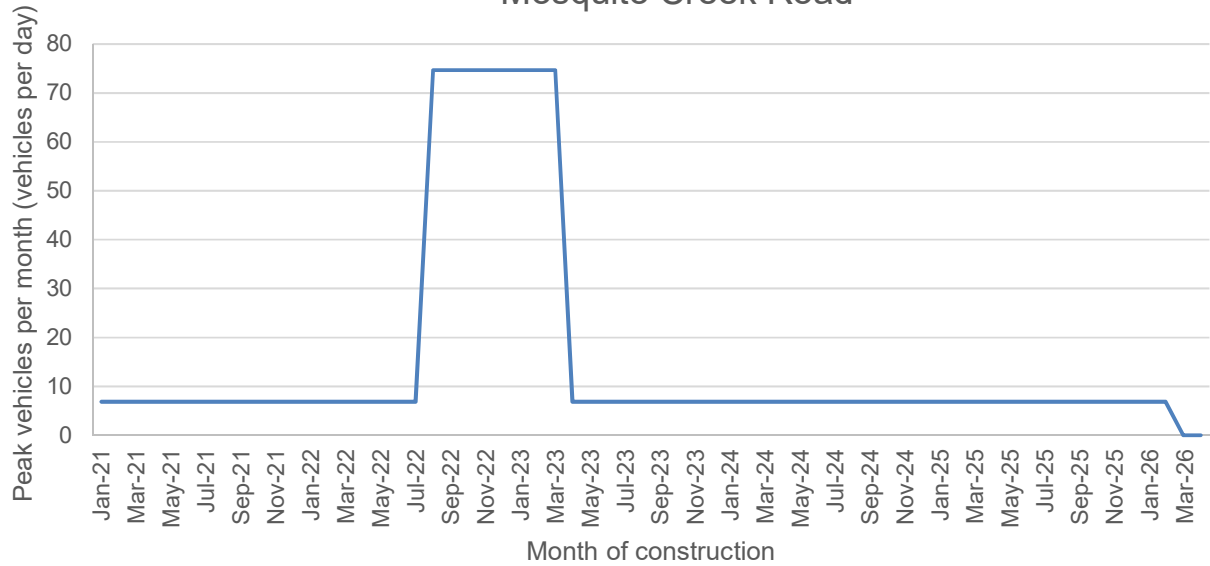
Eukabilla Road - Full Extent



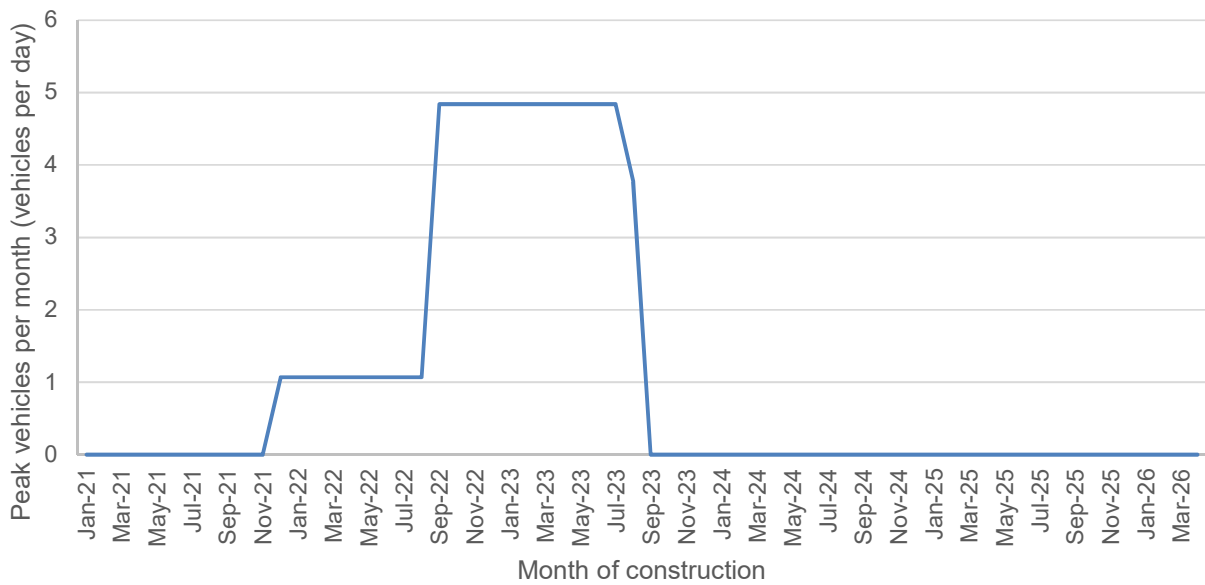
Fosters Road - Between Cunningham Highway and Grays Road



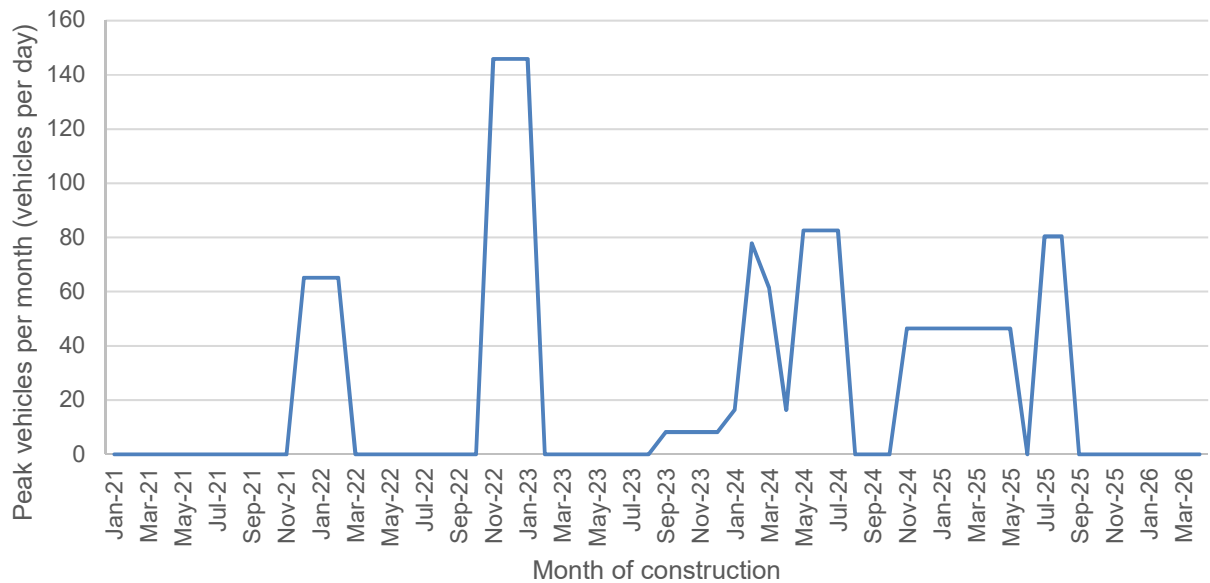
Grays Road - Between Millmerran Inglewood Road and Mosquito Creek Road



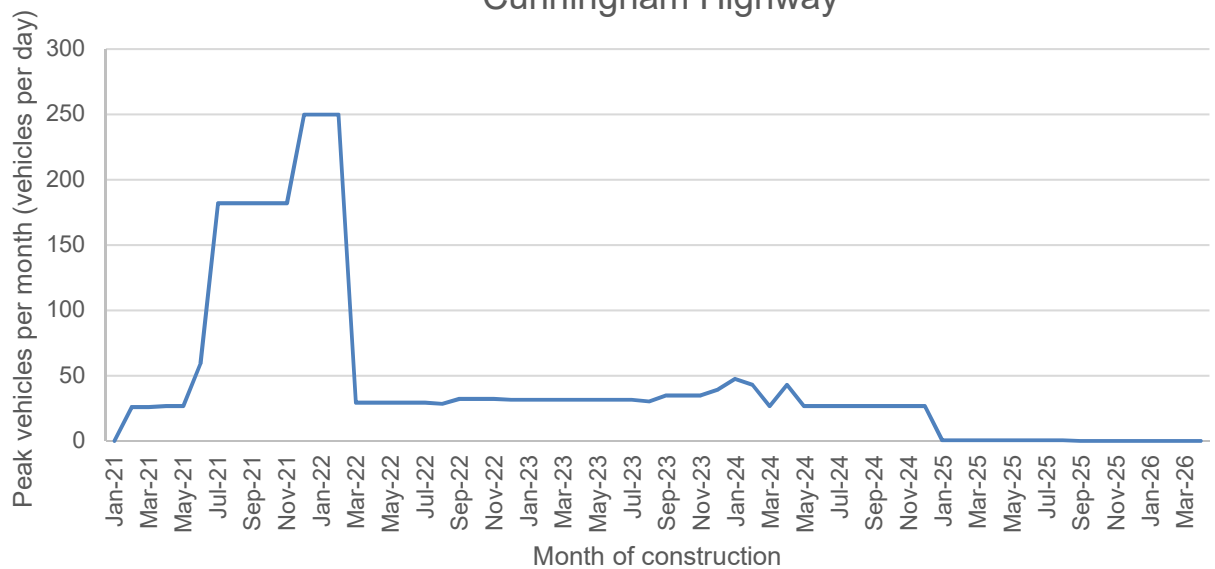
Hunt Street - Between Leichhardt Highway and Boodle Street



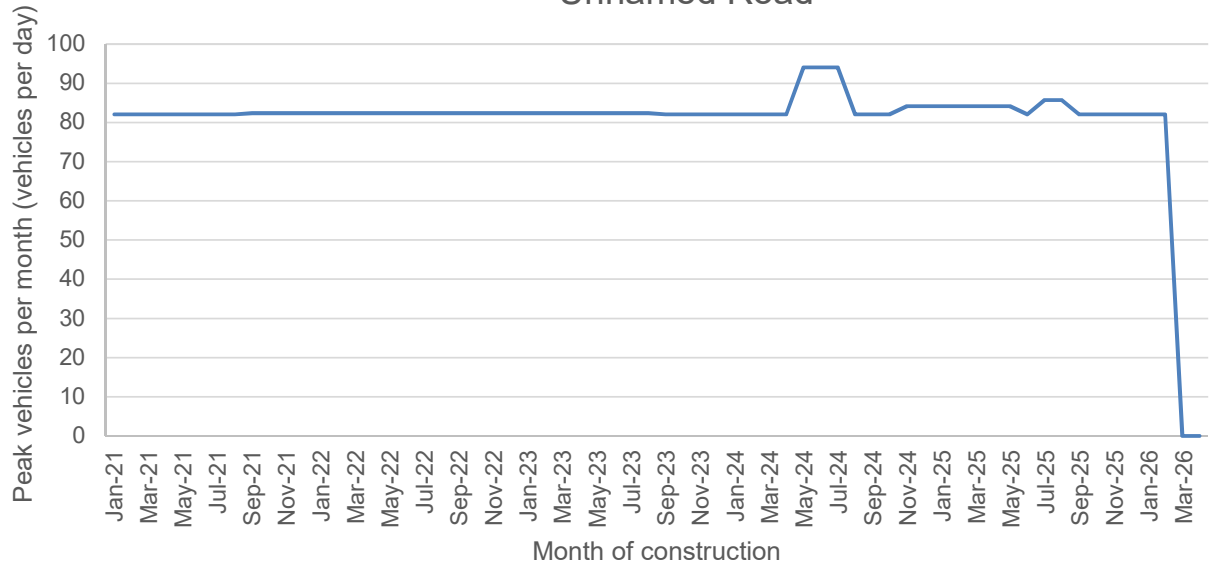
Inglewood Quarry Access Road - Full Extent



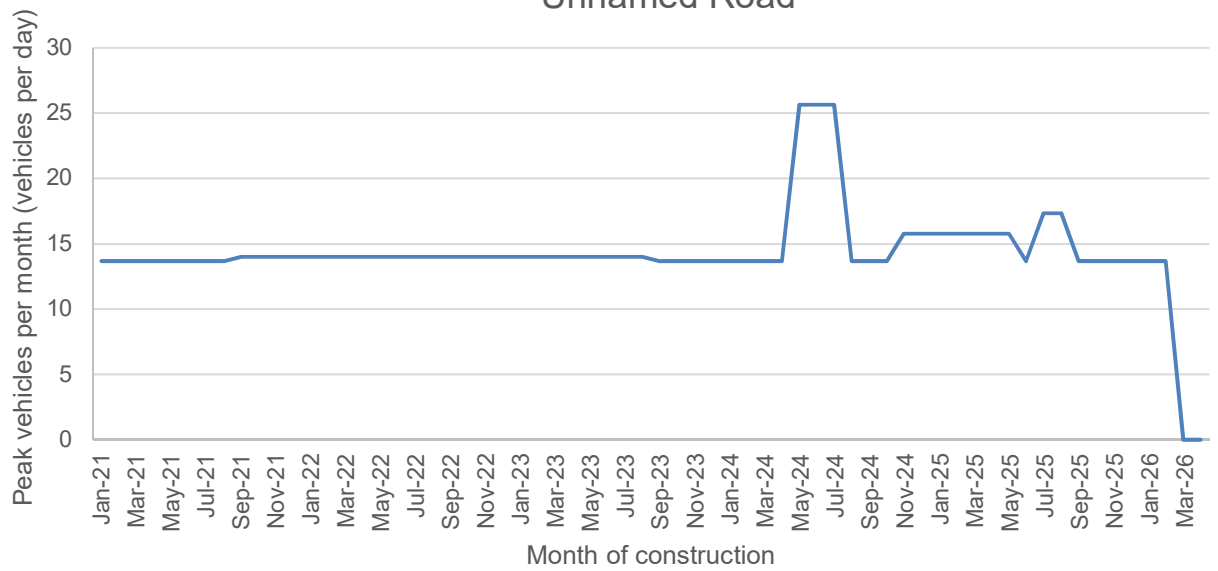
Kildonan Road - Between Yelarbon Keetah Road and Cunningham Highway

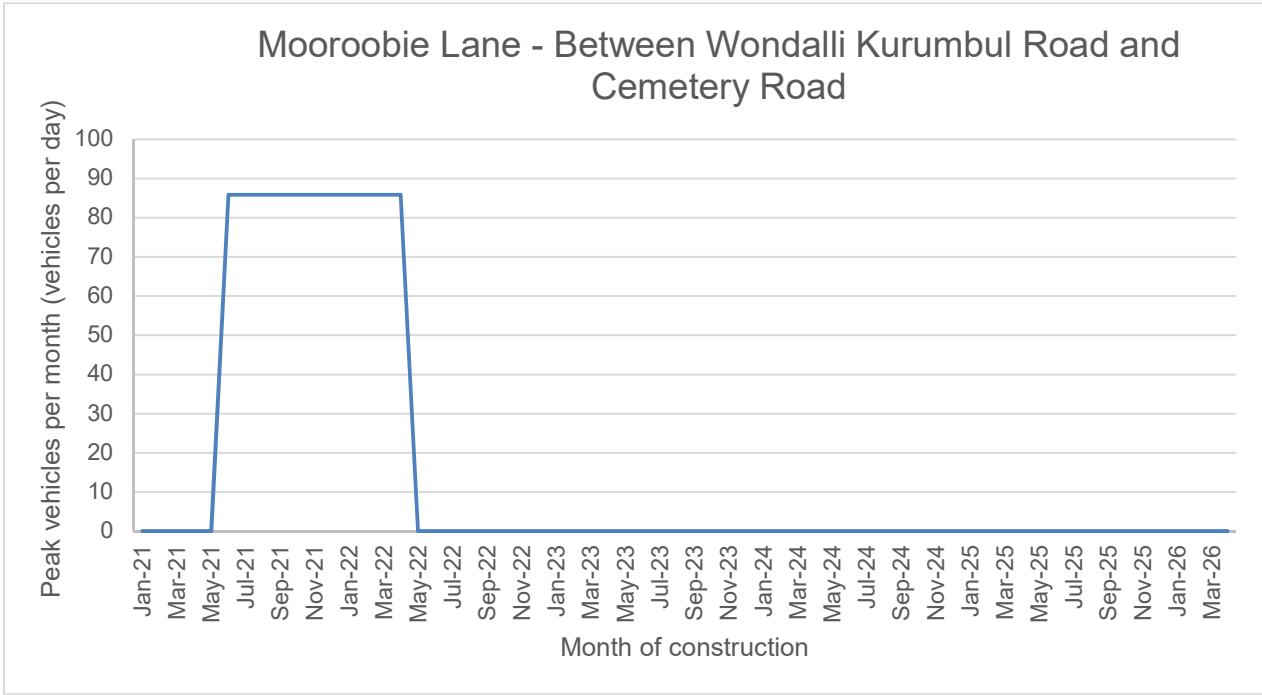
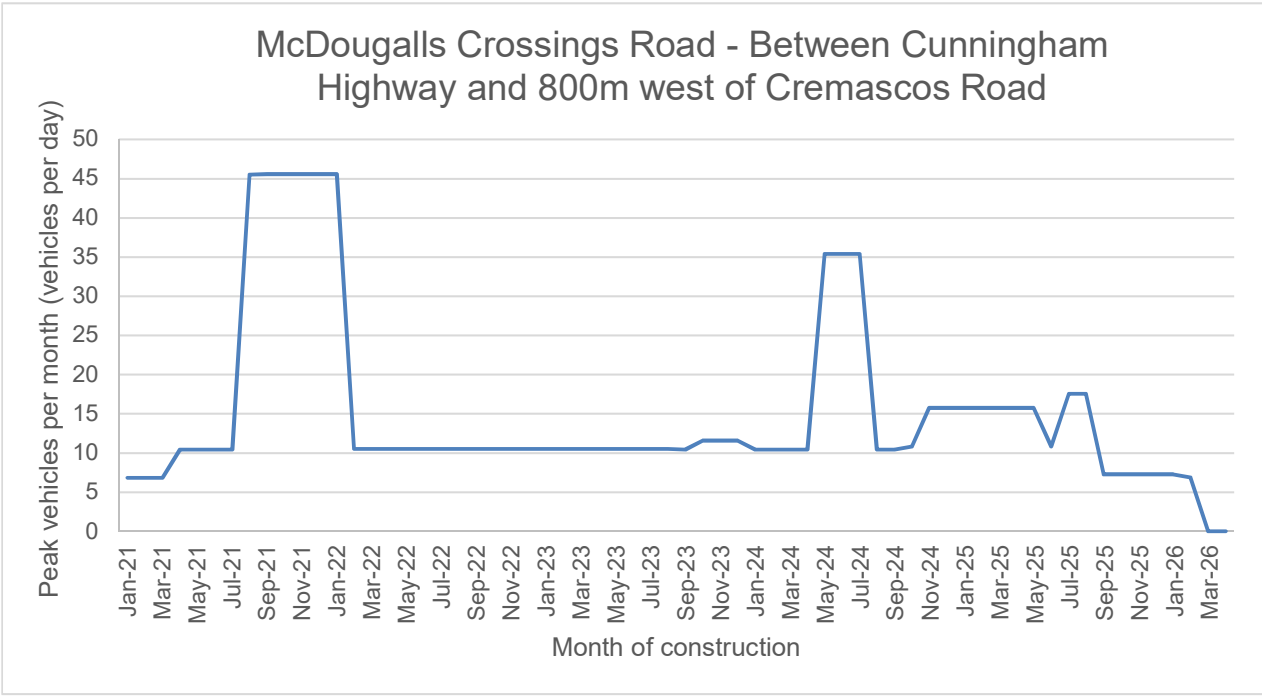


Lovells Crossing Road - Between Callandoon Street and Unnamed Road

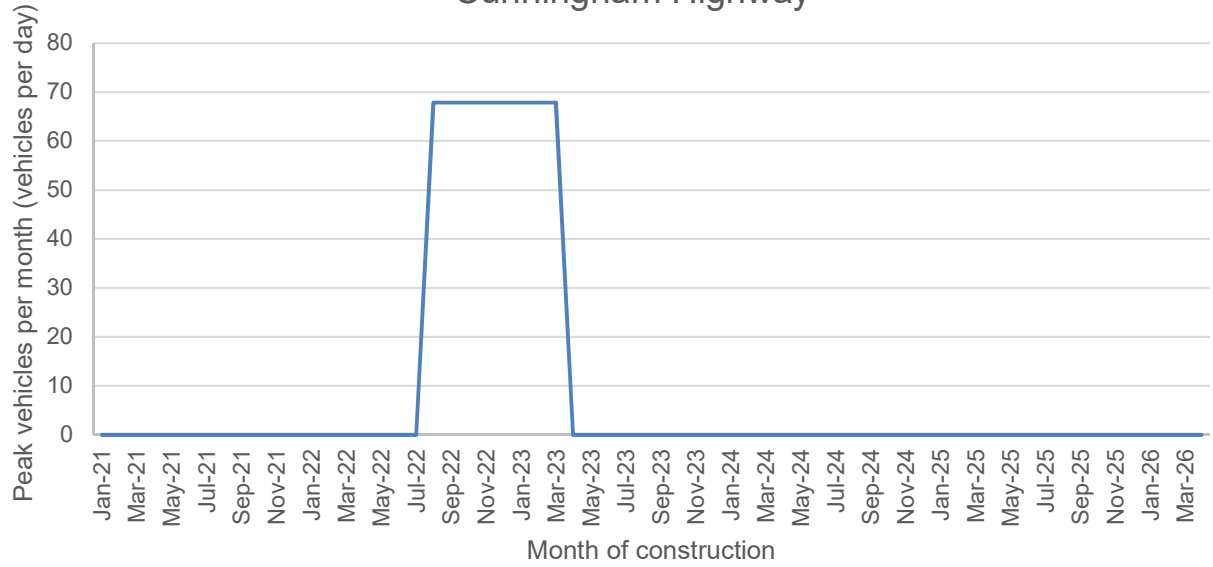


Lovells Crossing Road - Between Unnamed Road and Unnamed Road

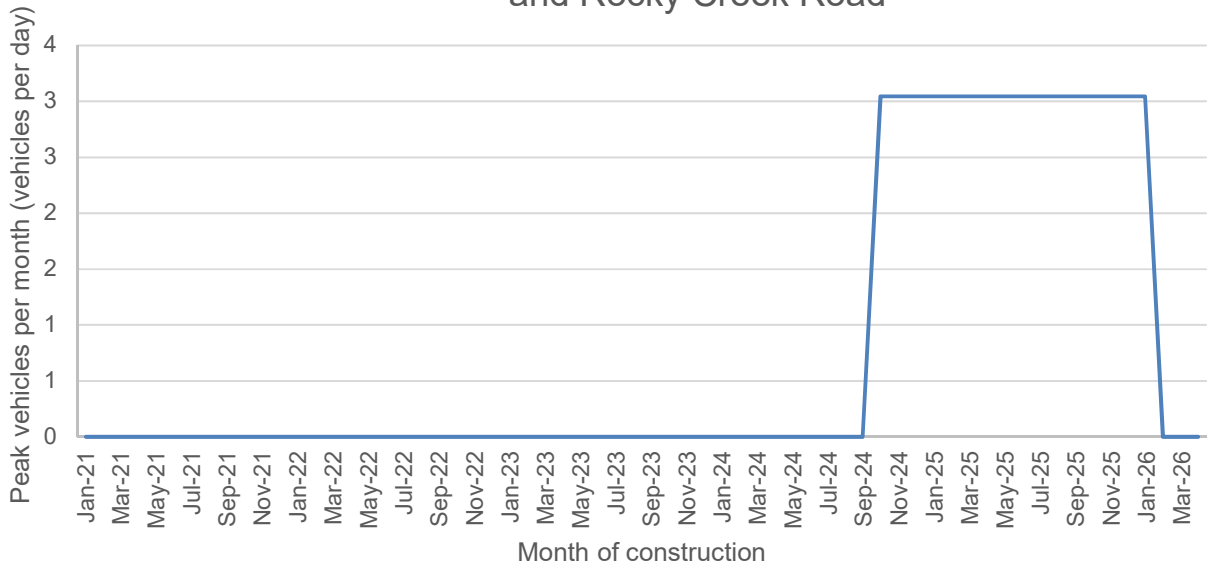




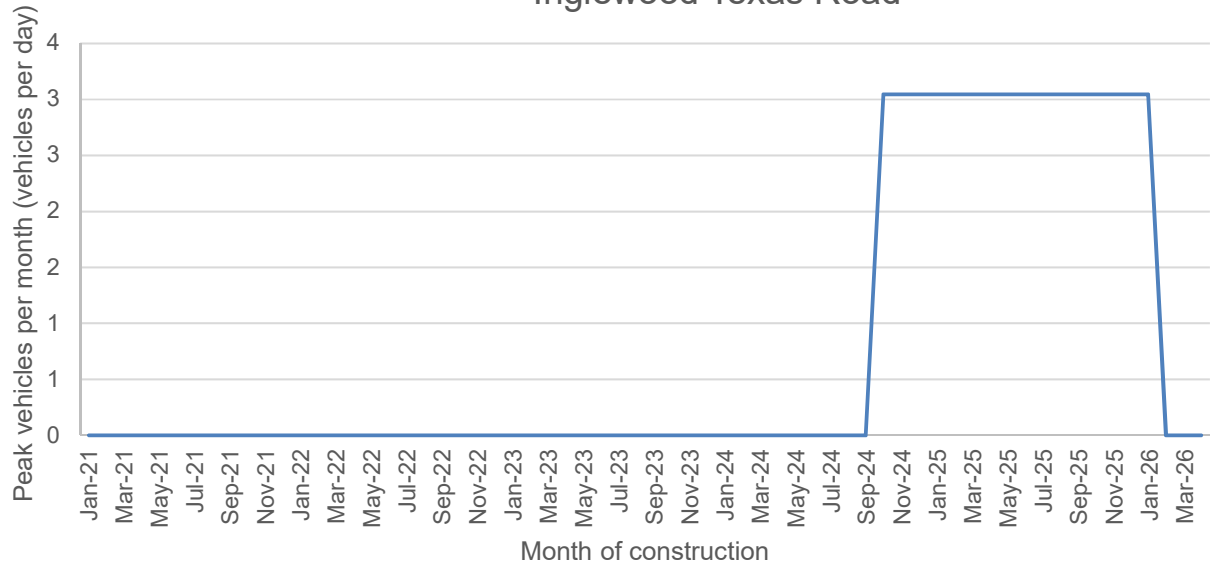
Mosquito Creek Road - Between Grays Road and Cunningham Highway



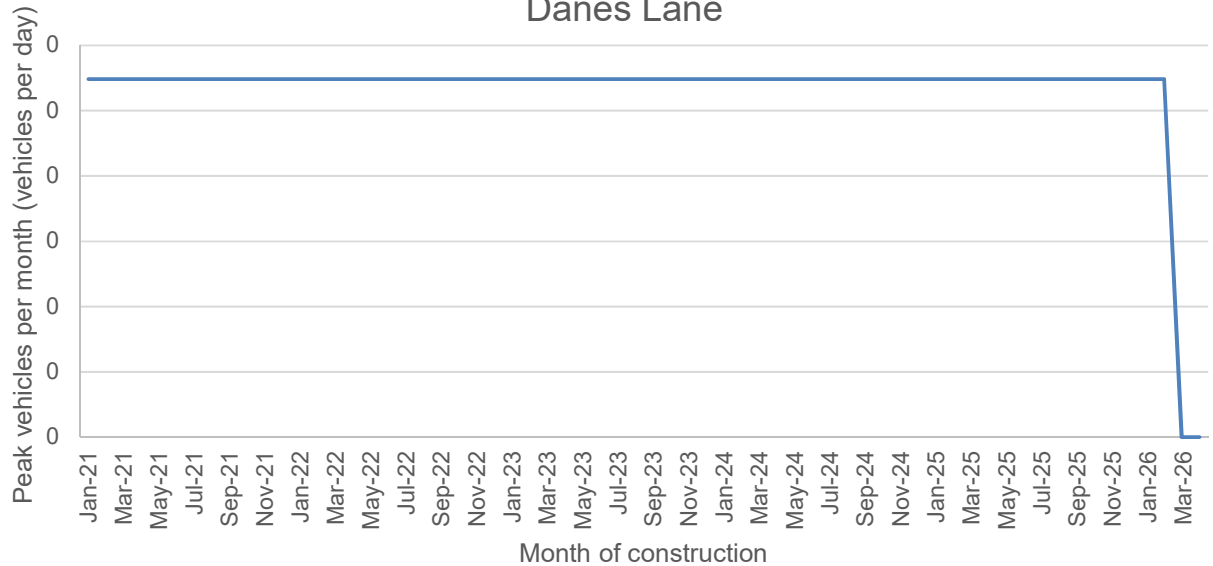
Old Texas Yelarbon Road - Between Texas Yelarbon Road and Rocky Creek Road



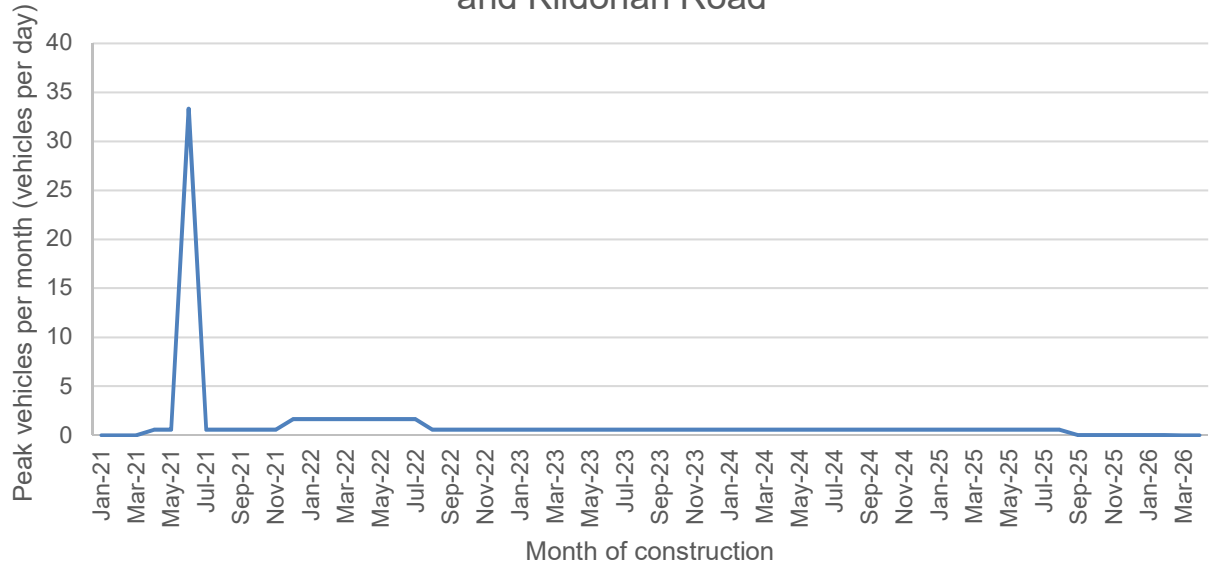
Old Texas Yelarbon Road - Between Rocky Creek Road and Inglewood Texas Road



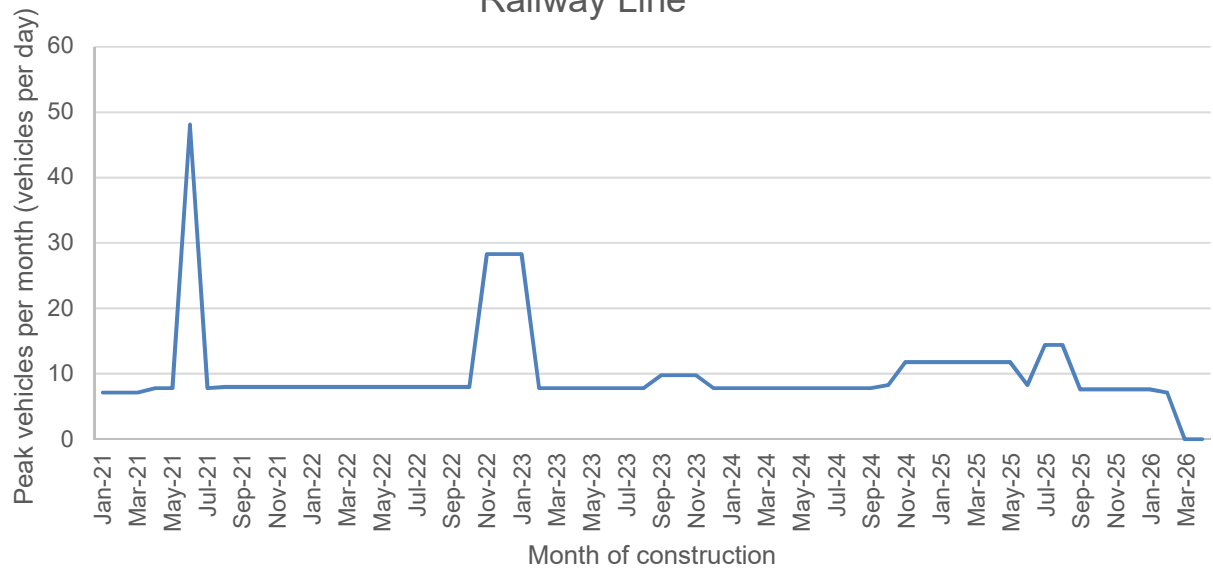
Queen Street South - Between Yelarbon Kurumbul Road and Danes Lane



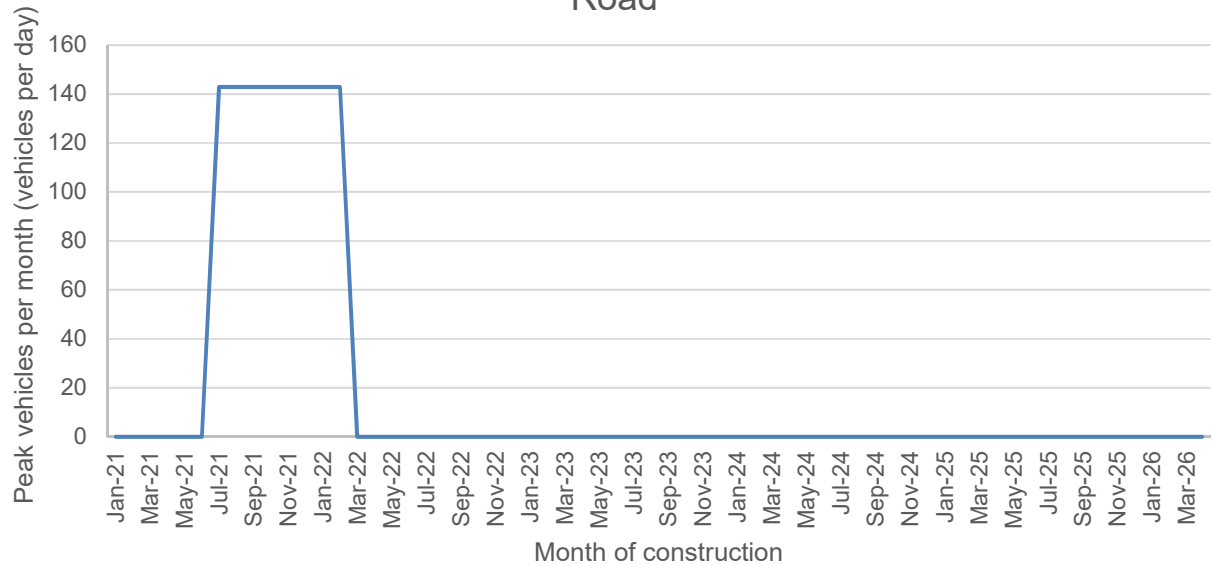
South Kurumbul Road - Between Yelarbon Kurumbul Road and Kildonan Road



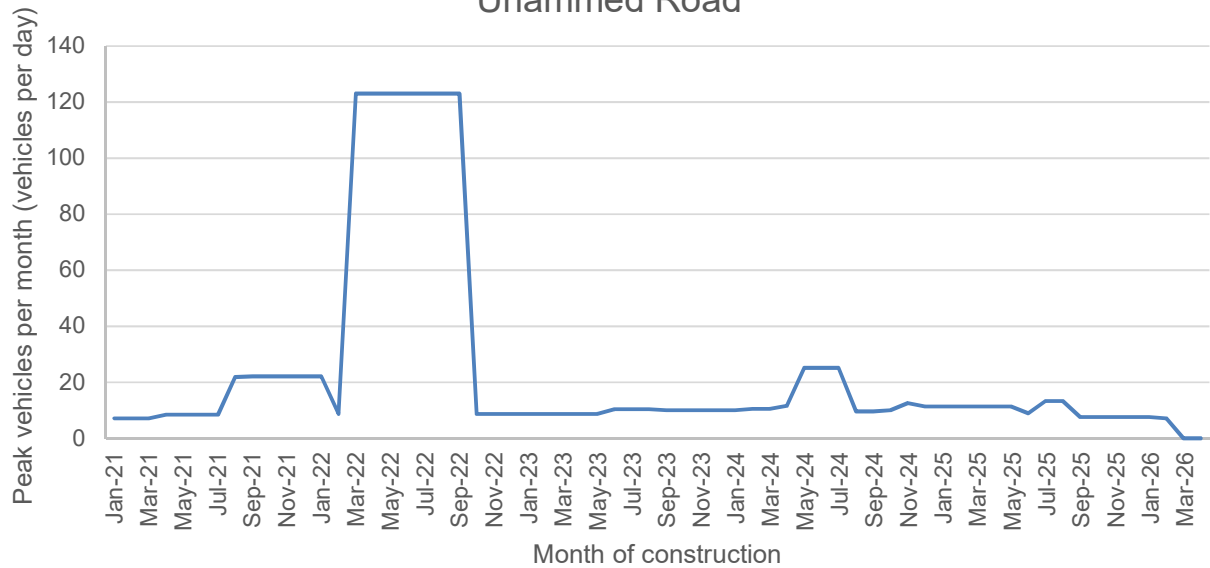
Springborg Road - Between Cunningham Highway and Railway Line



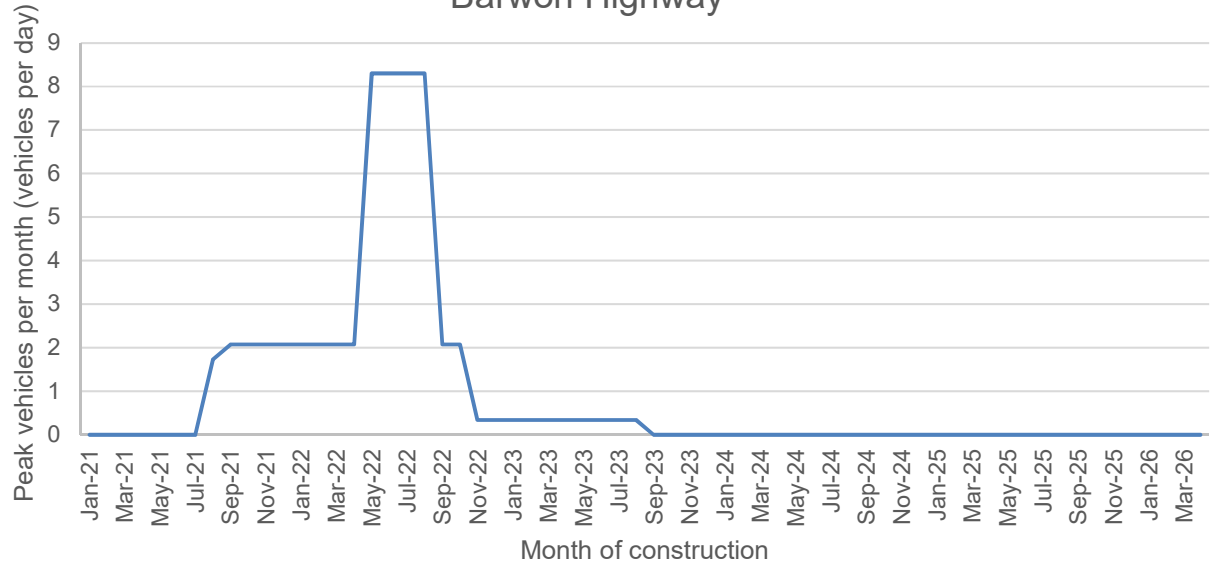
Suttons Road - Between East Sawmill Road and Unnamed Road



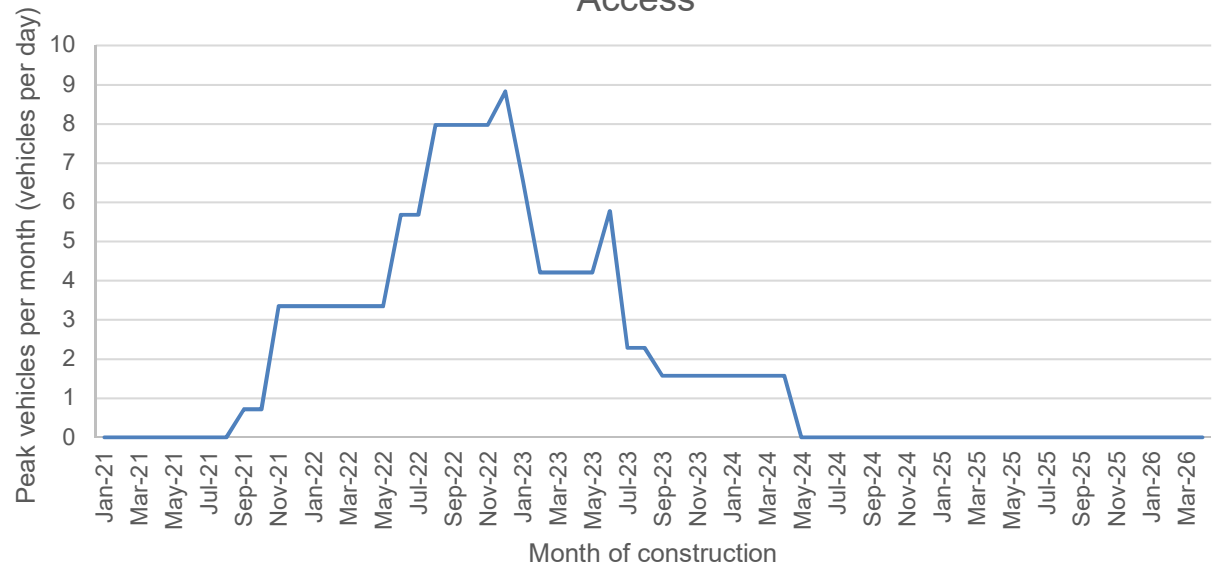
Thornton Road - Between Millmerran Inglewood Road and Unammed Road



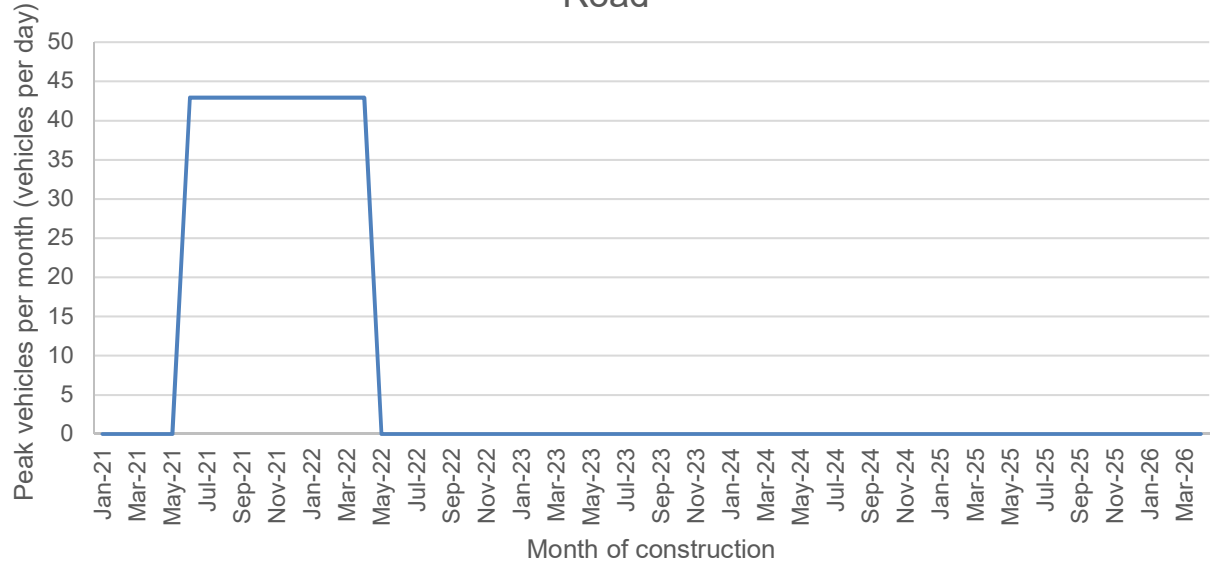
Town Commons Road - Between Waggamba Road and Barwon Highway



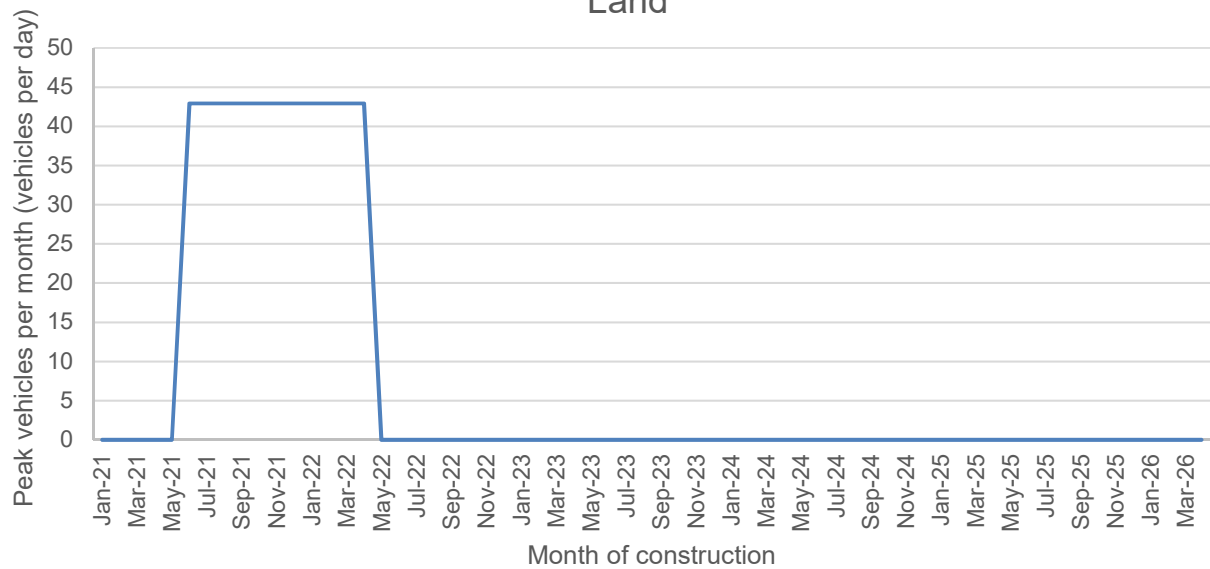
Unnamed Road - Between Cunningham Highway and Private Access



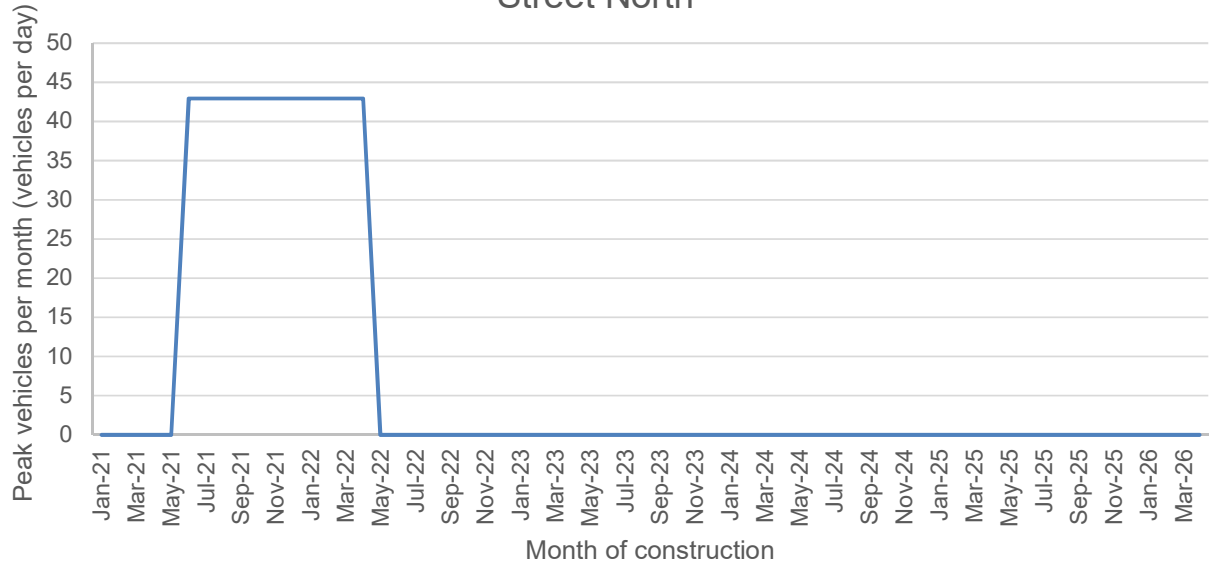
Unnamed Road - Between Cemetery Road and Unnamed Road



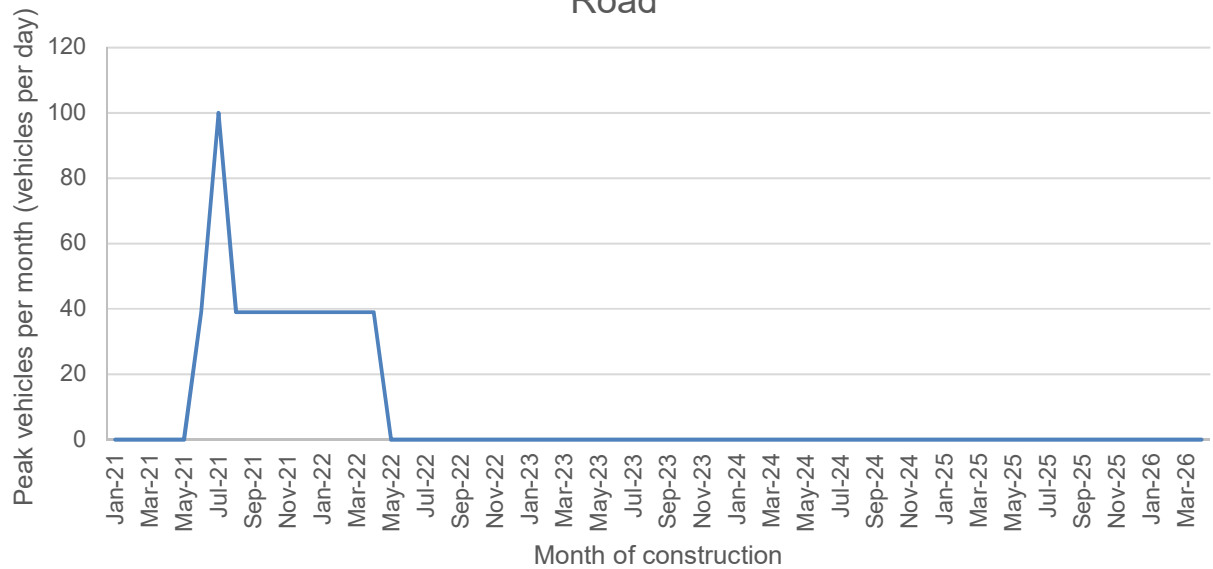
Unnamed Road - Between Texas Yelarbon Road and Private Land



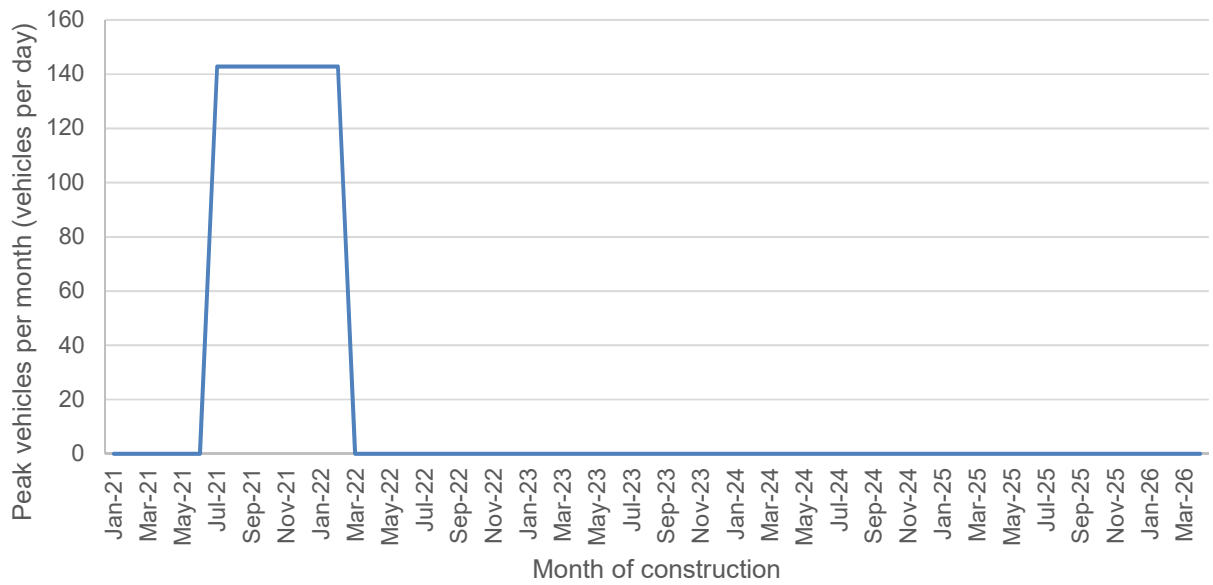
Unnamed Road - Between Woodcocks Road and Queen Street North



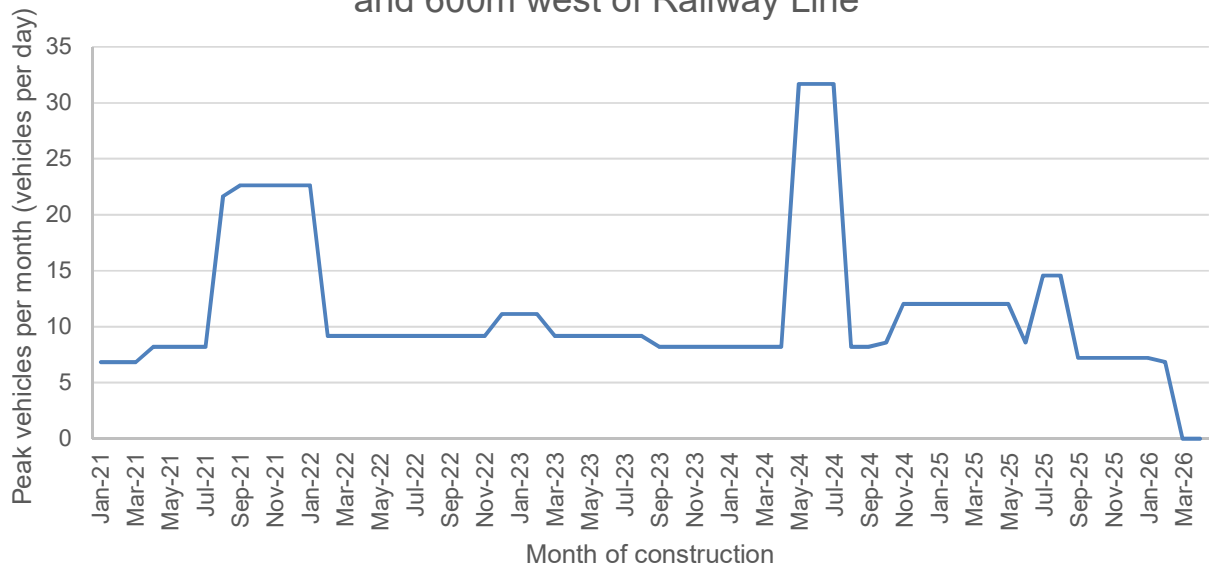
Unnamed Road - Between East Sawmill Road and Suttons Road



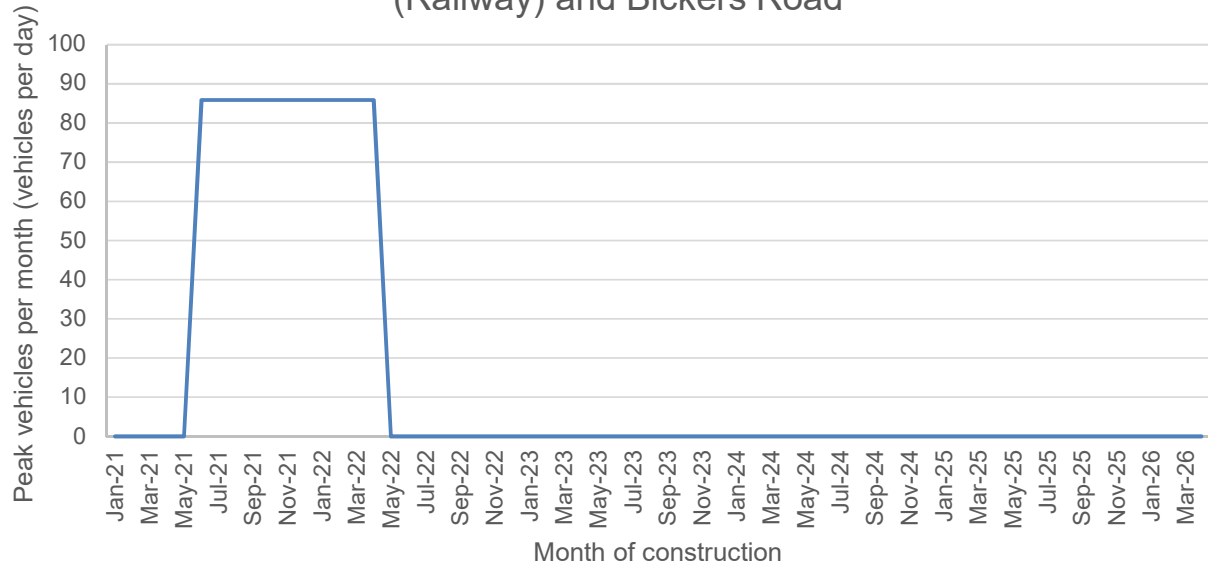
Unnamed Road - Full extent



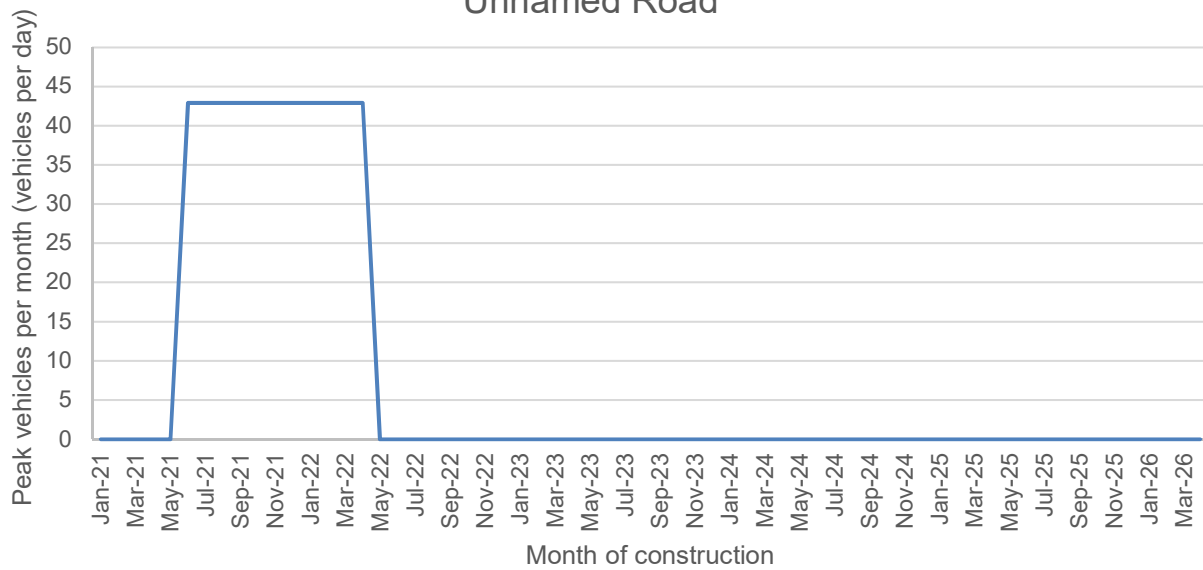
Whetstone Access Road - Between Cunningham Highway and 600m west of Railway Line



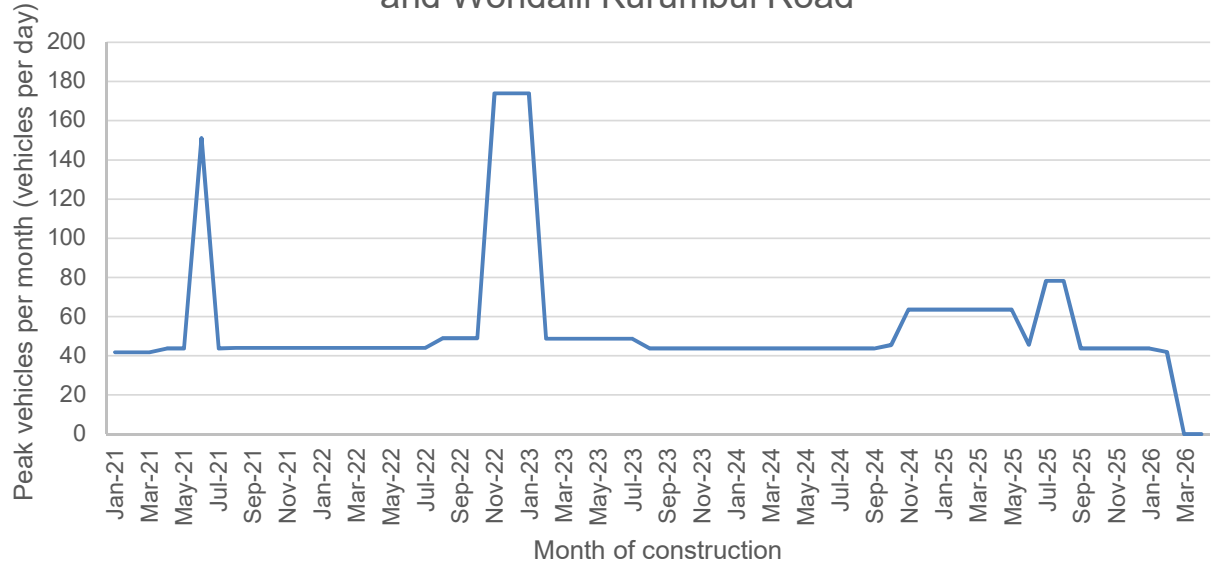
Wondalli Kurumbul Road - Between South Western System
(Railway) and Bickers Road



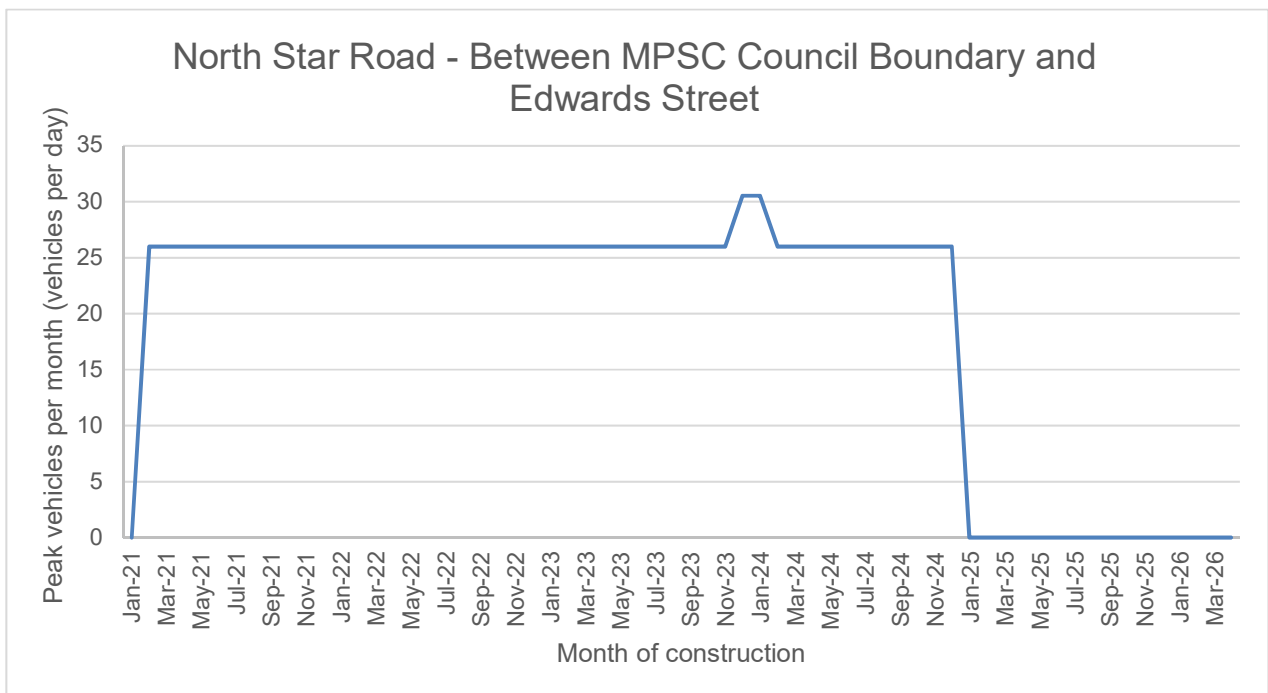
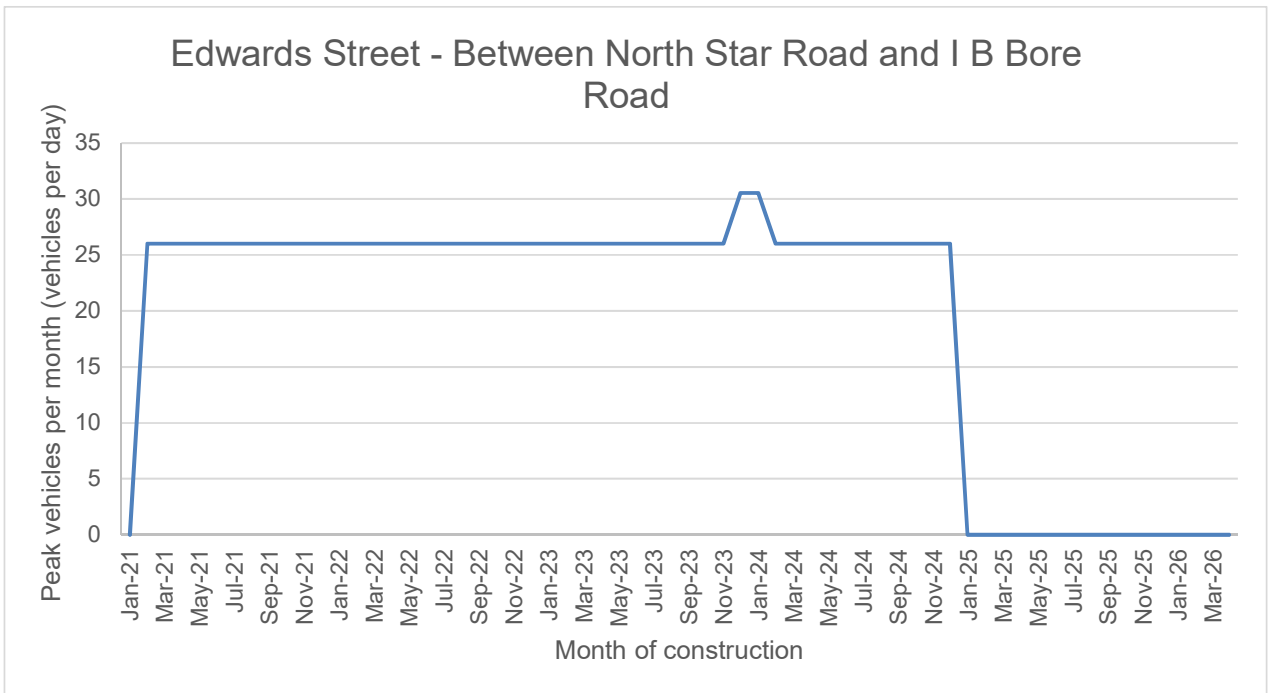
Woodcocks Road - Between Cunningham Highway and
Unnamed Road



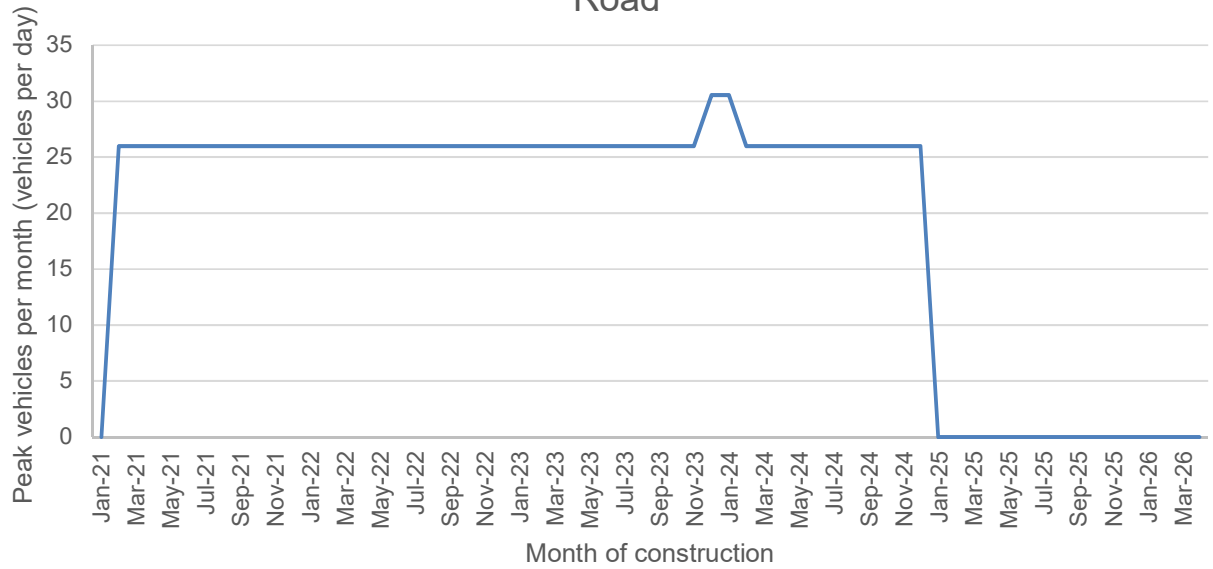
Yelarbon Kurumbul Road - Between Cunningham Highway and Wondalli Kurumbul Road



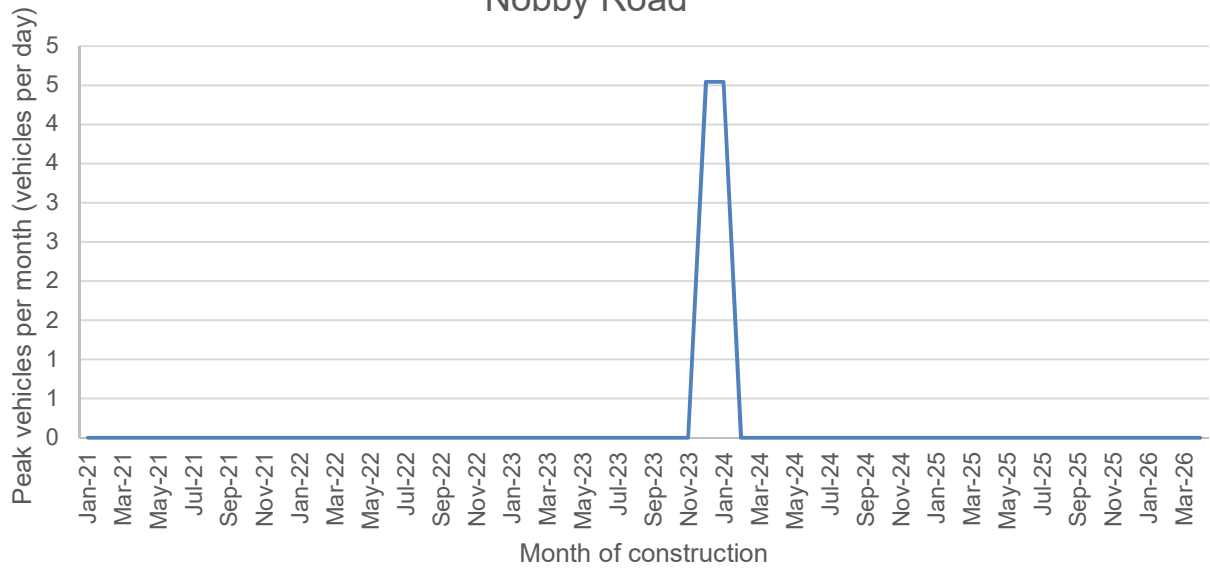
Peak Construction Traffic by Road Segment
Council: Gwydir Shire Council



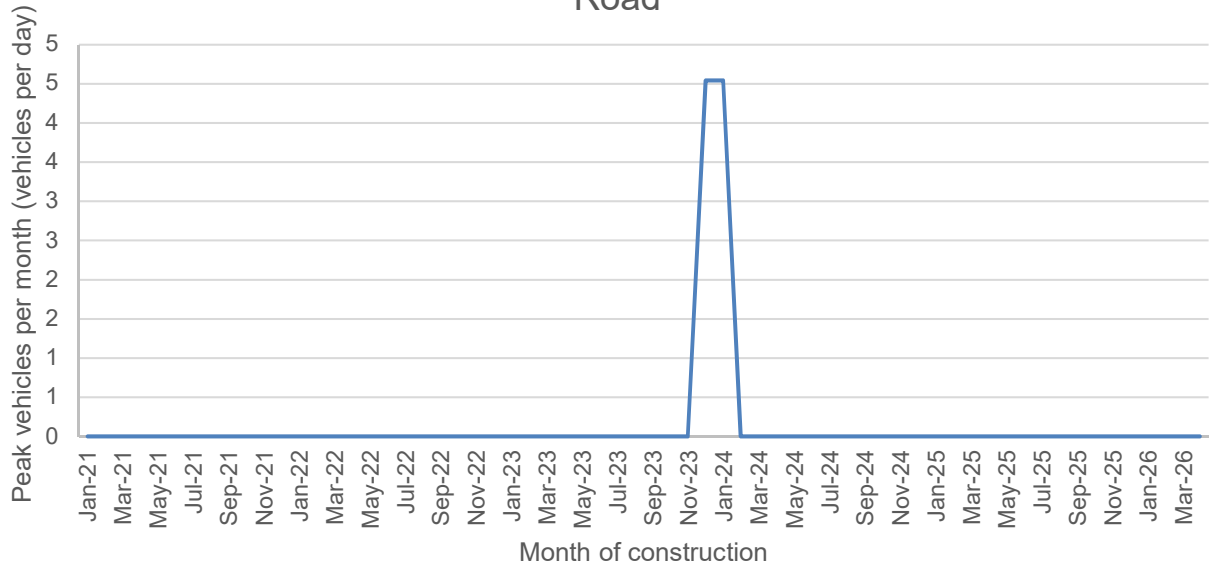
North Star Road - Between Edward Street and Getta Getta Road



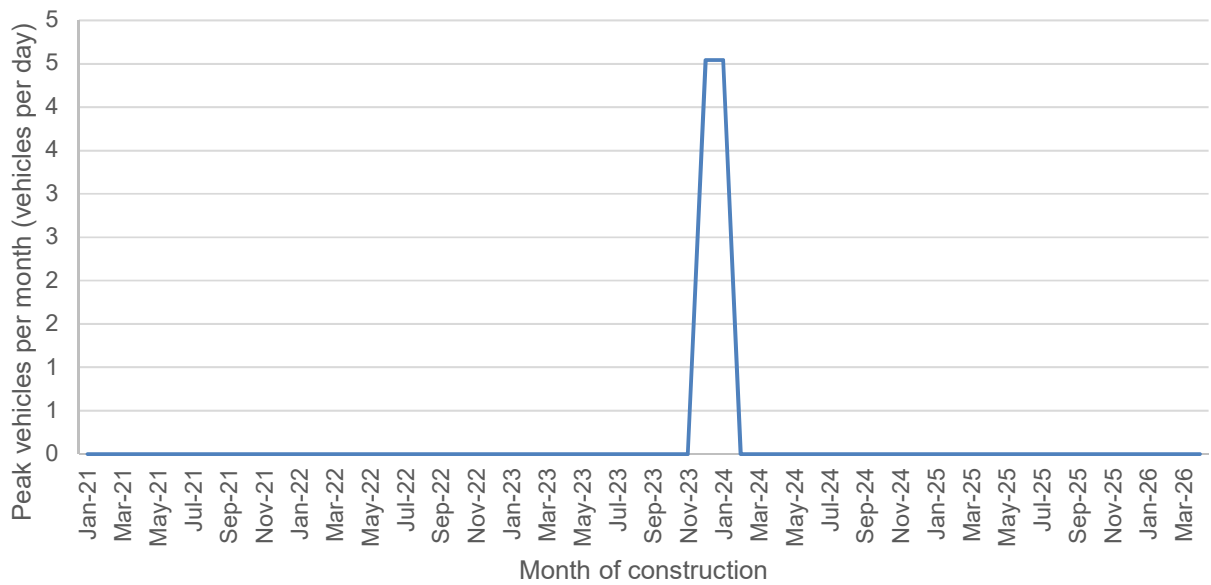
North Star Road - Between Getta Getta Road and Blue Nobby Road



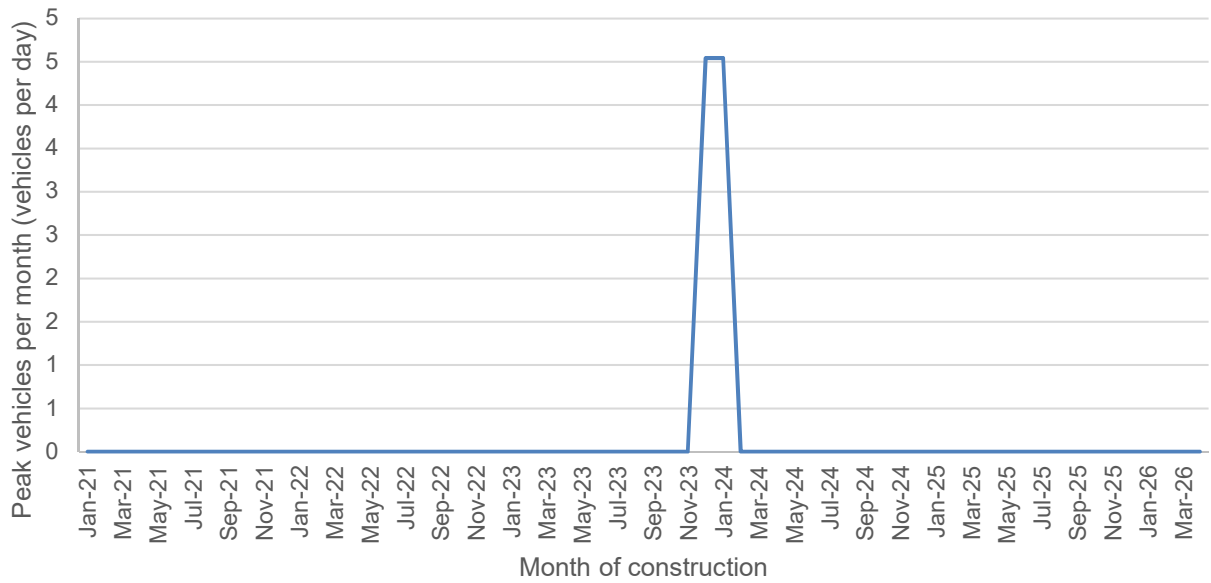
North Star Road - Between Blue Nobby Road and Hibernia Road



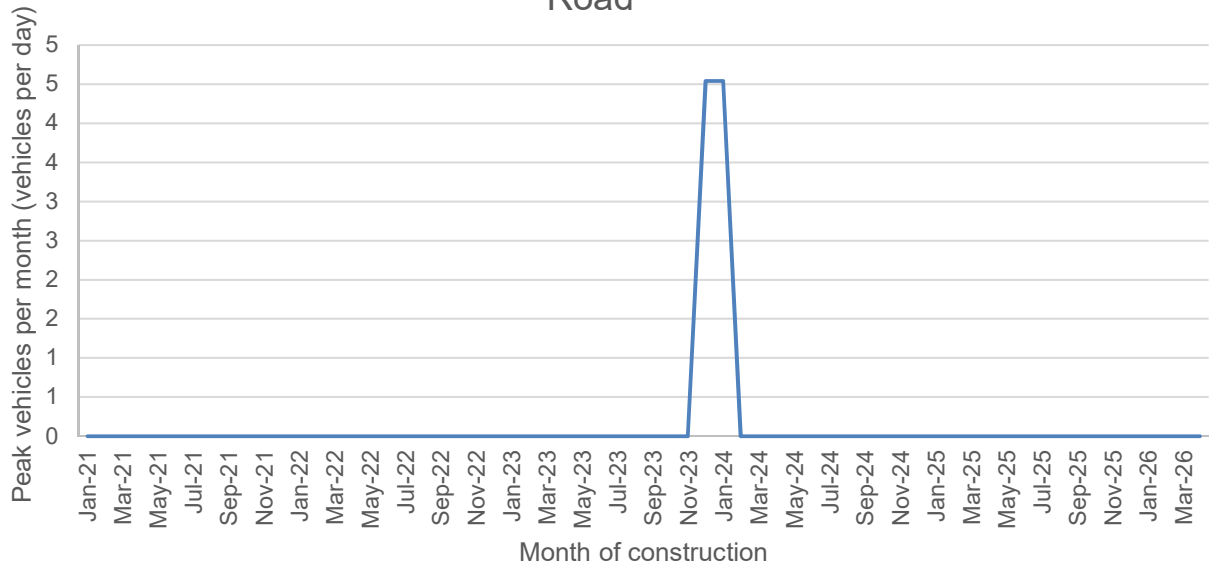
North Star Road - Between Hibernia Road and Yallaroi Road



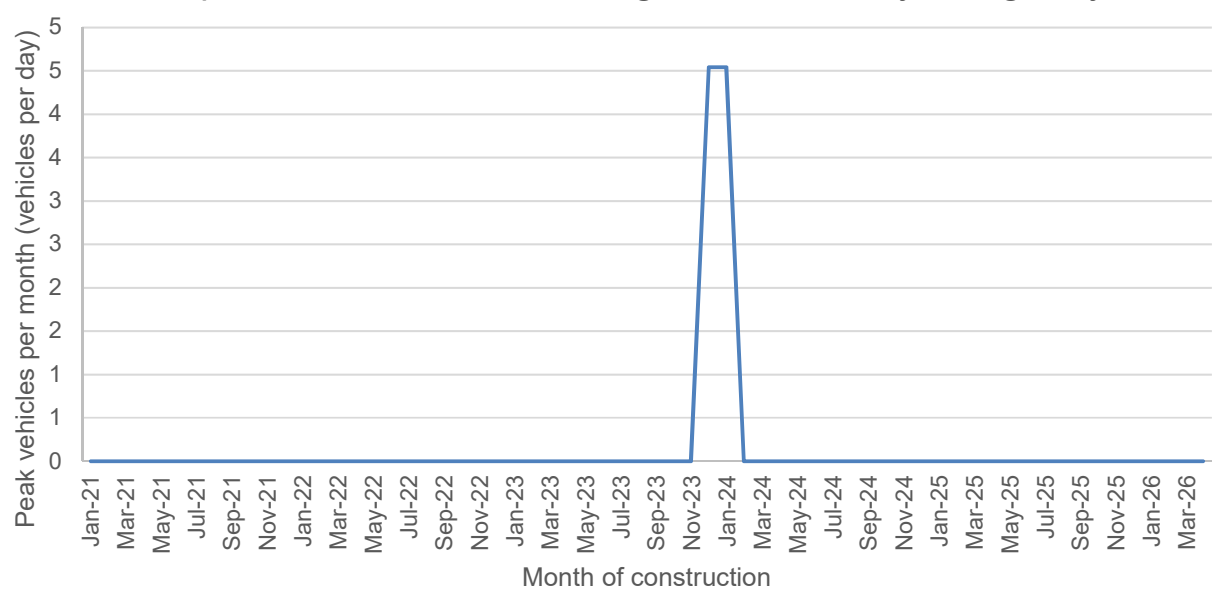
North Star Road - Between Yallaroi Road and Baroma Road



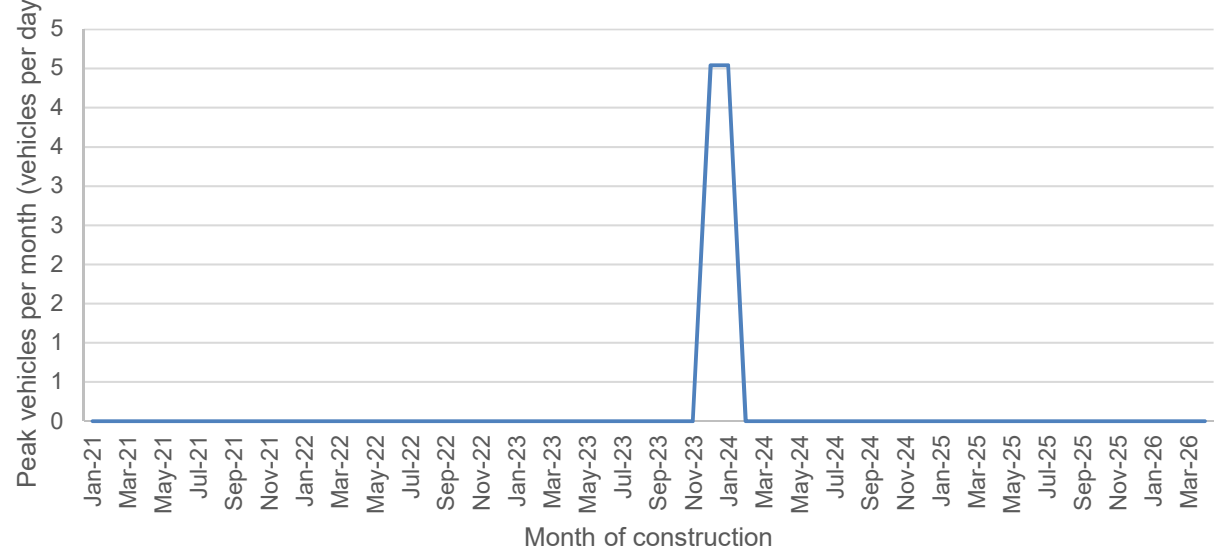
North Star Road - Between Baroma Road and Warialda Road



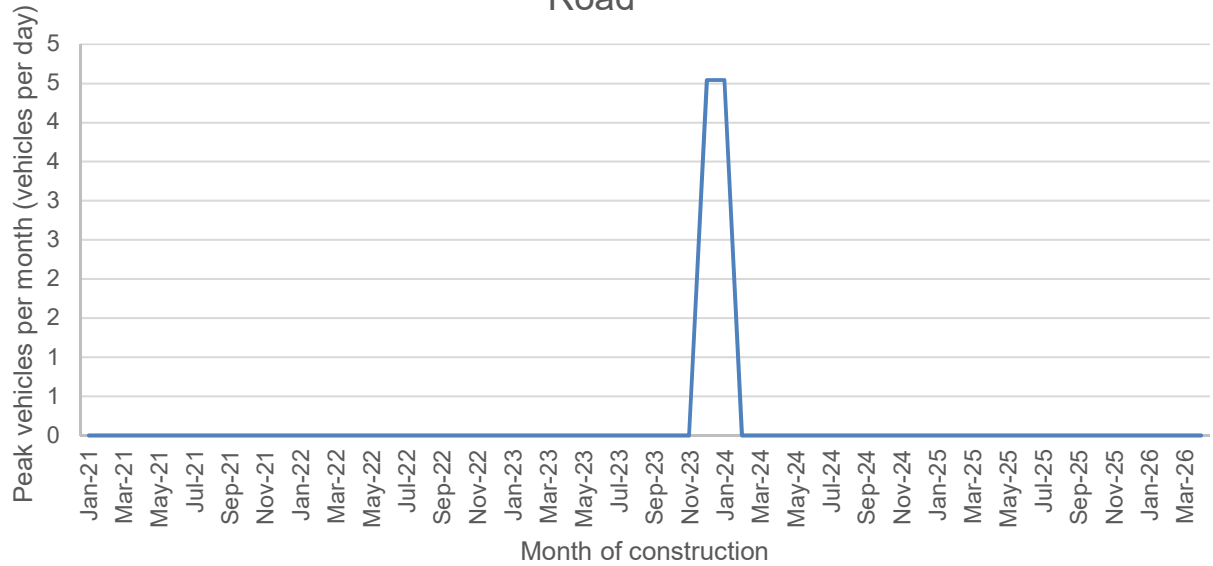
Stephen Street - Between Long Street and Gwydir Highway



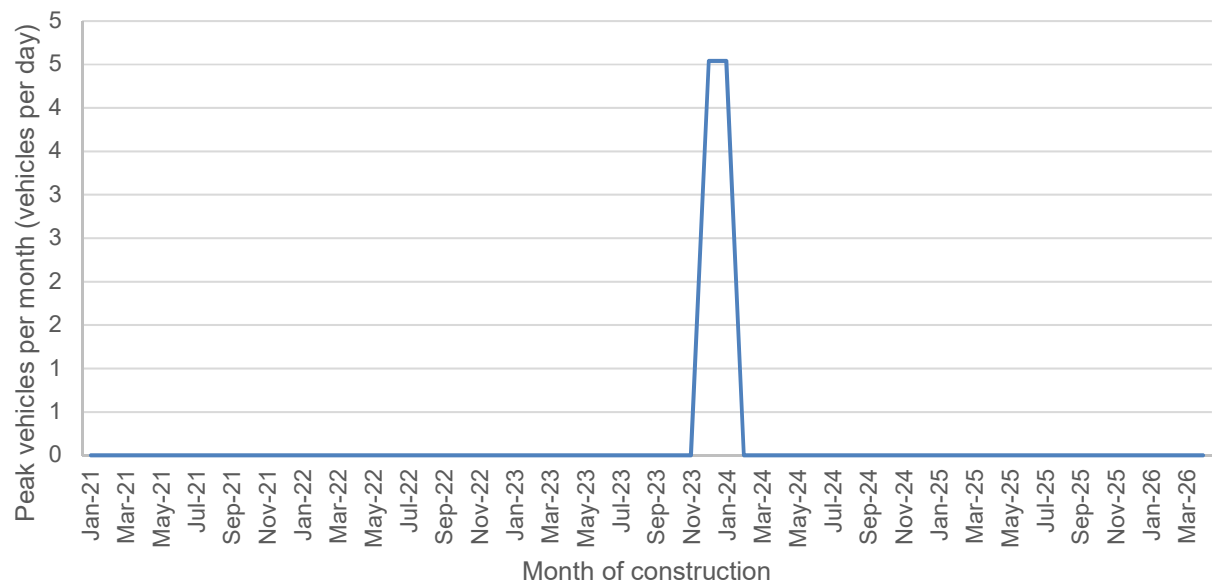
Warialda Road - Between North Star Road and Gournama Road



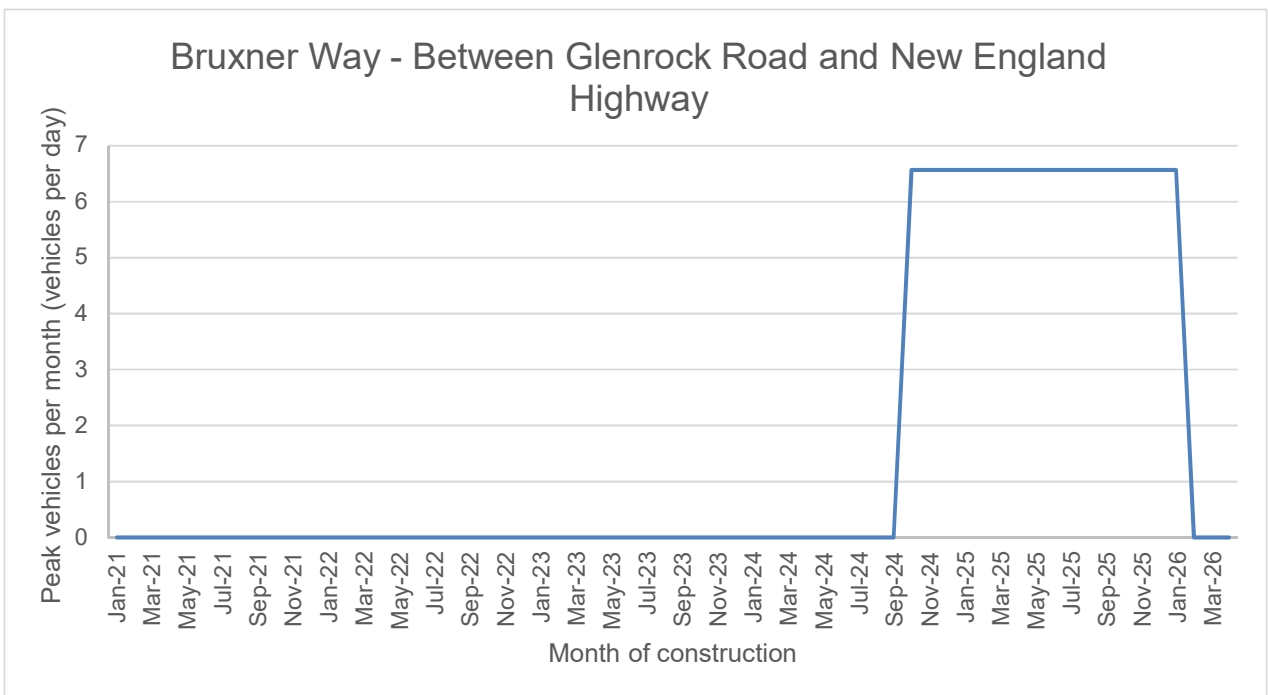
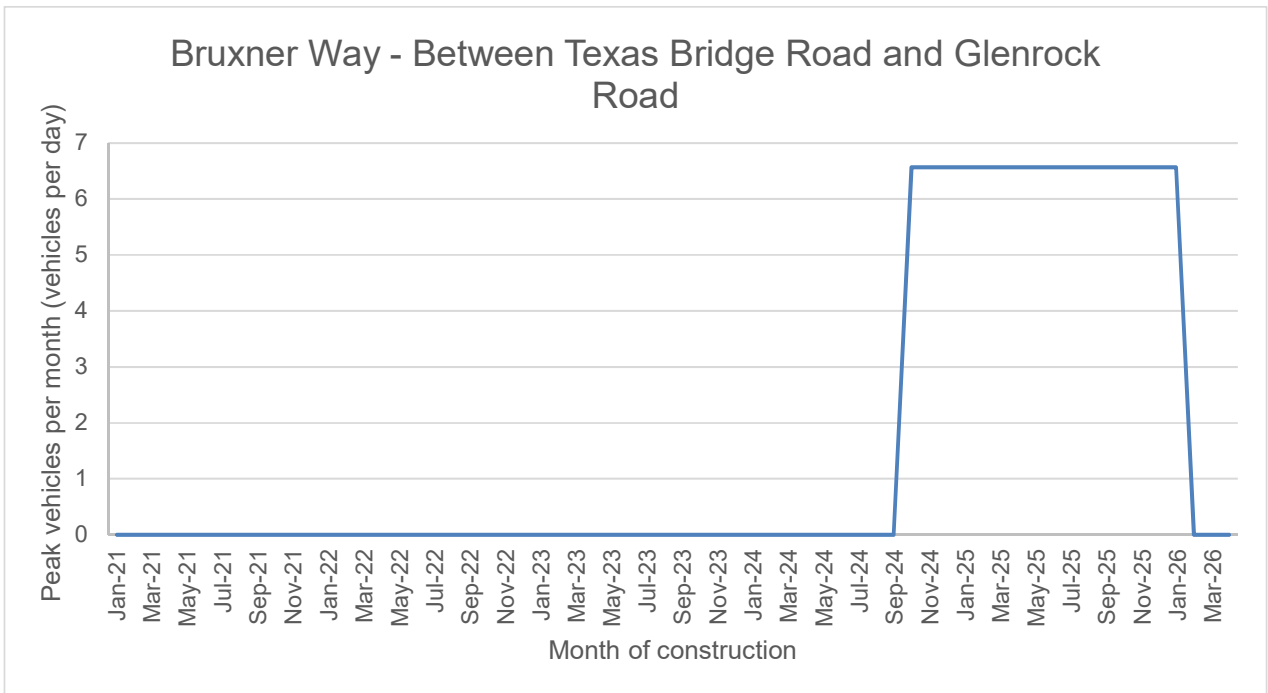
Warialda Road - Between Gournama Road and Oregon Road



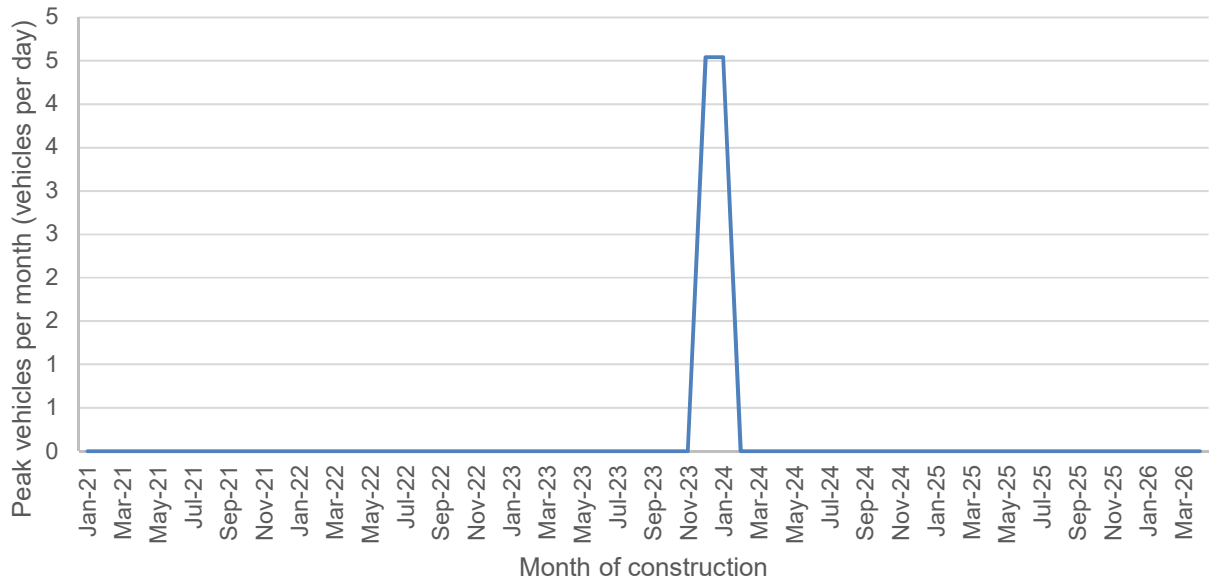
Warialda Road - Between Oregon Street and Stephen Street



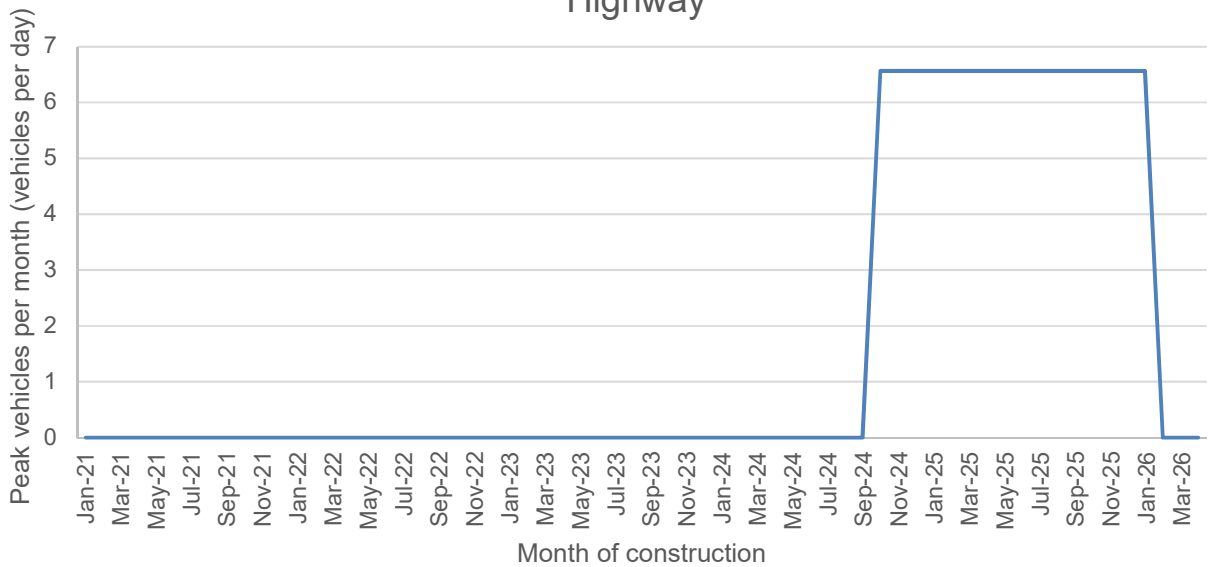
Peak Construction Traffic by Road Segment
Council: Inverell Shire Council



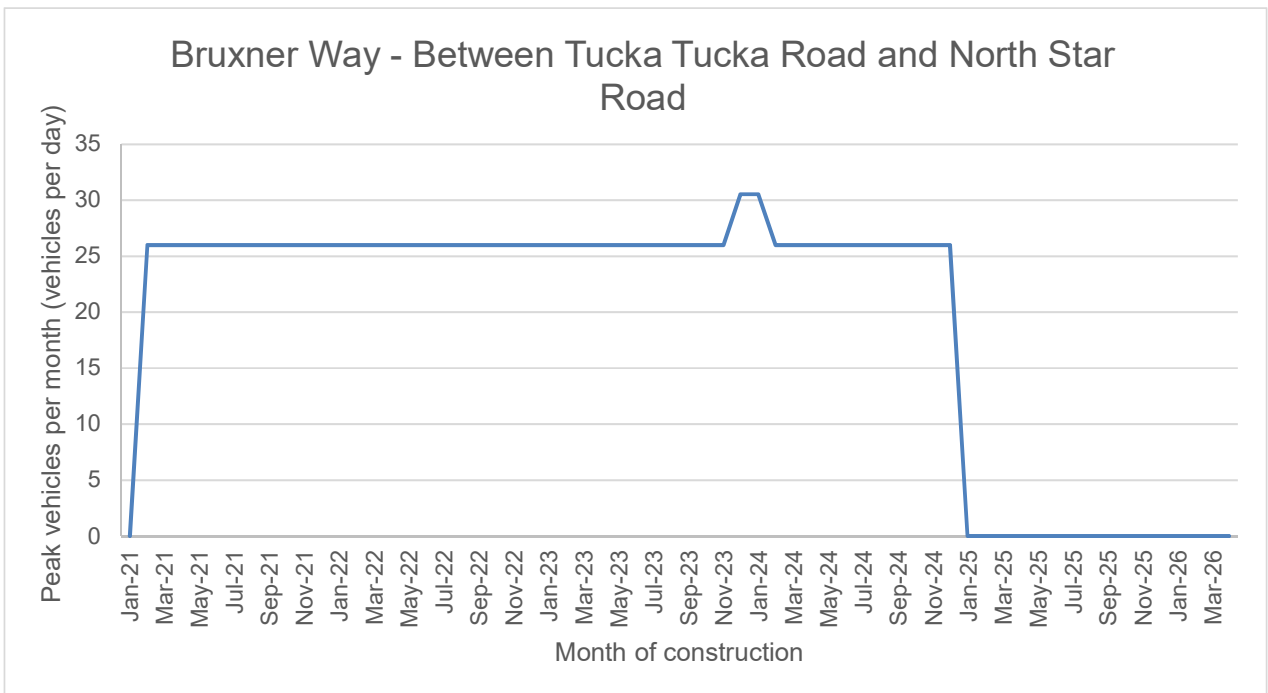
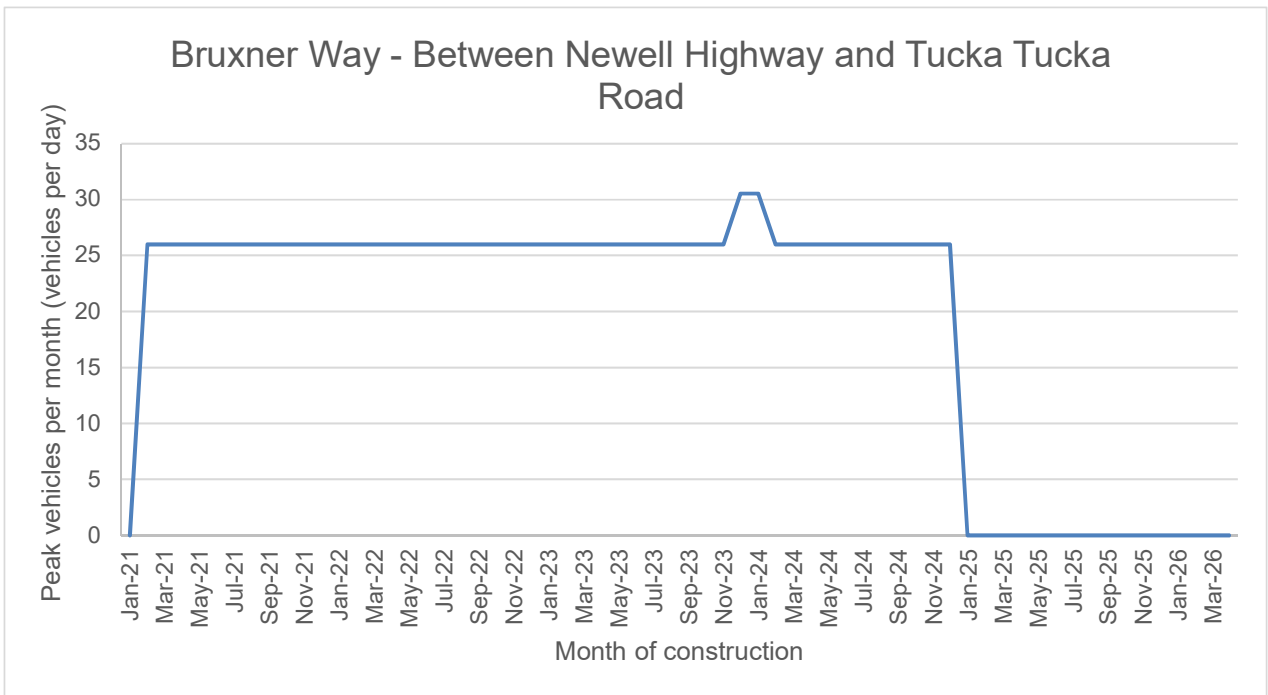
Campbell Street - Between Byron Street and Otho Street



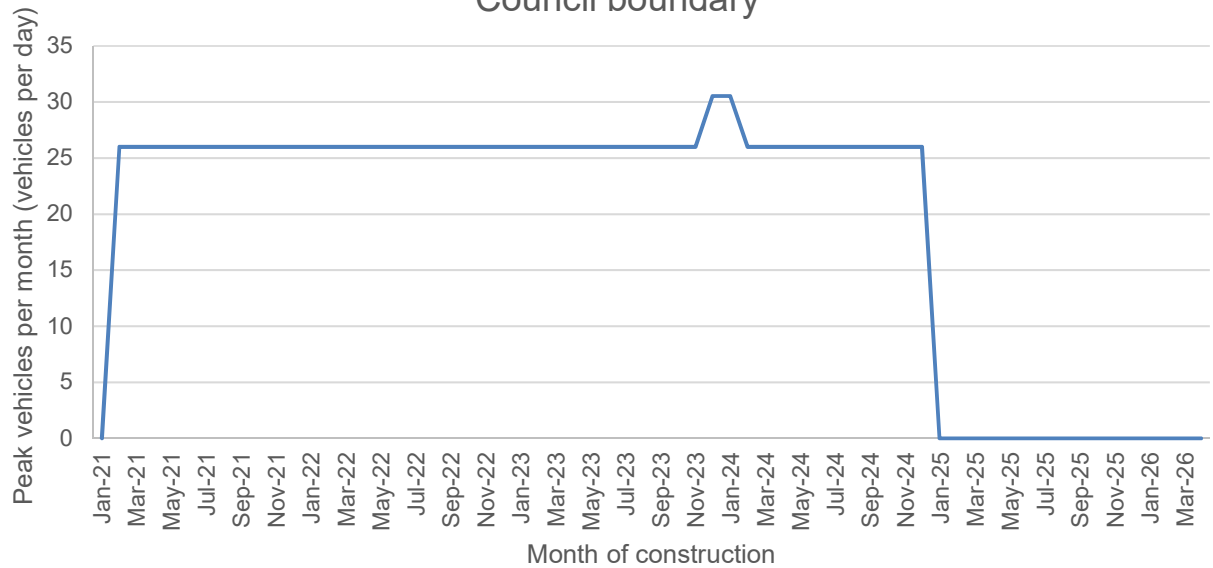
Texas Bridge Road - Between QLD/NSW Border and Bruxner Highway



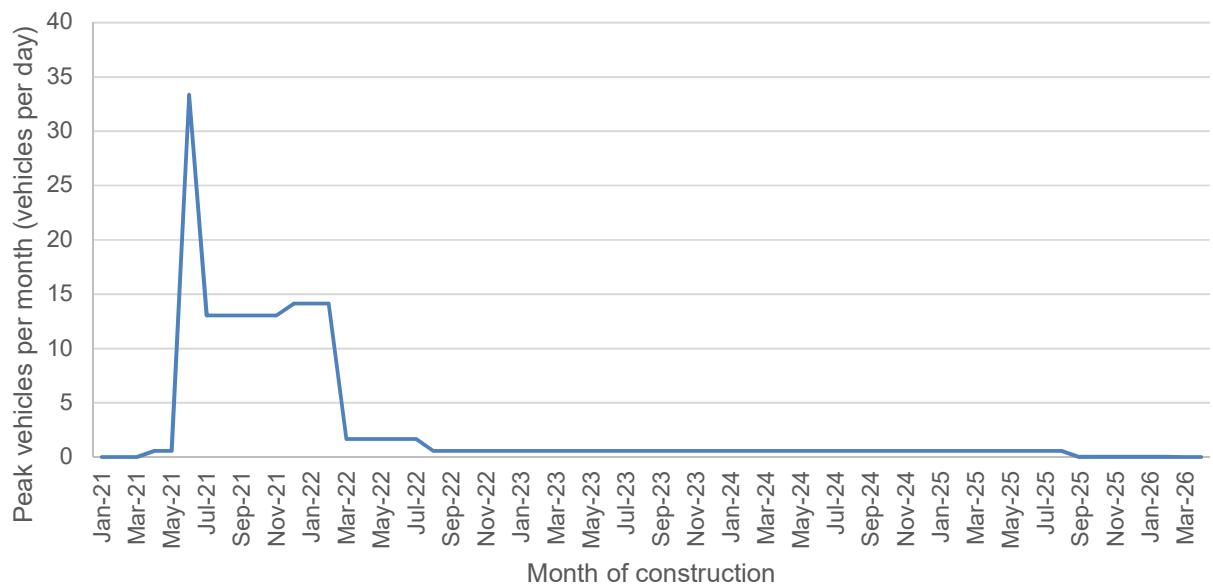
Peak Construction Traffic by Road Segment
Council: Moree Plains Shire Council



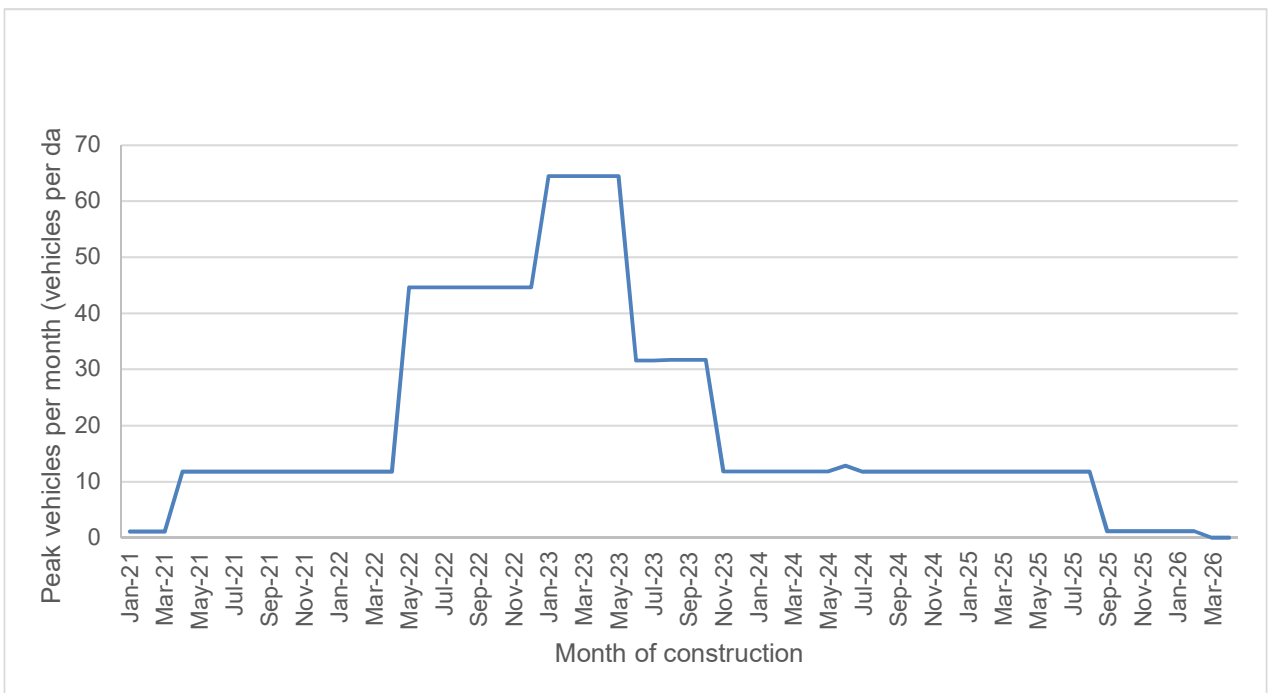
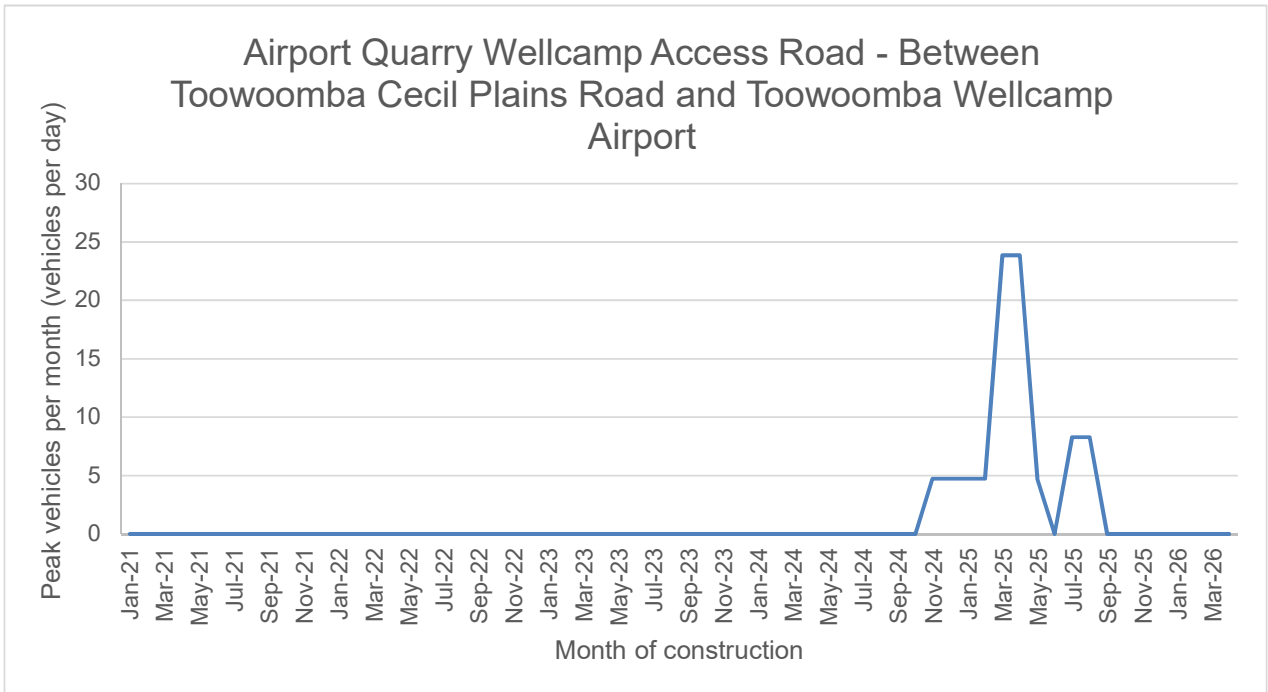
North Star Road - Between Bruxner Way and Gwydir Shire Council boundary



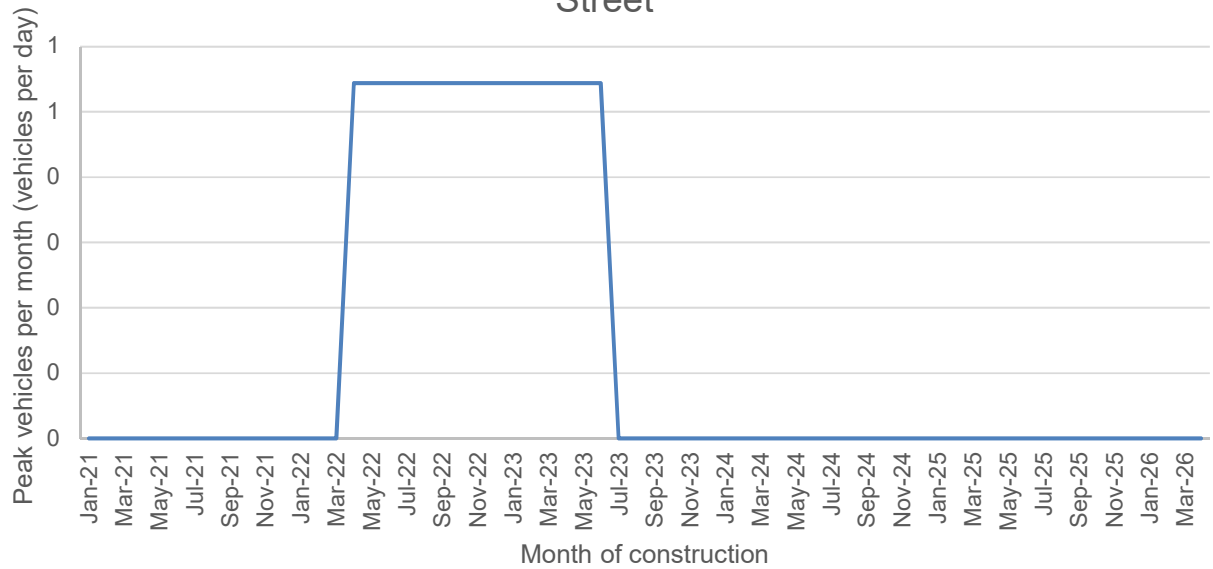
River Road - Between Newell Highway and Boggabilla Weir



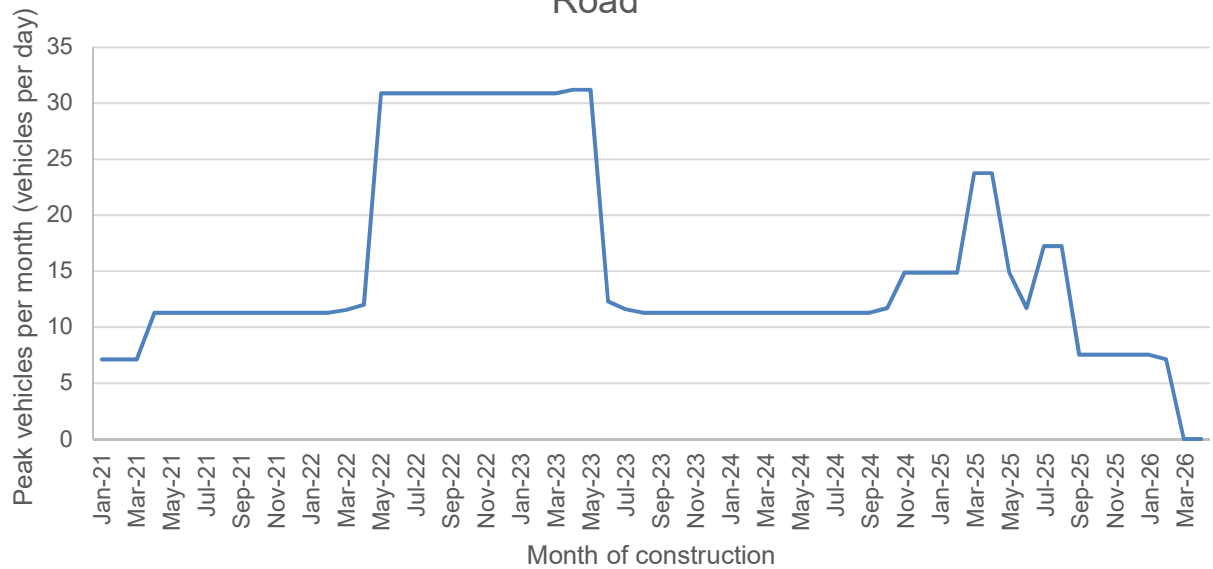
Peak Construction Traffic by Road Segment
Council: Toowoomba Regional Council



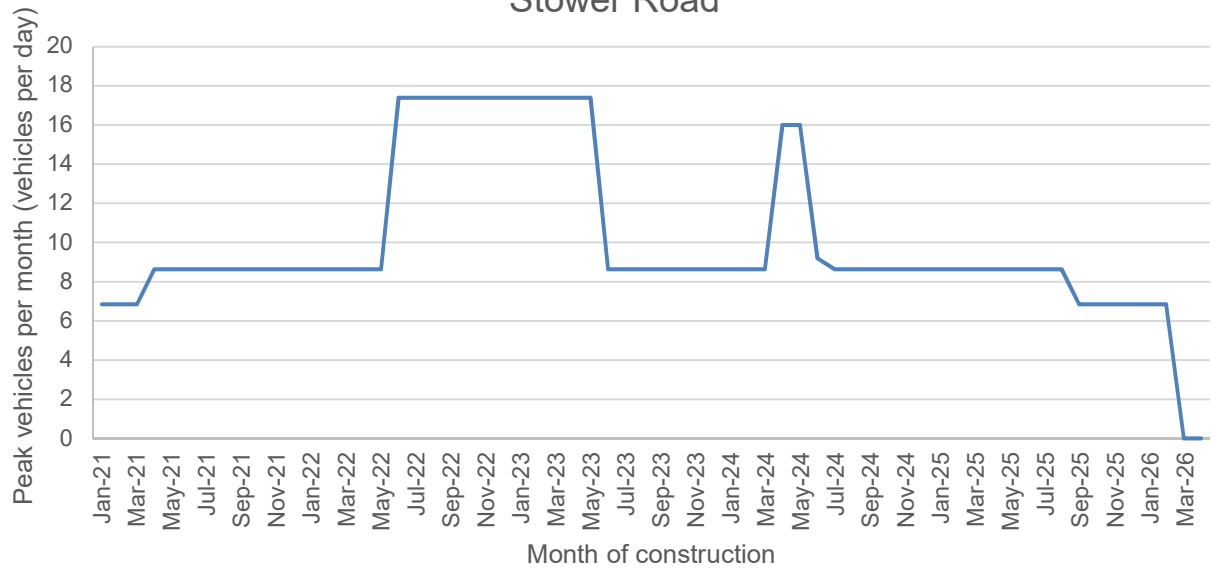
Alderley Street - Between Gore Highway and Condamine Street



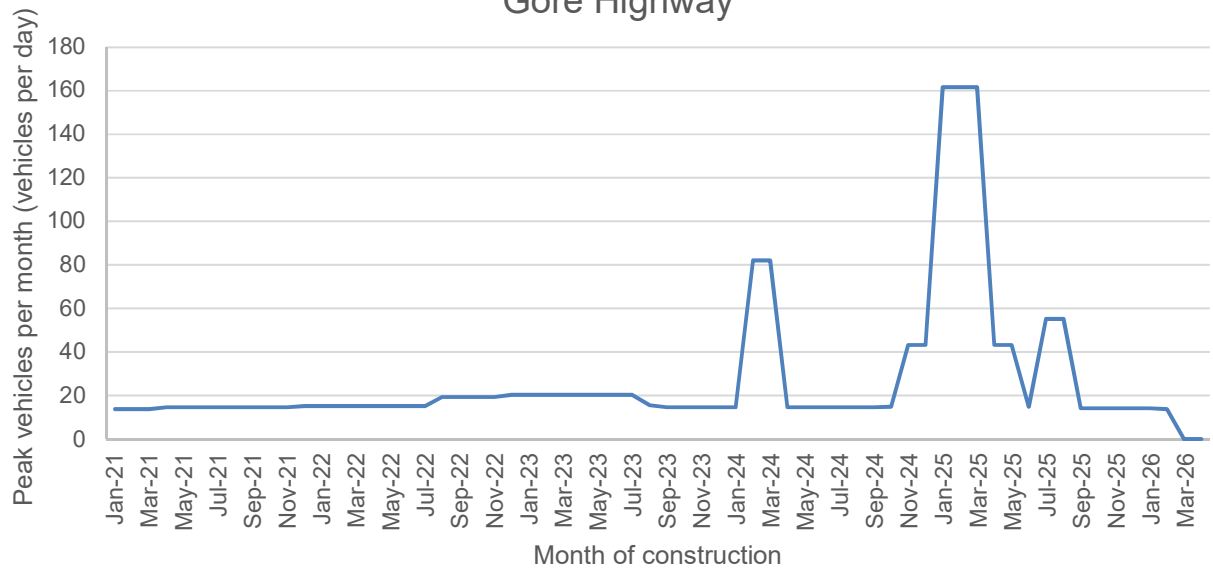
Athol School Road - Between Gore Highway and Trader Road



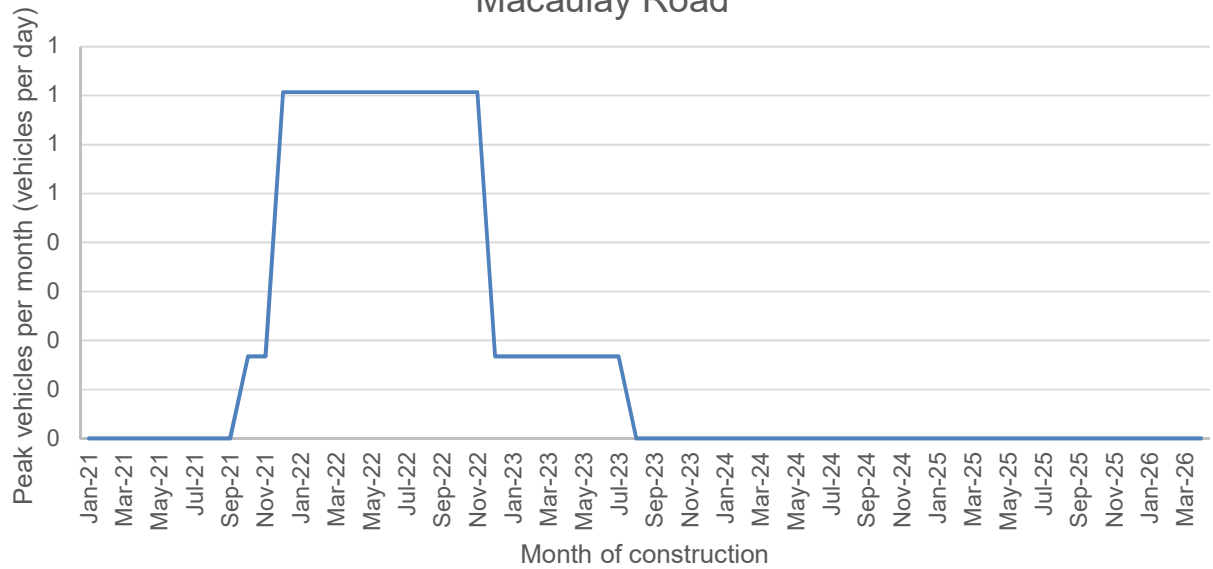
Biddeston Southbrook Road - Between Gore Highway and Stower Road



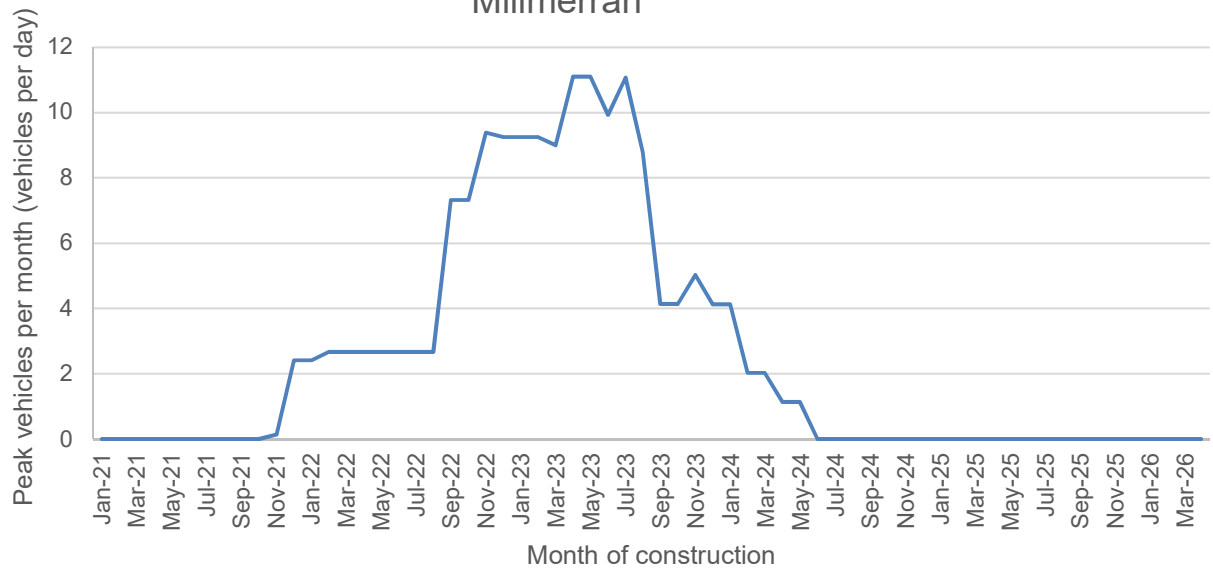
Blackwell Road - Between Millmerran Inglewood Road and Gore Highway



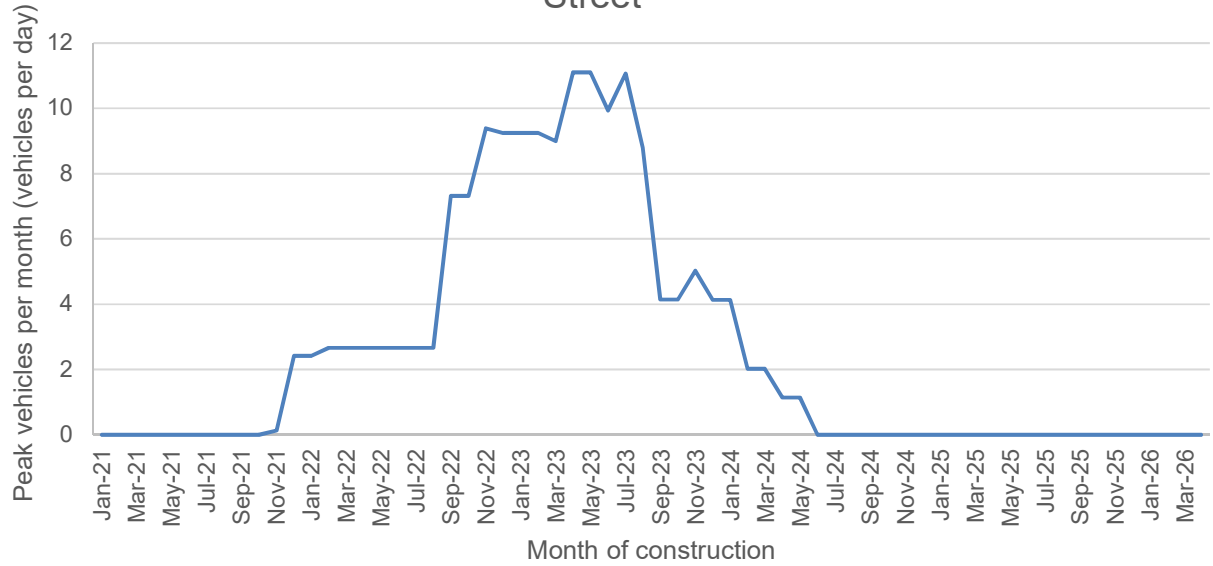
Blackwell Road - Between Bunkers Hill School Road and Macaulay Road



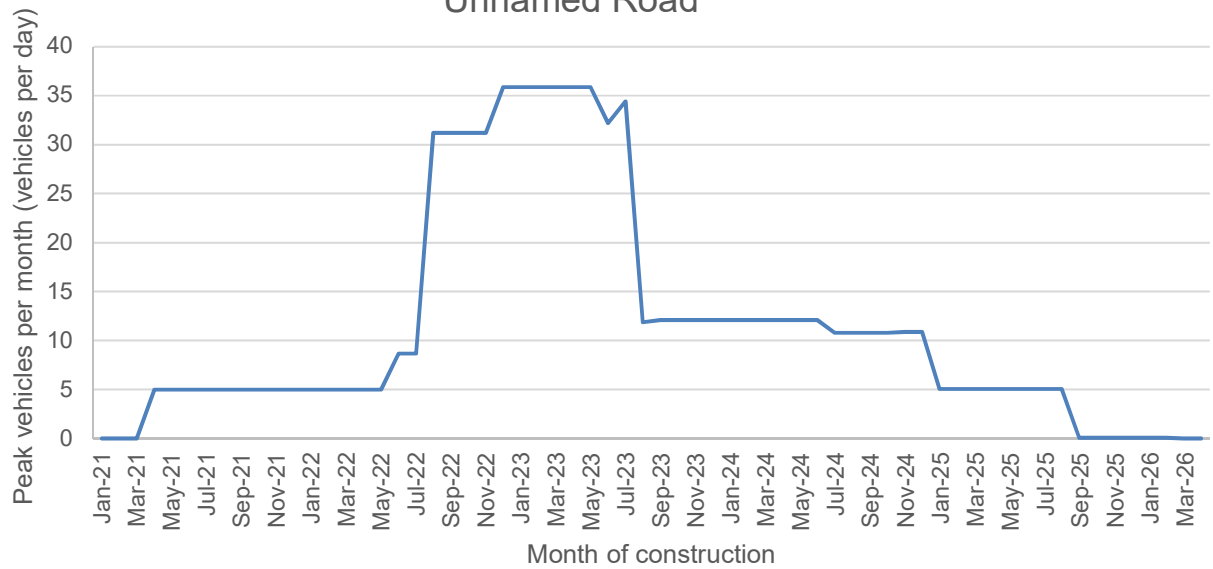
Bligh Street - Between Six Mile Road and Concrete Millmerran

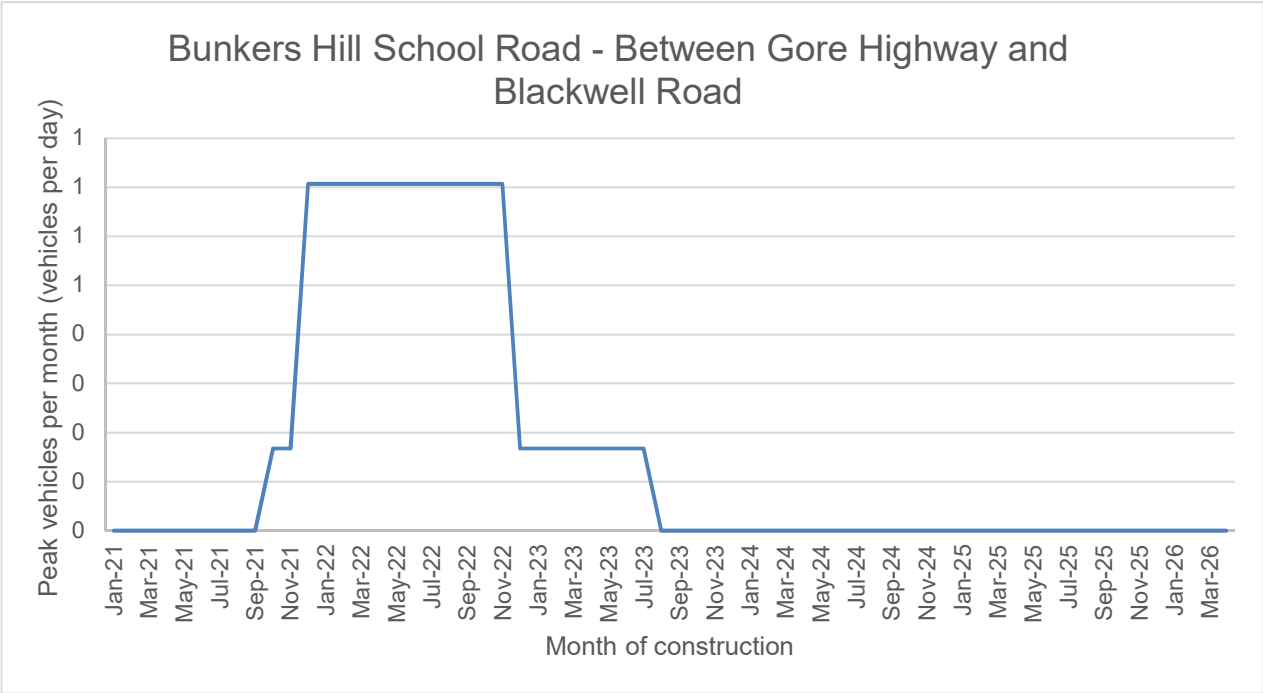
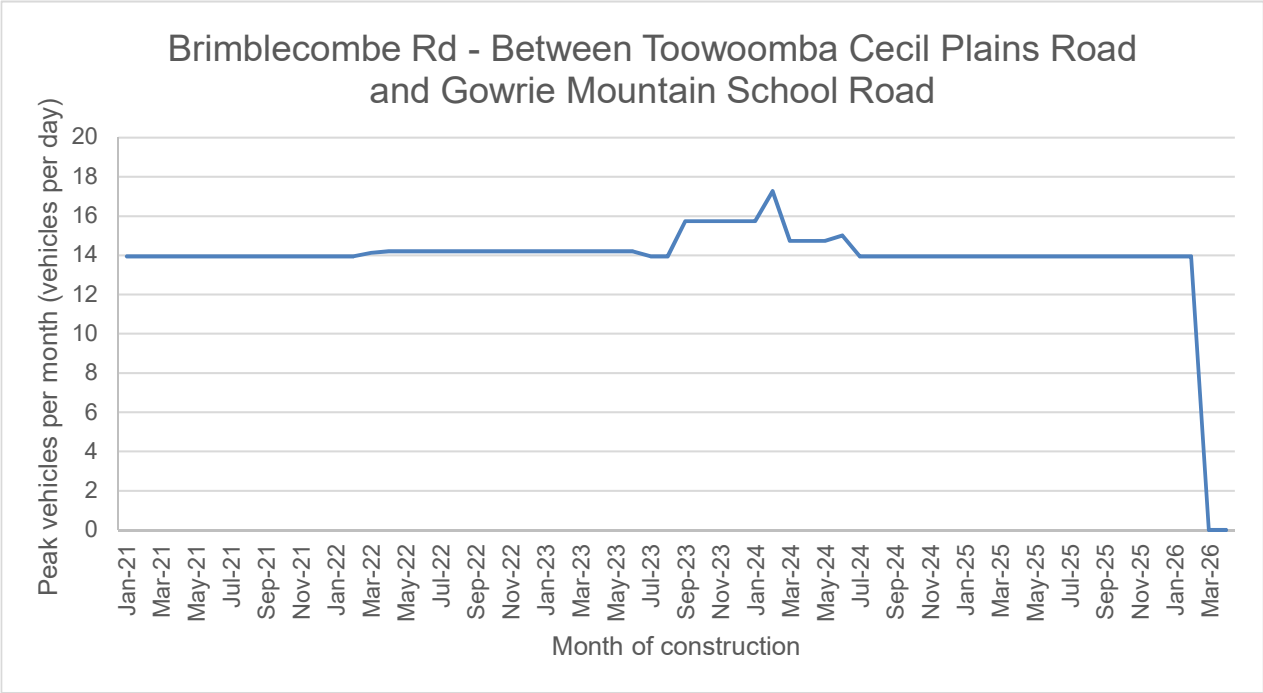


Bligh Street - Between Concrete Millmerran and Crosby Street

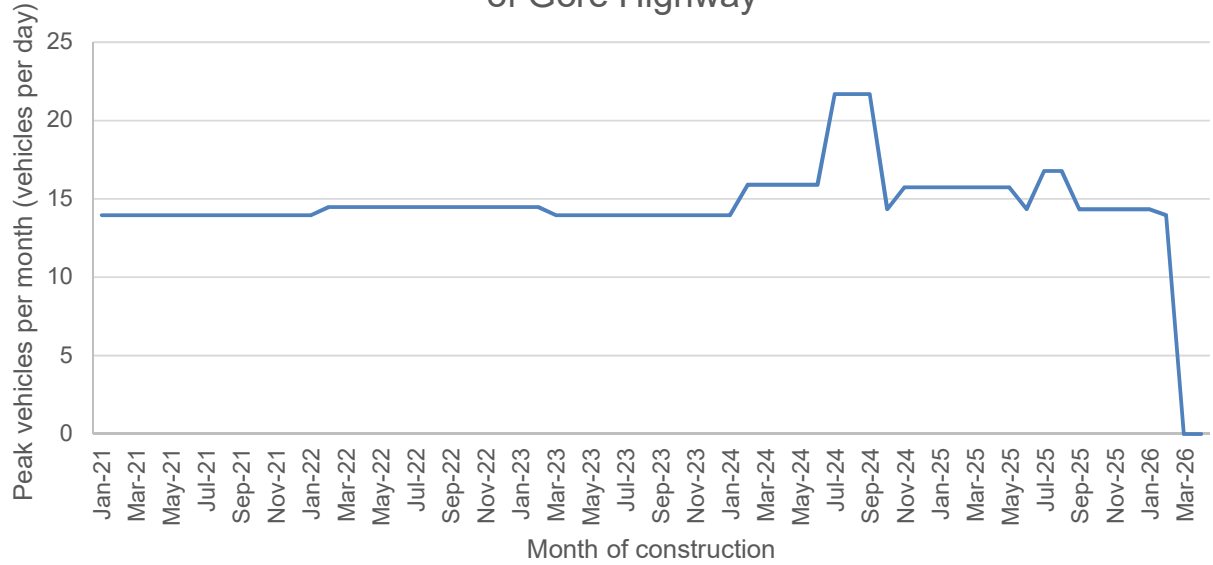


Bostock Road - Between Pampas Horrane Road and Unnamed Road

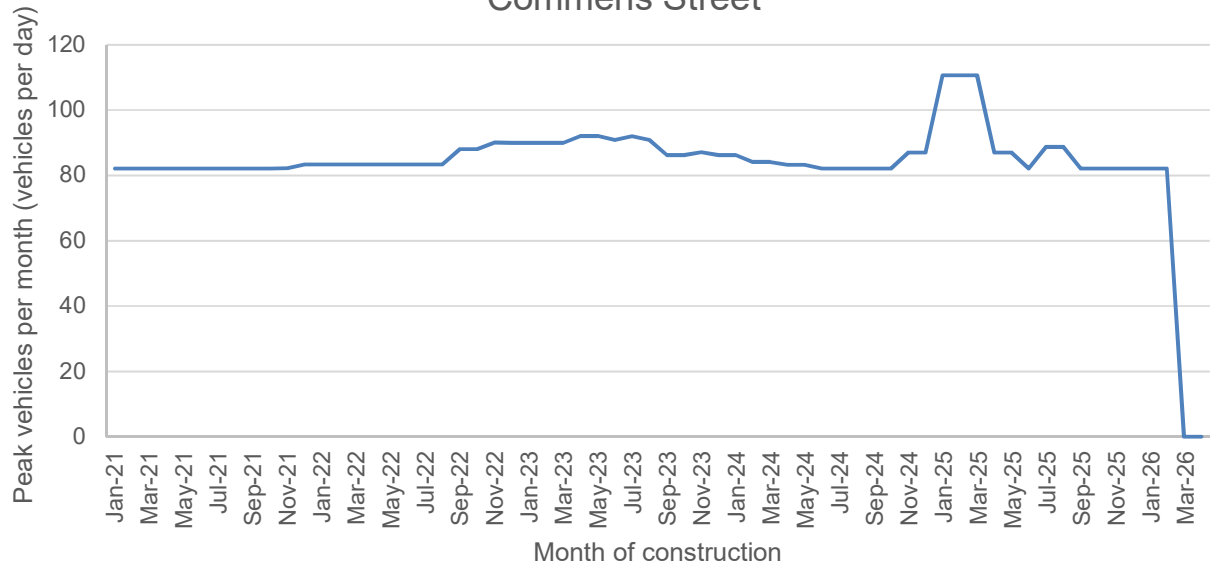


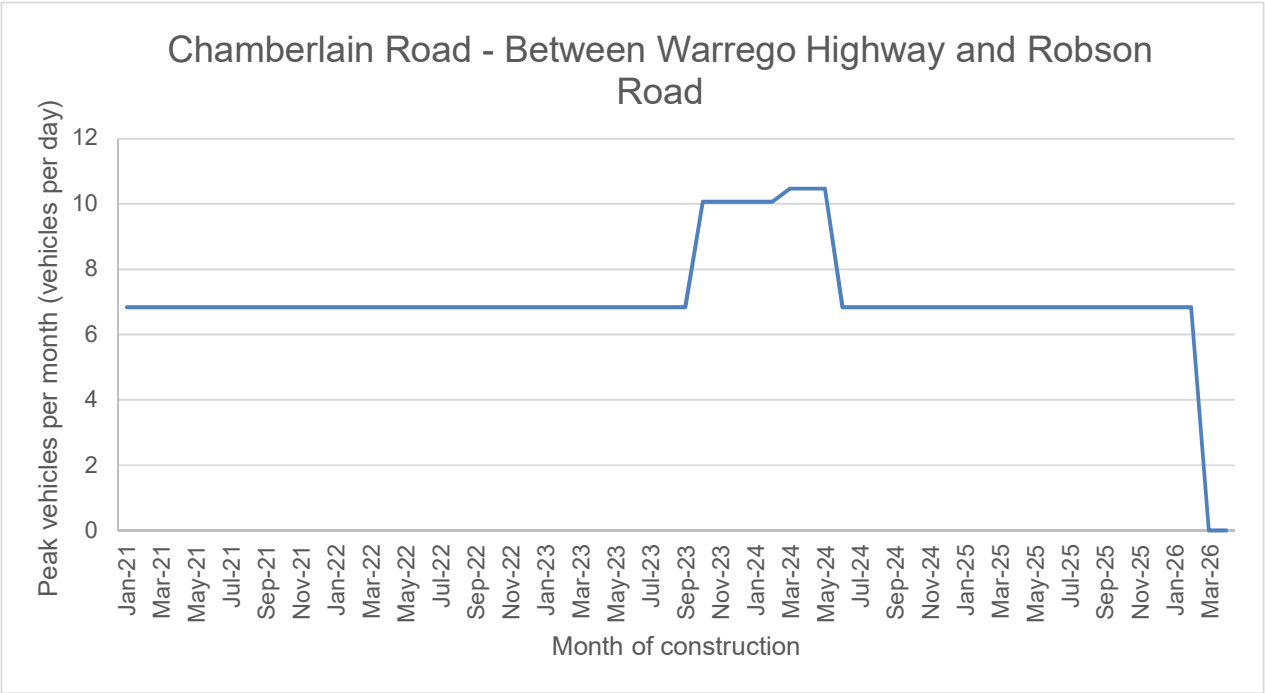
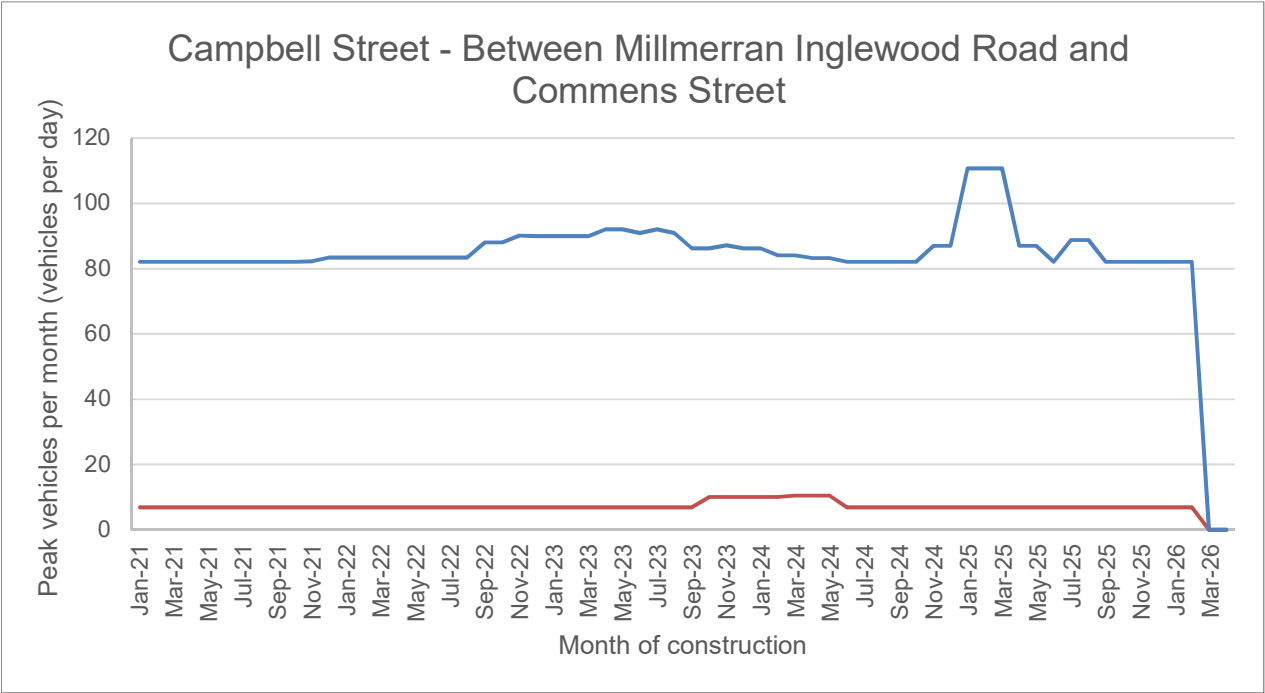


Bushy Lane West - Between Gore Highway and 650m west of Gore Highway

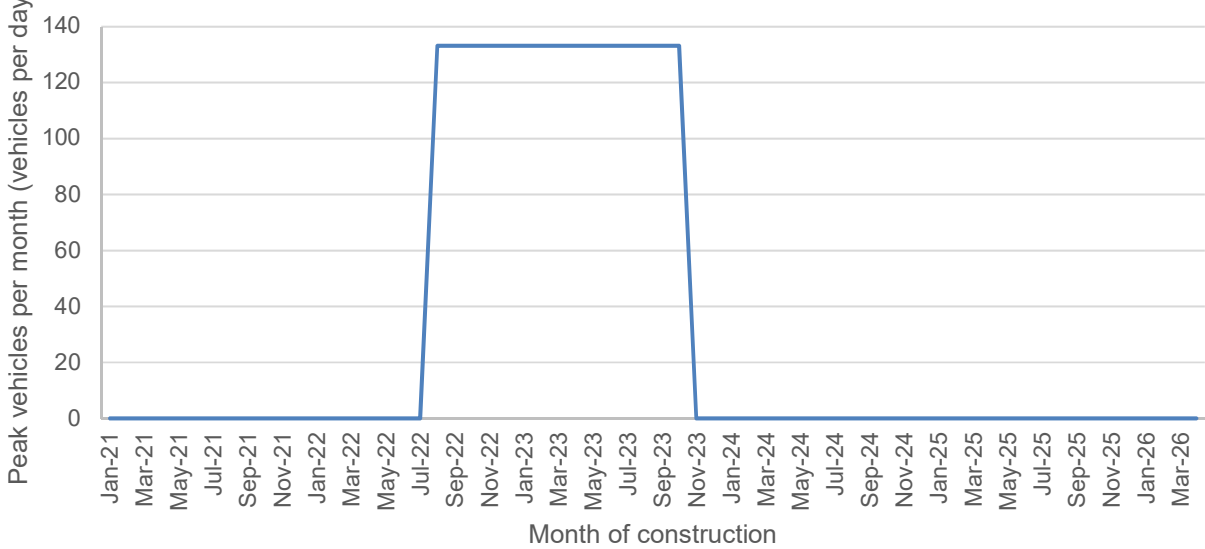


Campbell Street - Between Millmerran Inglewood Road and Commens Street

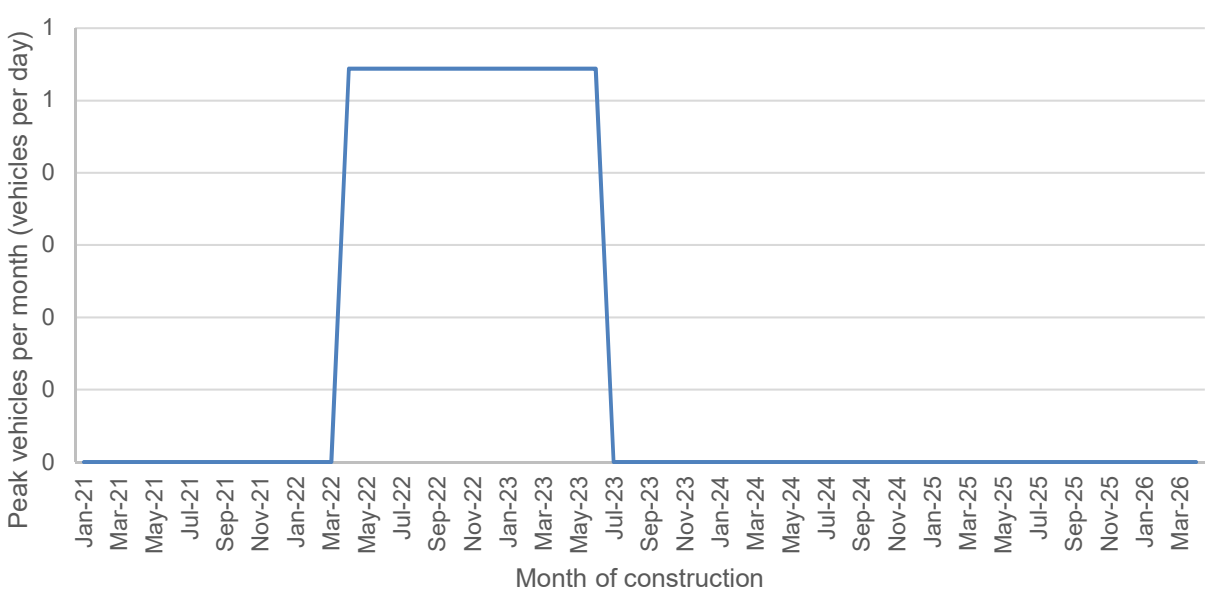


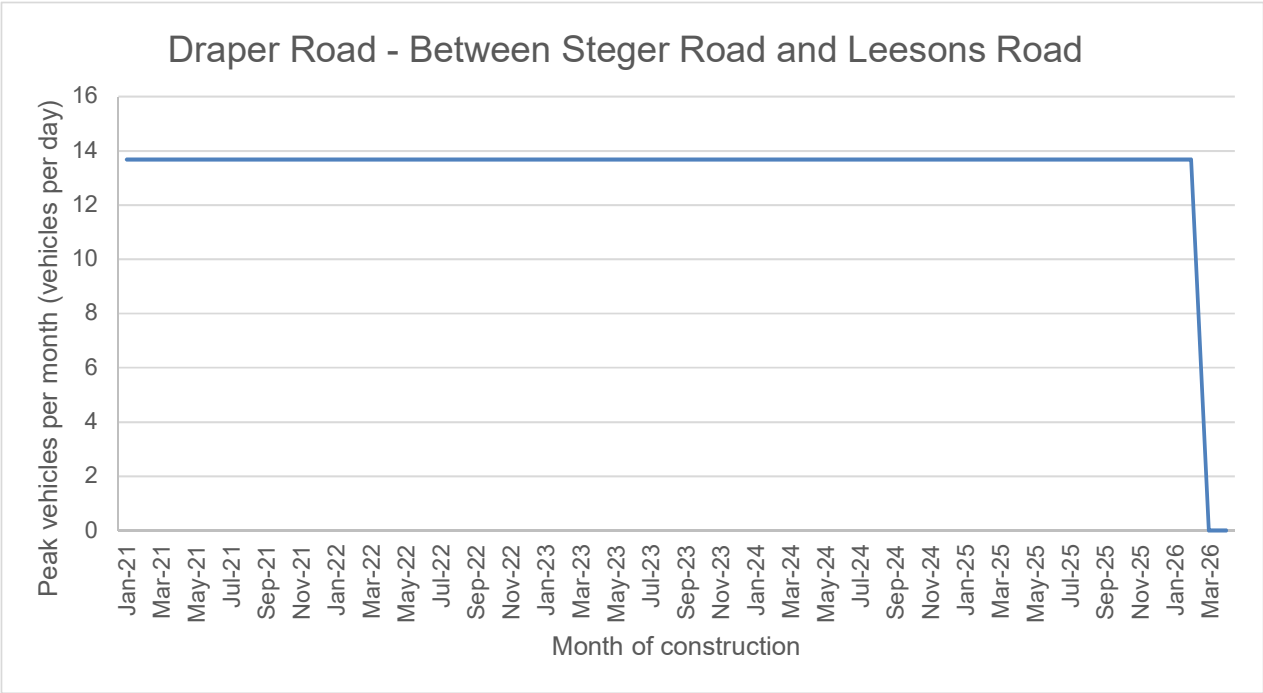
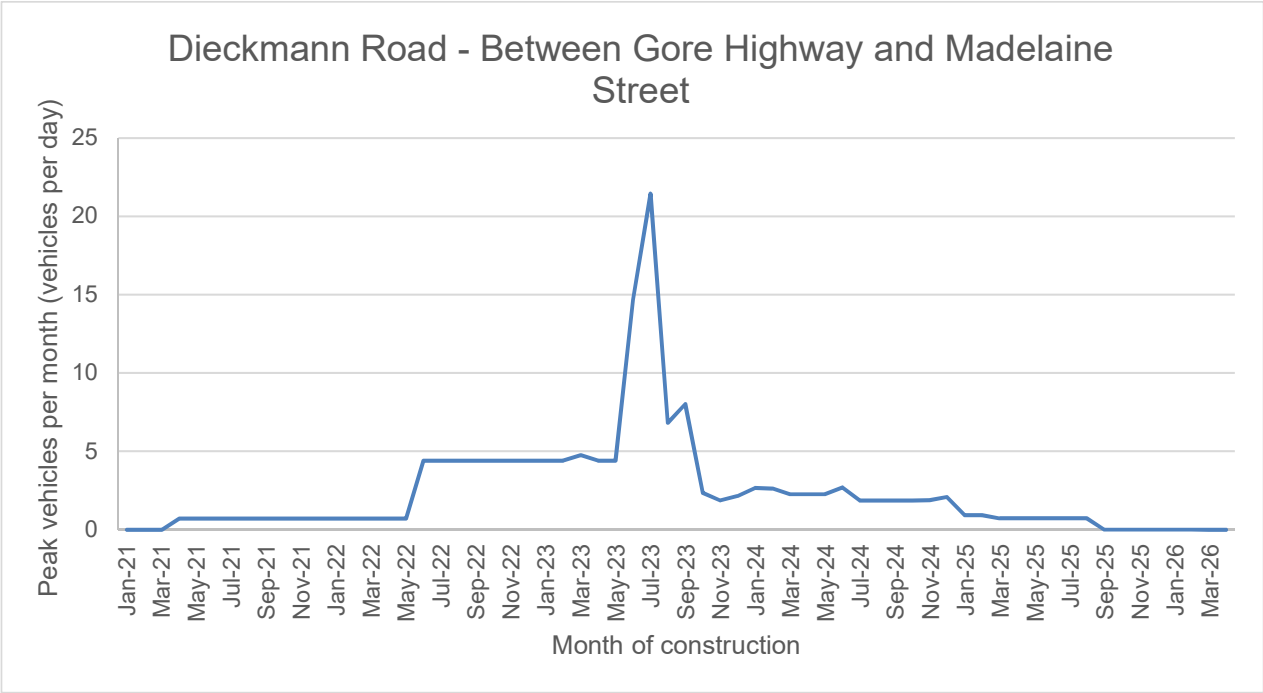


Commodore Peak Road - Between Millmerran Inglewood Road and Blackwell Road

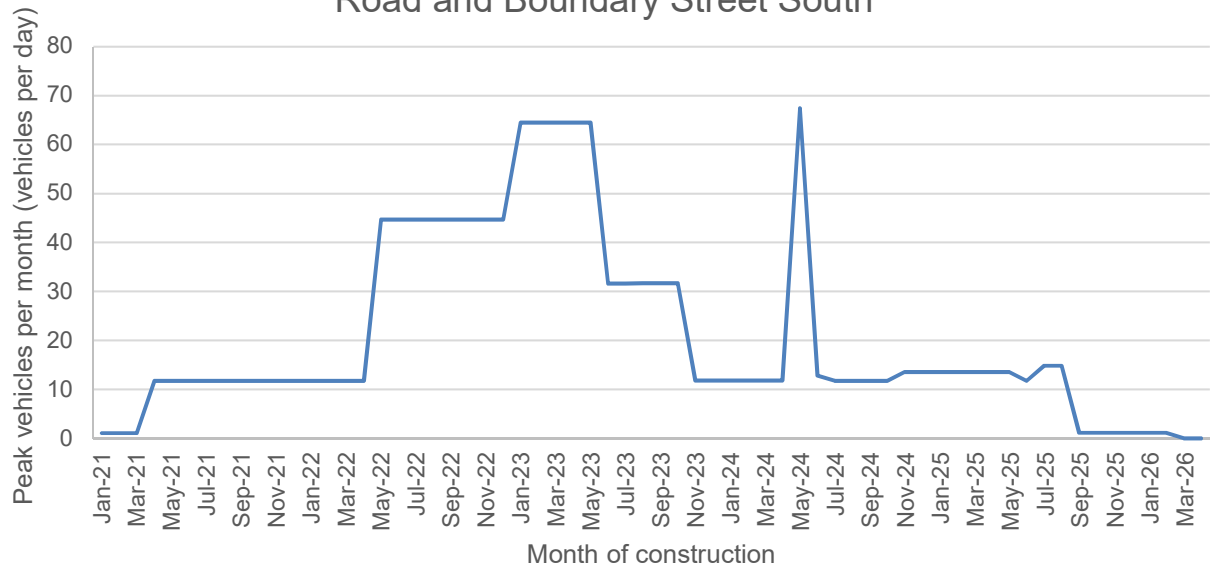


Condamine Street - Full Extent

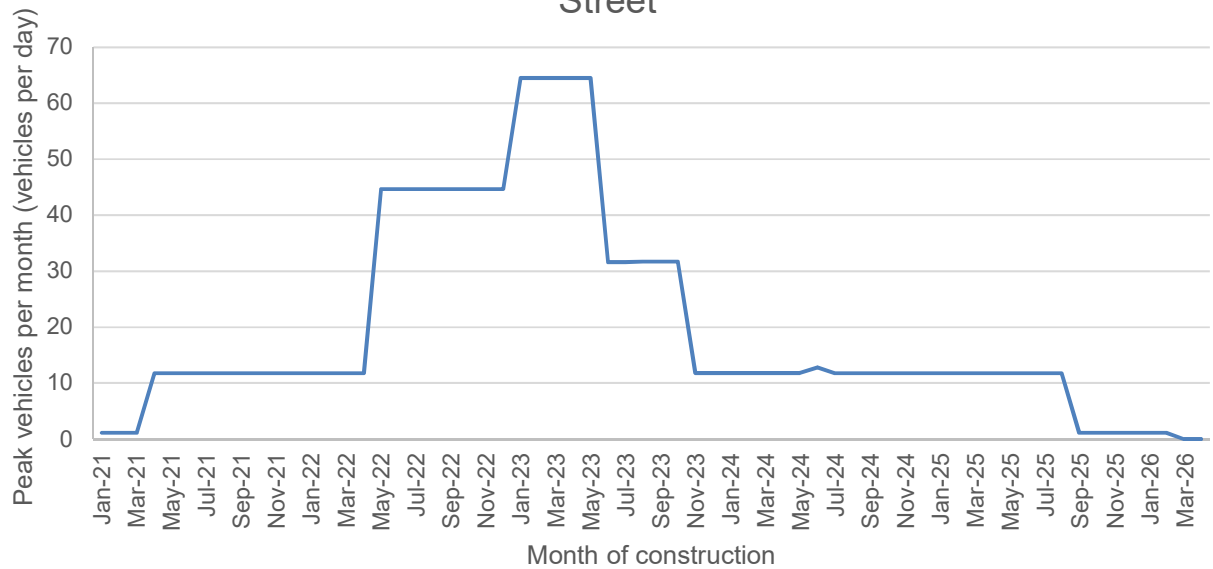




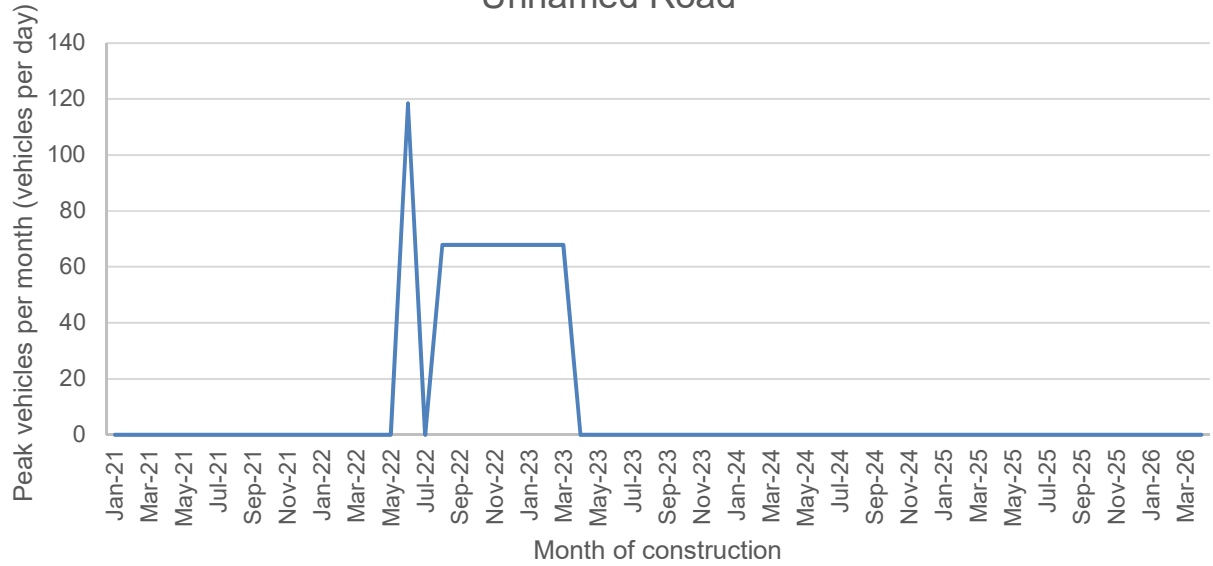
Drayton Wellcamp Road - Between Wellcamp Westbrook Road and Boundary Street South



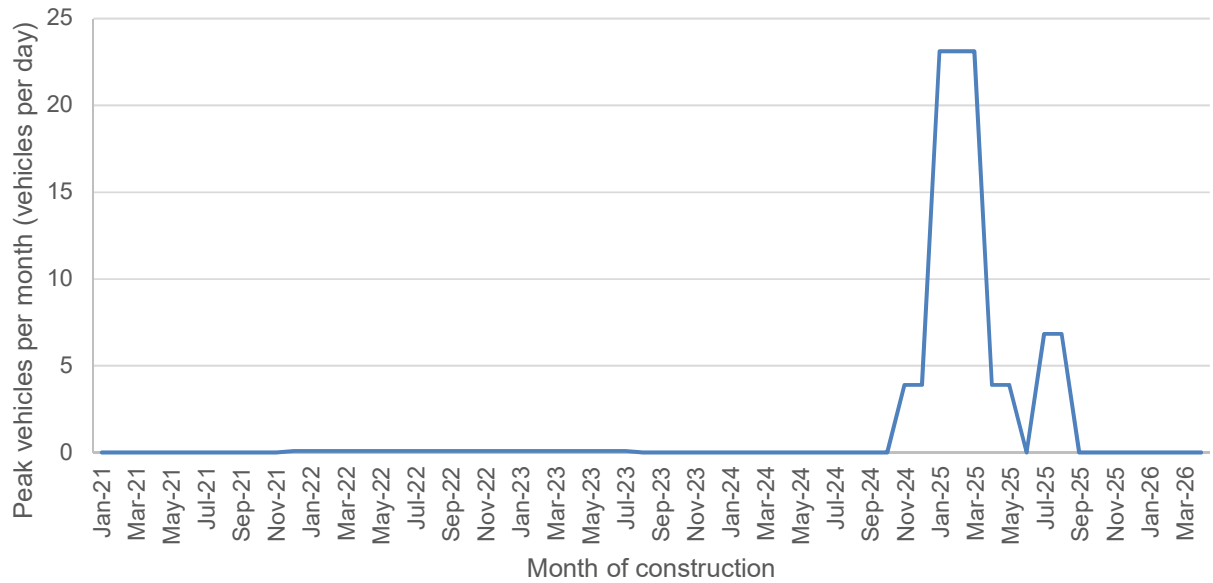
Euston Road - Between Boundary Court and Greenwattle Street



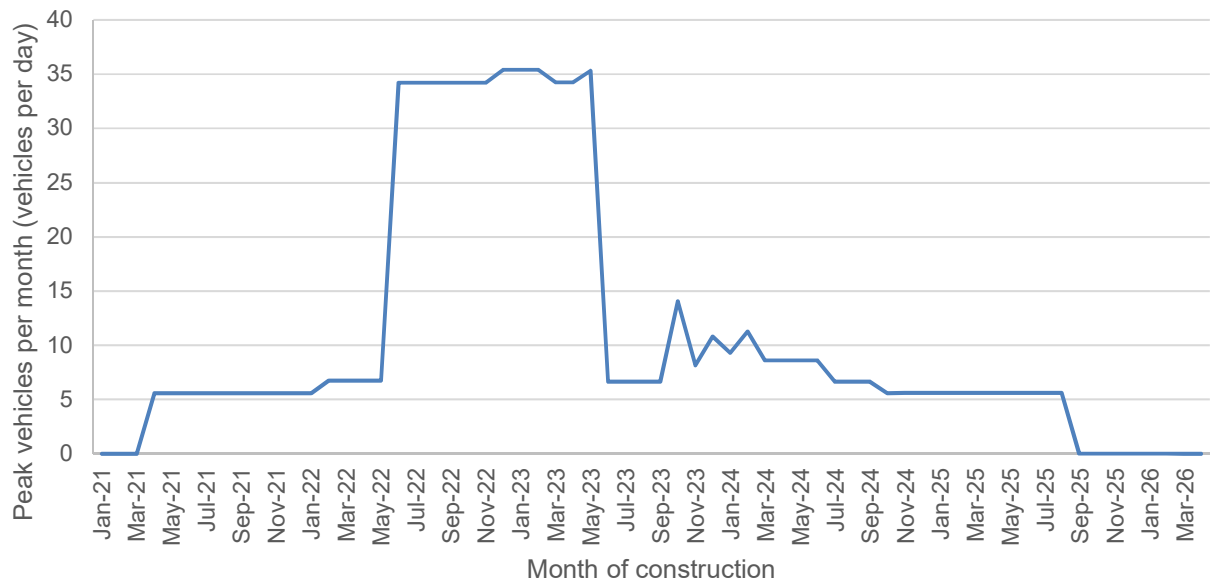
Forestry Road - Between Millmerran Inglewood Road and Unnamed Road



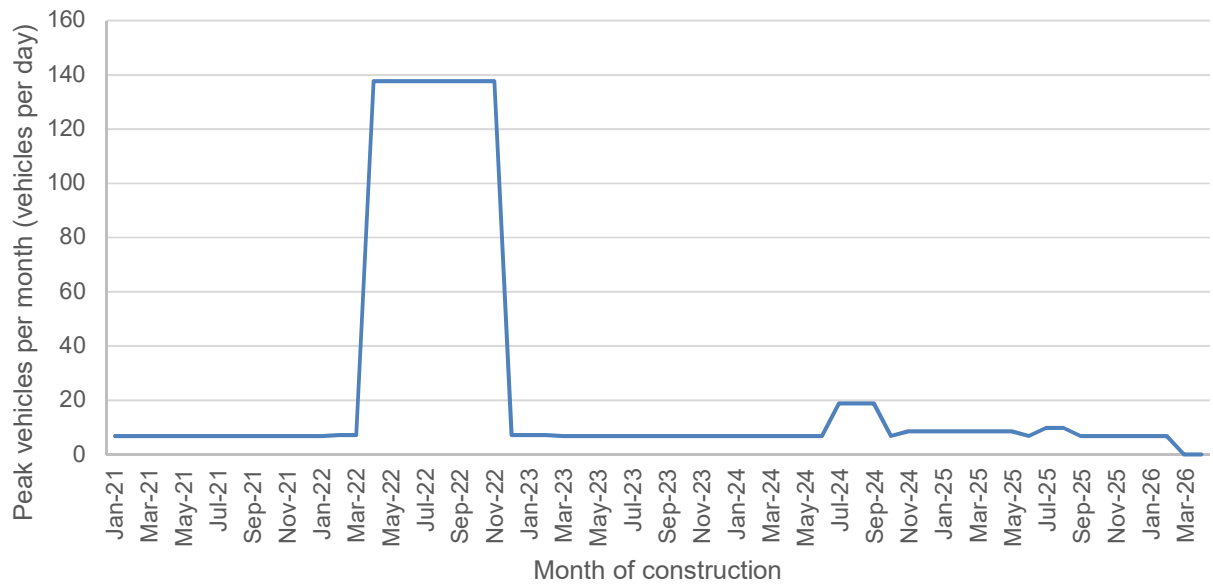
Fysh Road - Between Gore Highway and Fysh Road



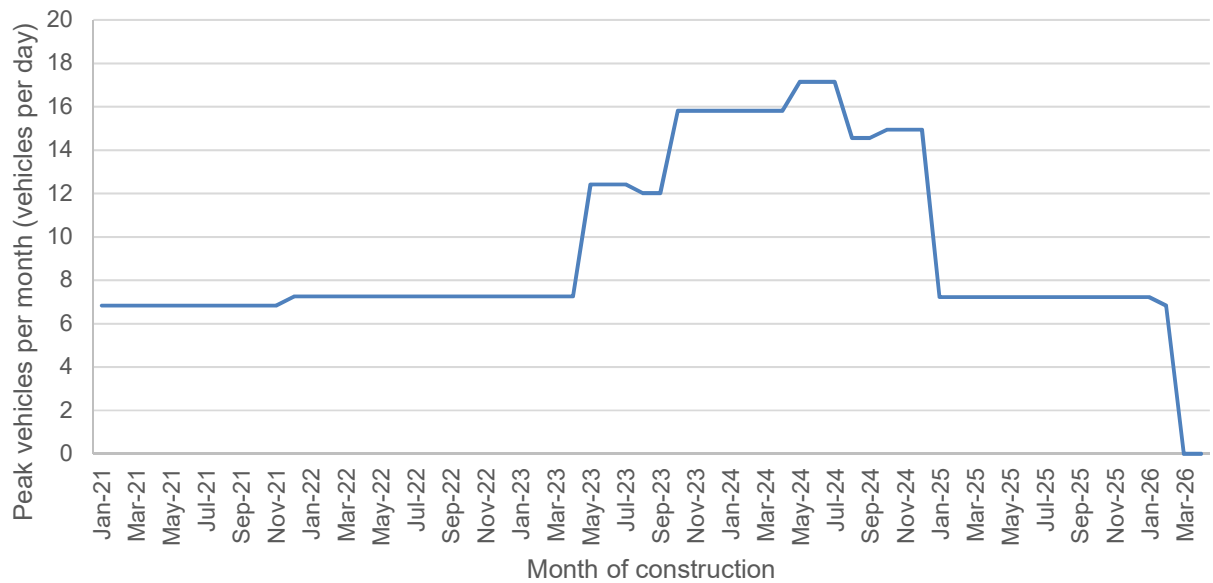
Gap Road - Between Gore Highway and Cypress Street



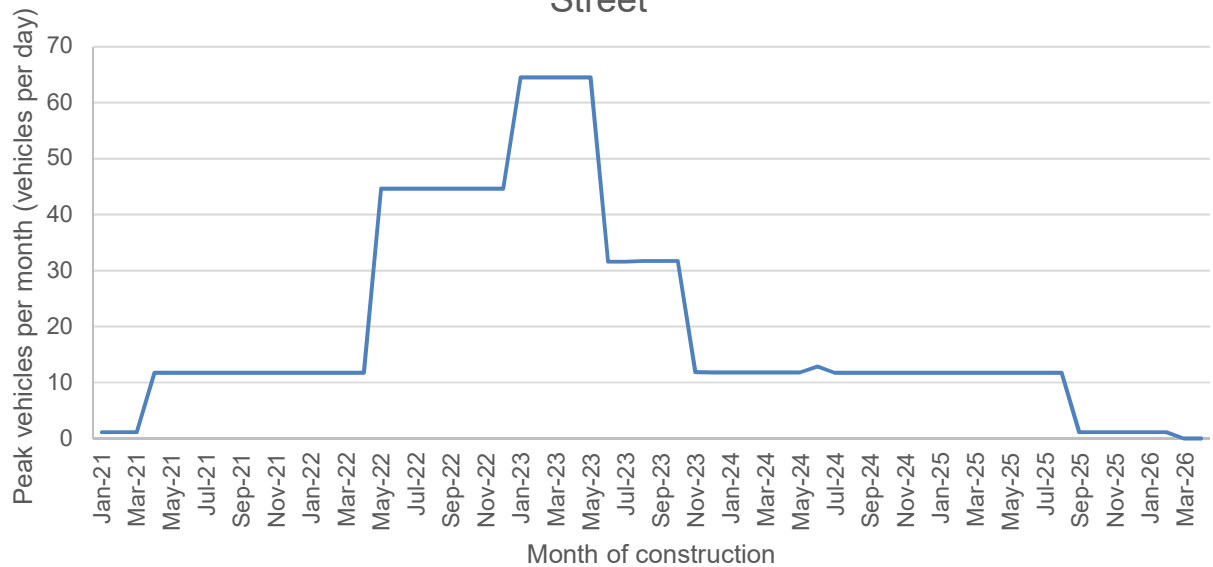
Geitz Road - Between Gore Highway and Luck Road



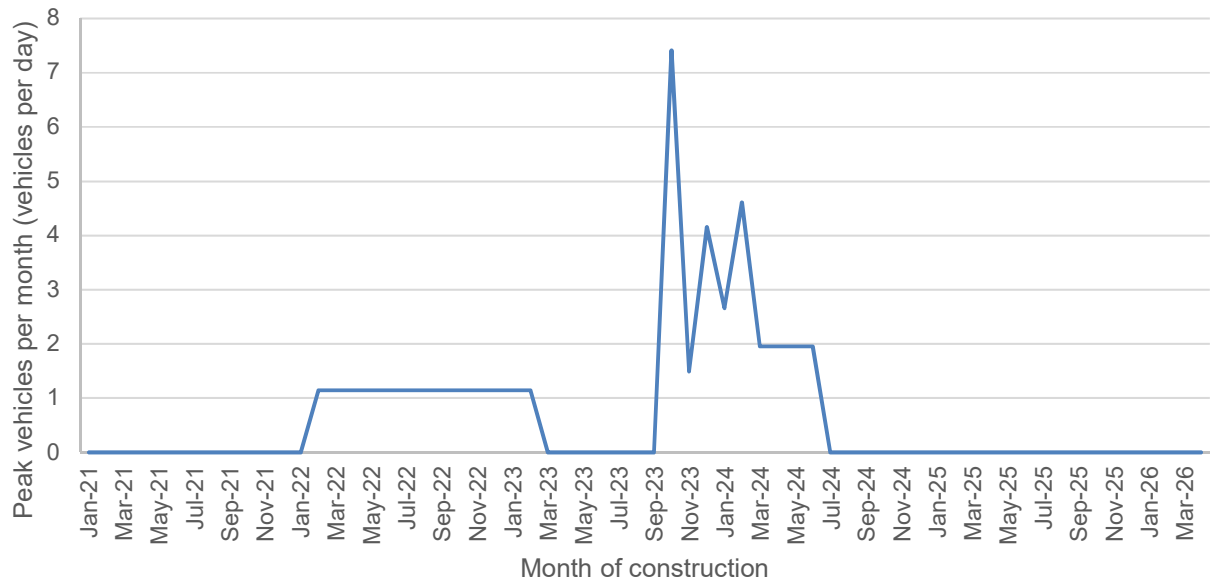
Gilgal Lane - Between Gore Highway and Railway Line



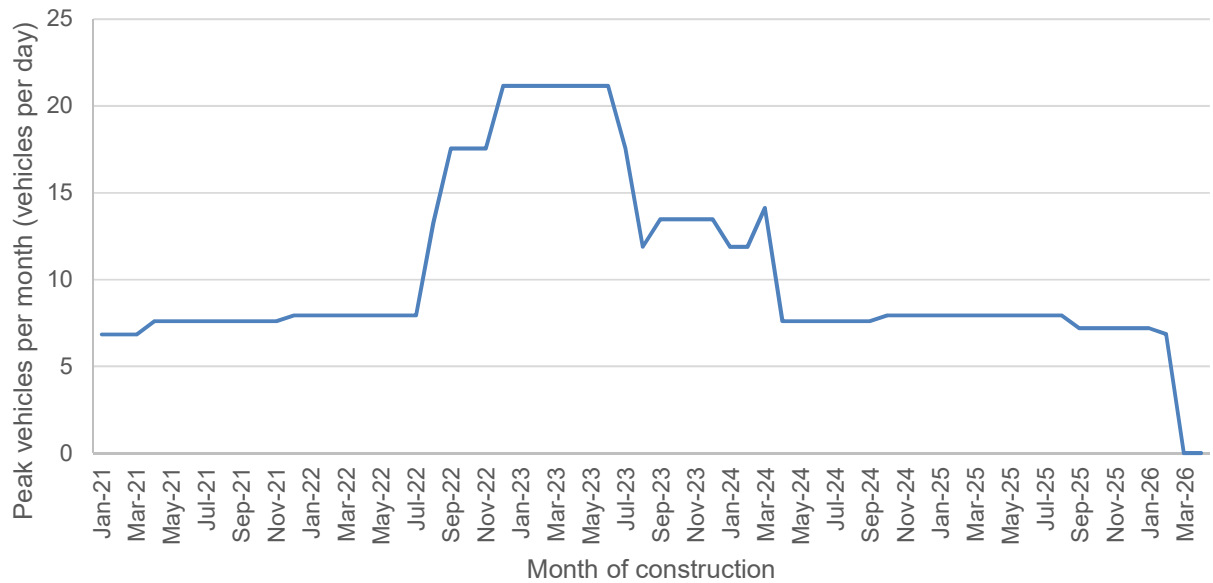
Greenwattle Street - Between Euston Road and Alderley Street



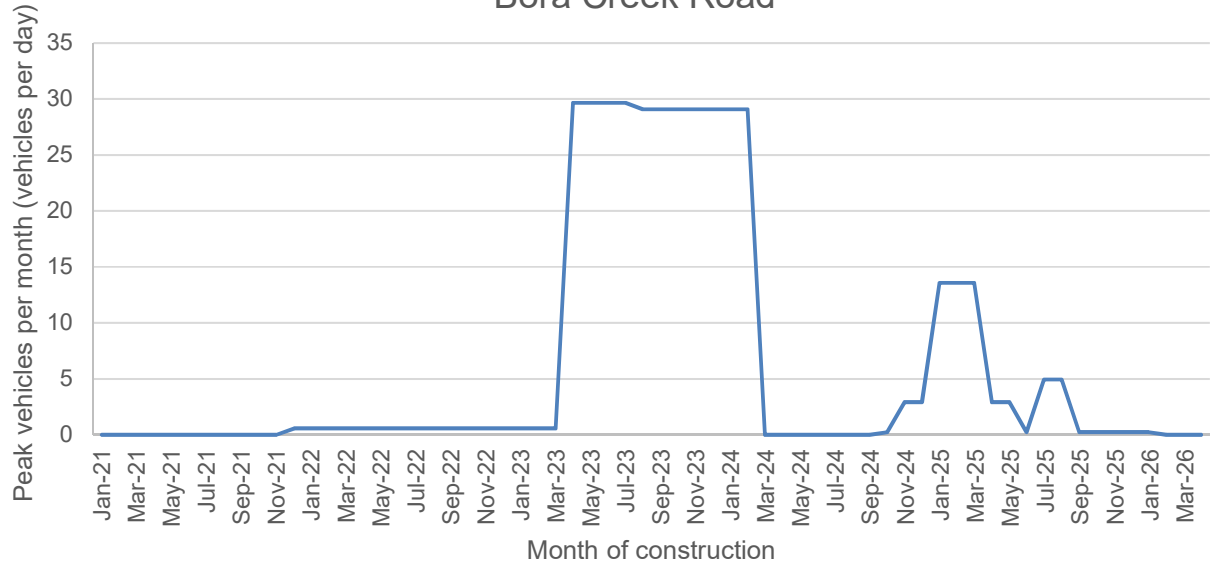
Grevillea Street - Full Extent



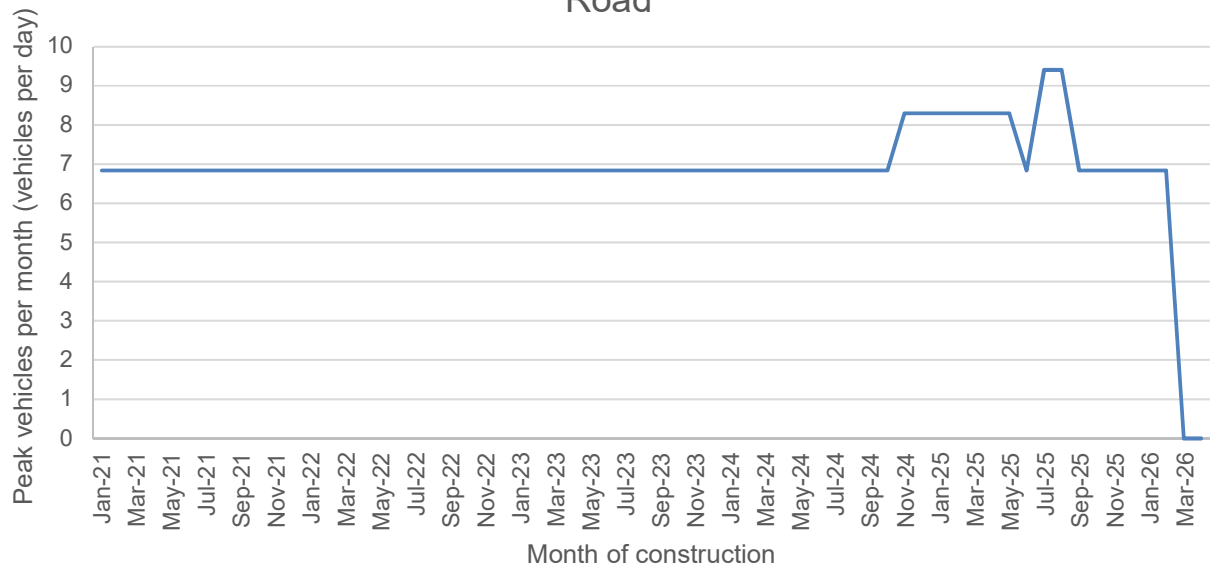
Hall Road - Between Gore Highway and Railway Line



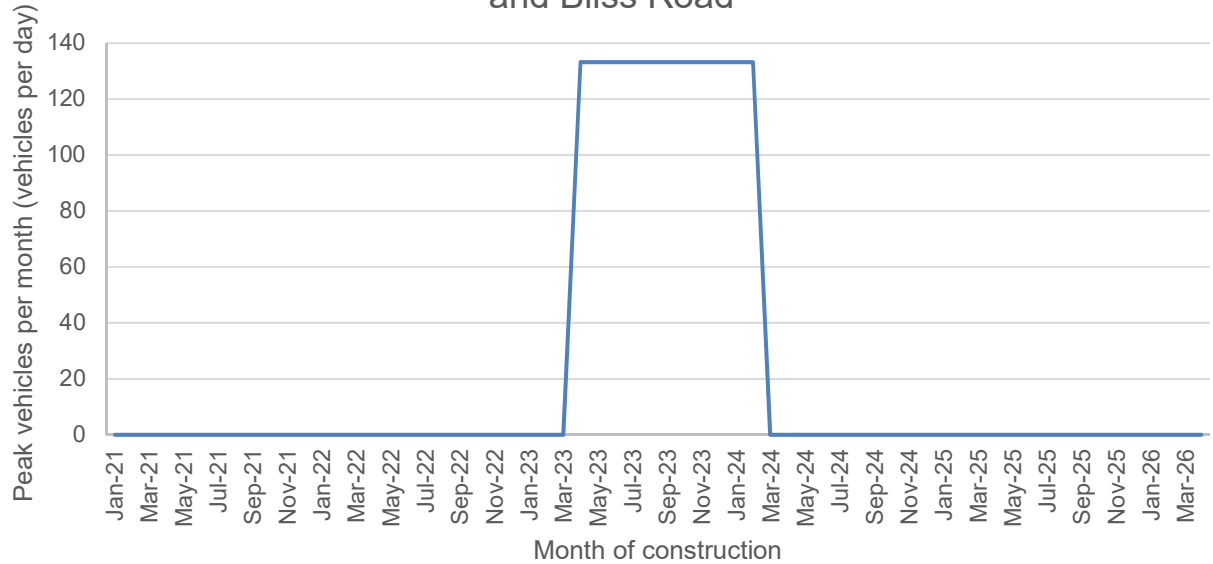
Heckendorf Road - Between Millmerran Inglewood Road and Bora Creek Road



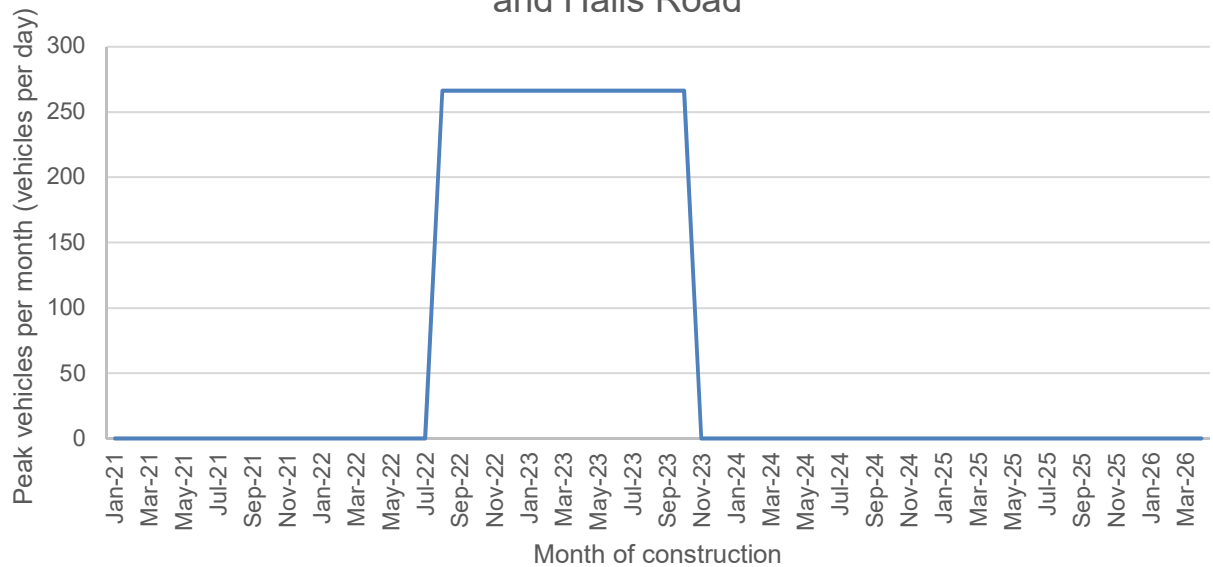
Kahler Road - Between Murlaggan Road and Glen Devon Road



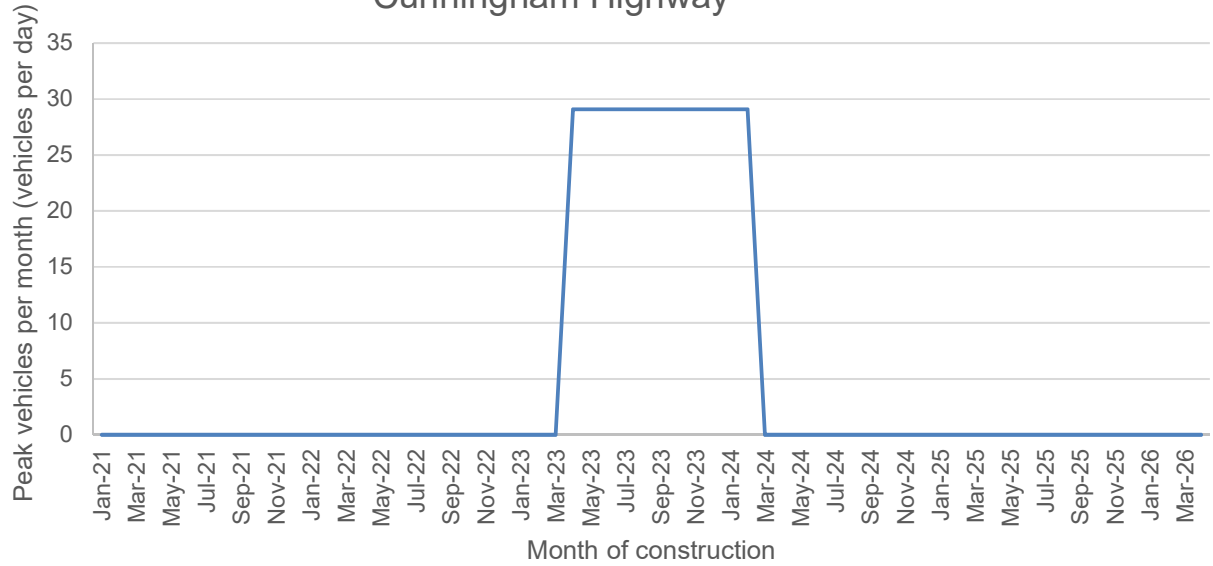
Kooroongara Road - Between Millmerran Inglewood Road and Bliss Road



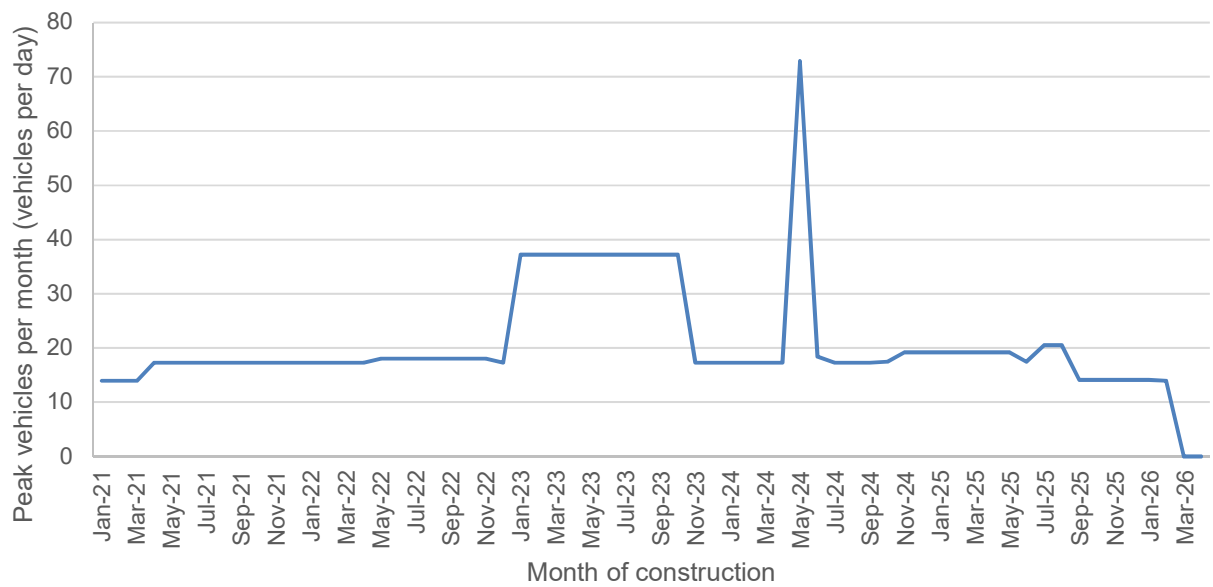
Kooroongarra Road - Between Millmerran Inglewood Road and Halls Road



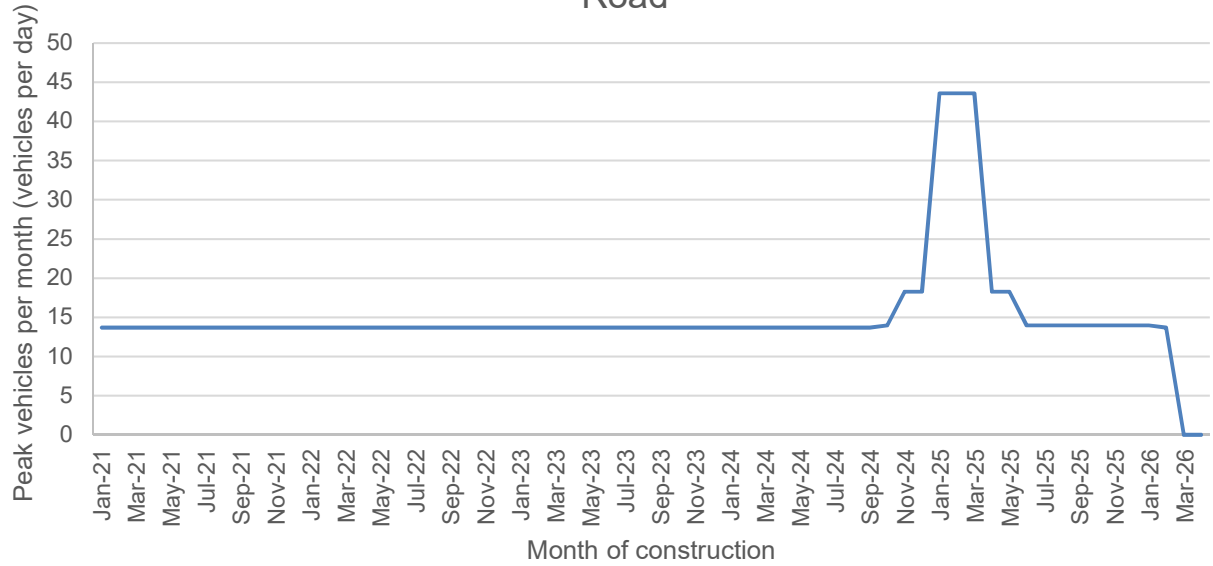
Kooroongarra Road - Between Millwood Road and Cunningham Highway



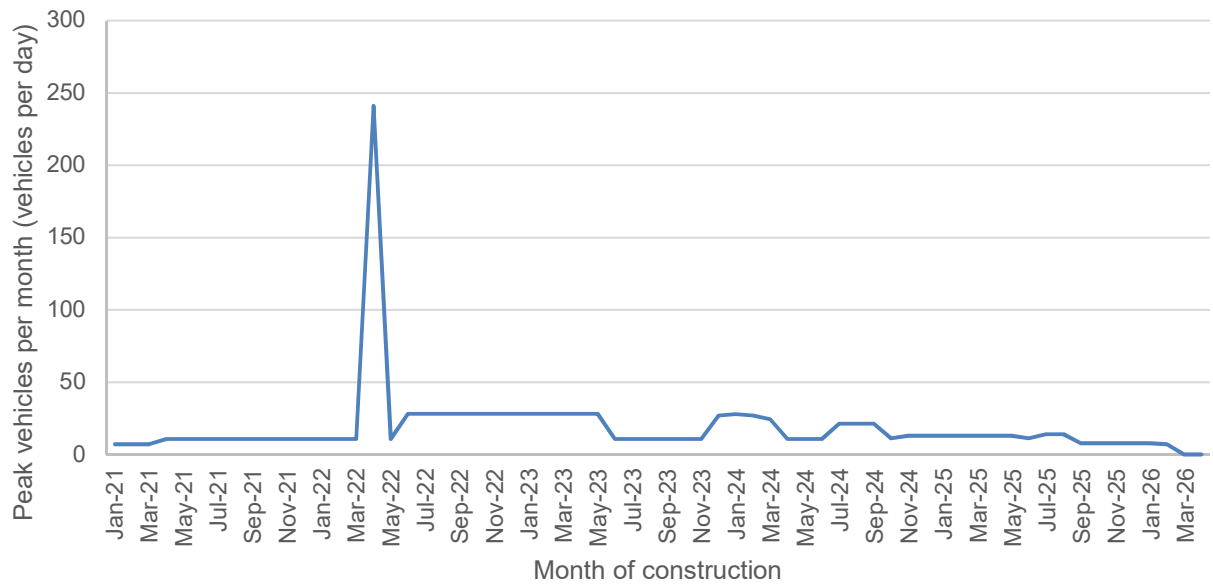
Leesons Road - Full Extent



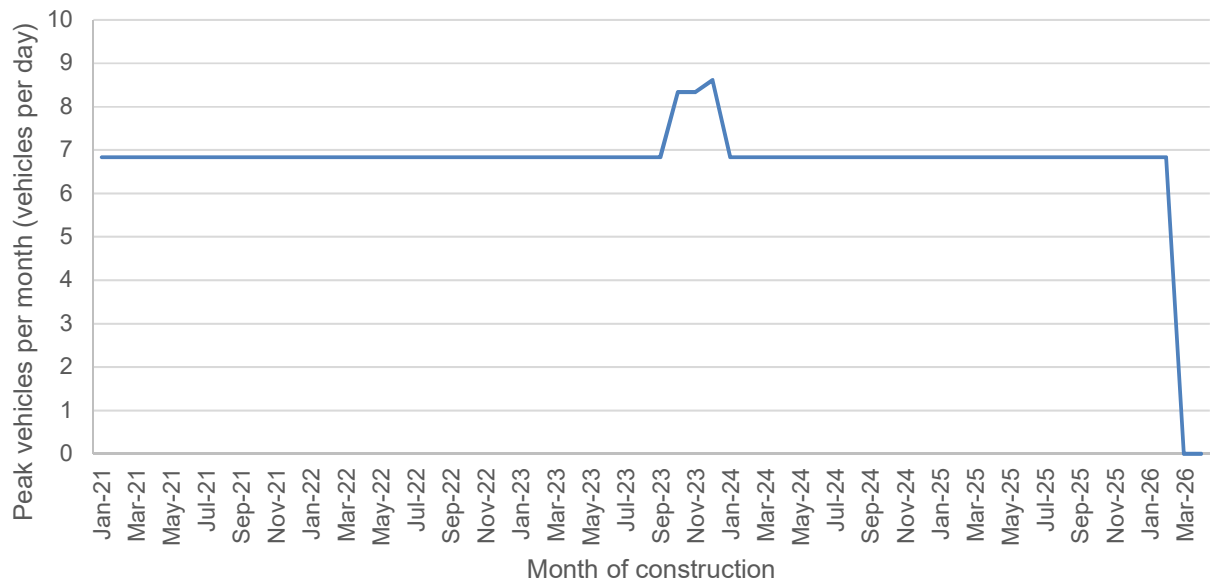
Lindenmayer Road - Between Gore Highway and Unnamed Road



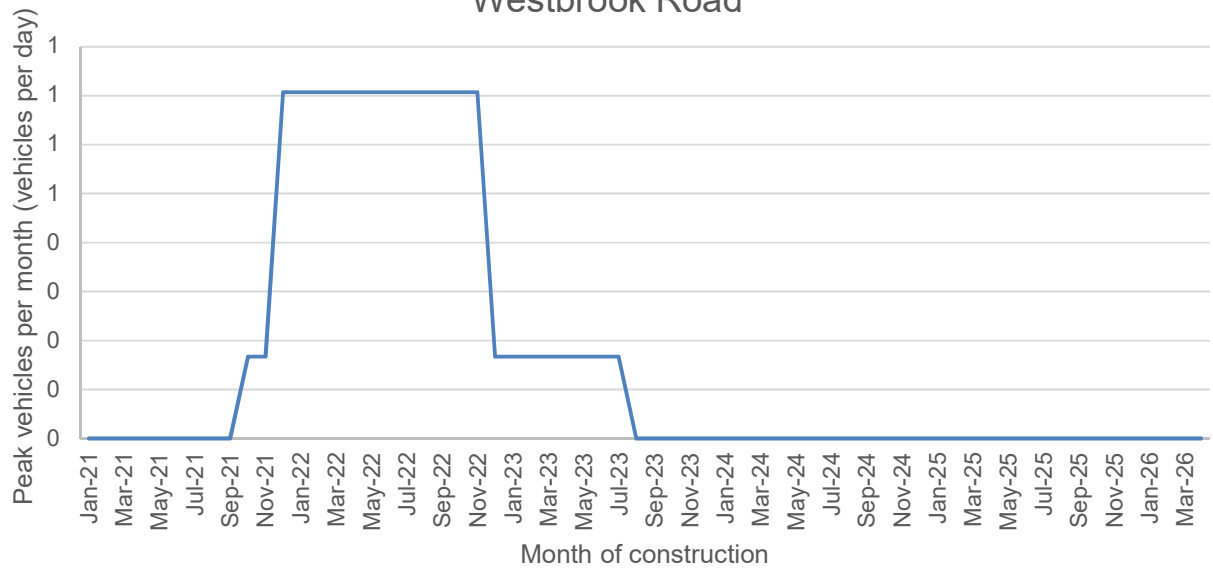
Linthorpe Road - Between Gore Highway and Loveday Road



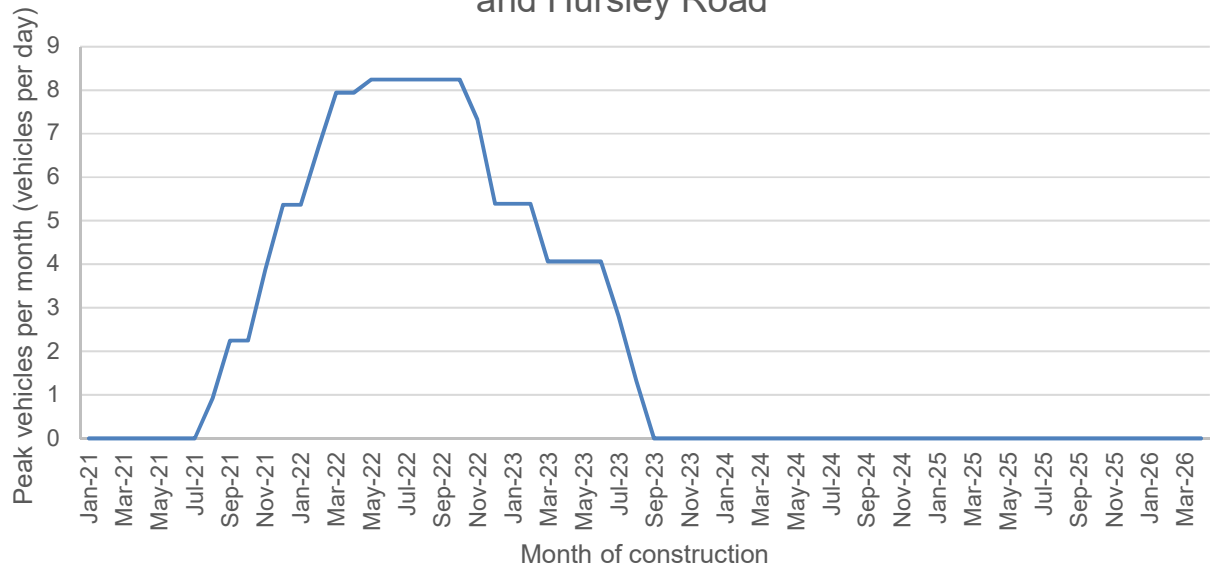
Lochaber Road - Between McEwan Lane and Gore Highway



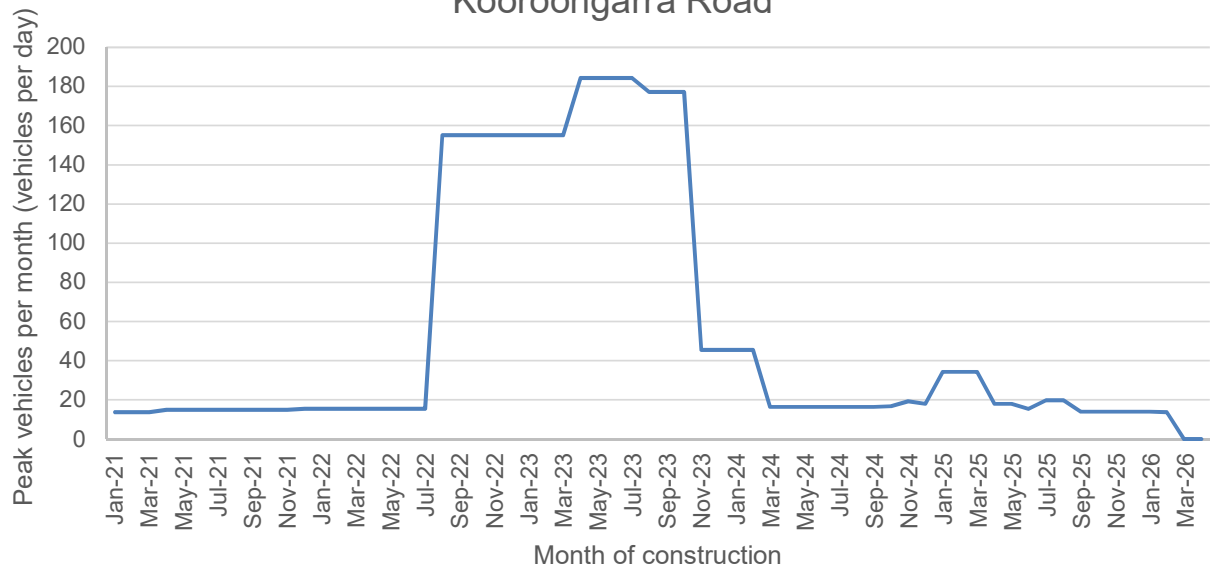
Macaulay Road - Between Blackwell Road and Wellcamp Westbrook Road



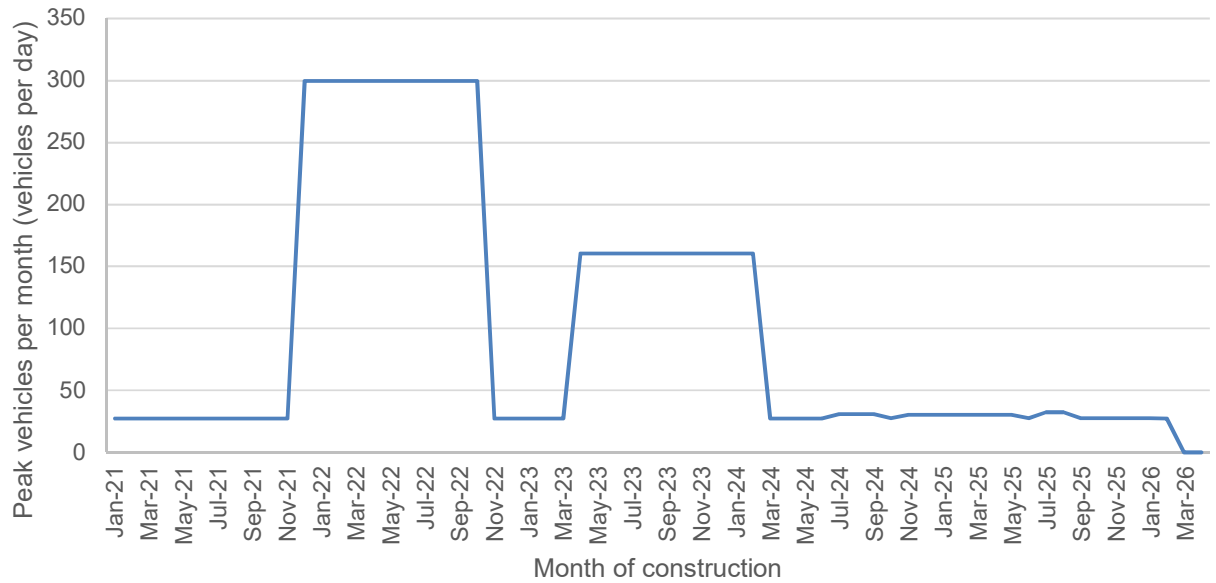
McDougall Street - Between Toowoomba Cecil Plains Road and Hursley Road



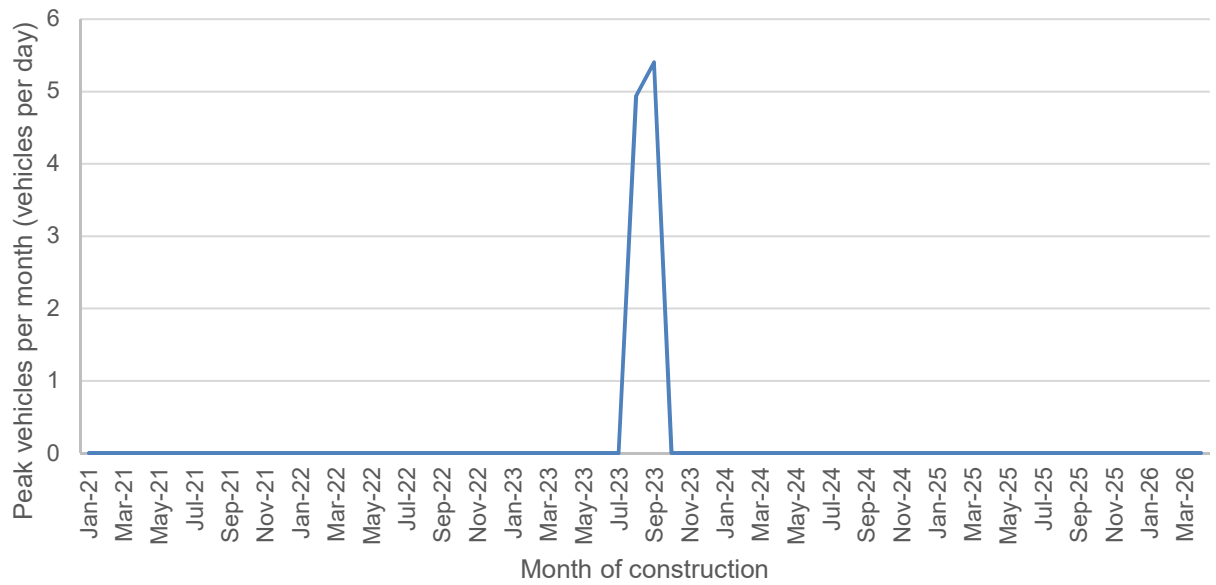
Millwood Road - Between Millmerran Inglewood Road and Kooroongarra Road



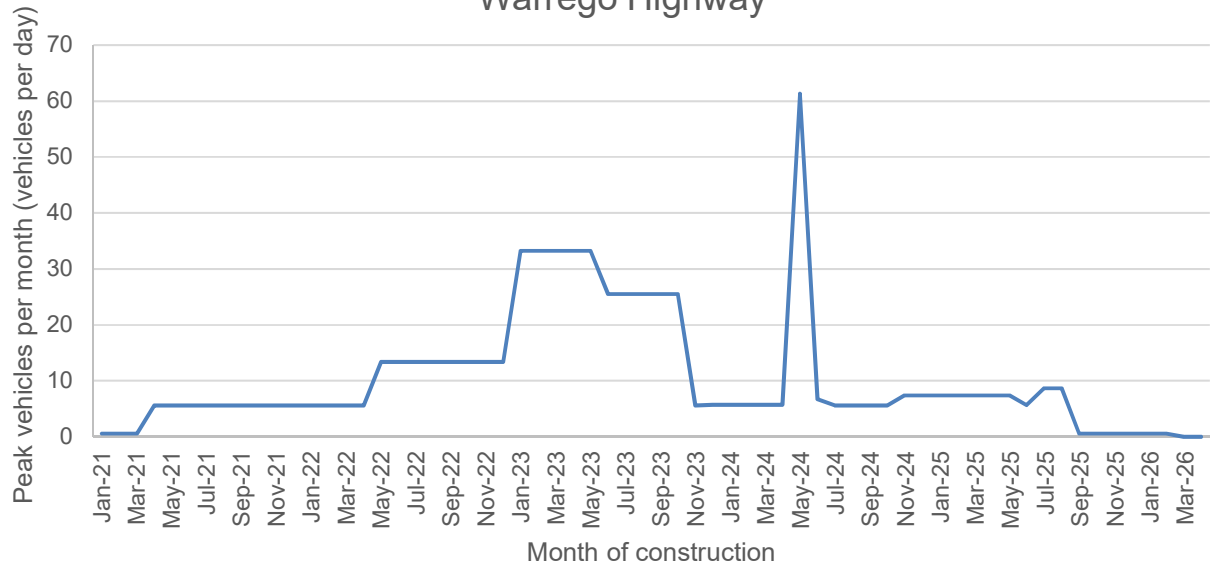
Murlaggan Road - Between Gore Highway and Roche Road



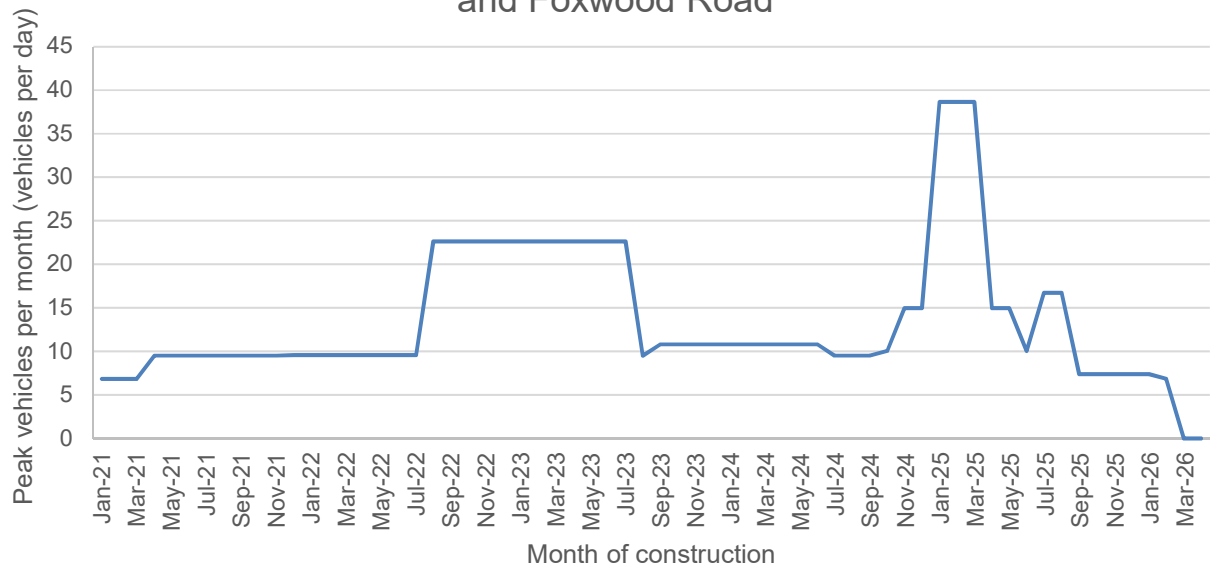
Murlaggan Road - Between Roche Road and Yarranlea Road



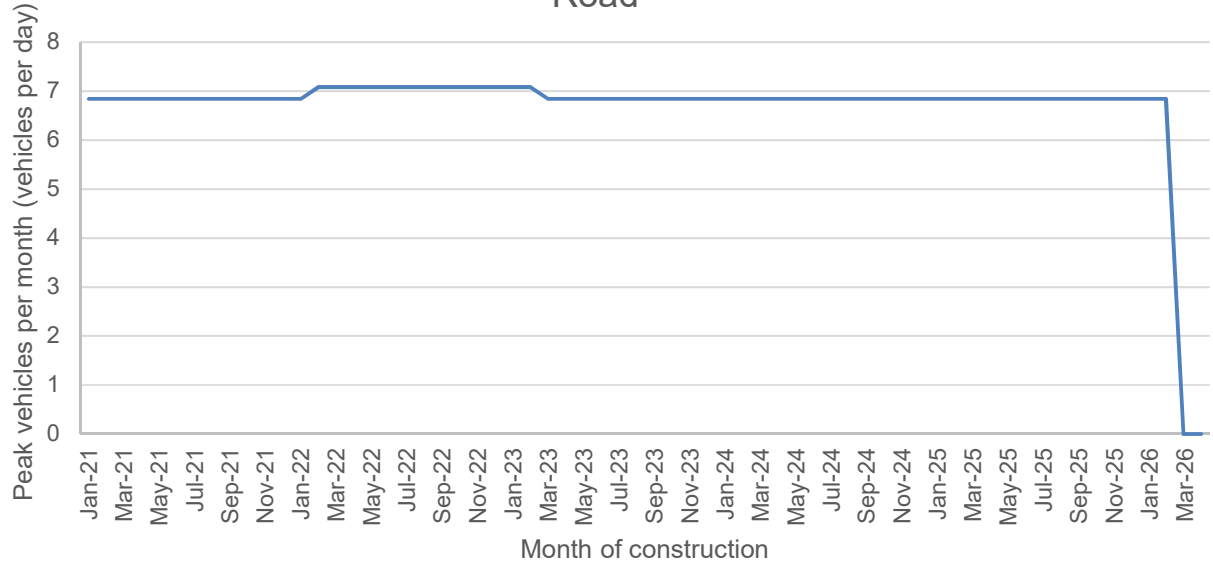
Omara Road - Between Toowoomba Cecil Plains Road and Warrego Highway



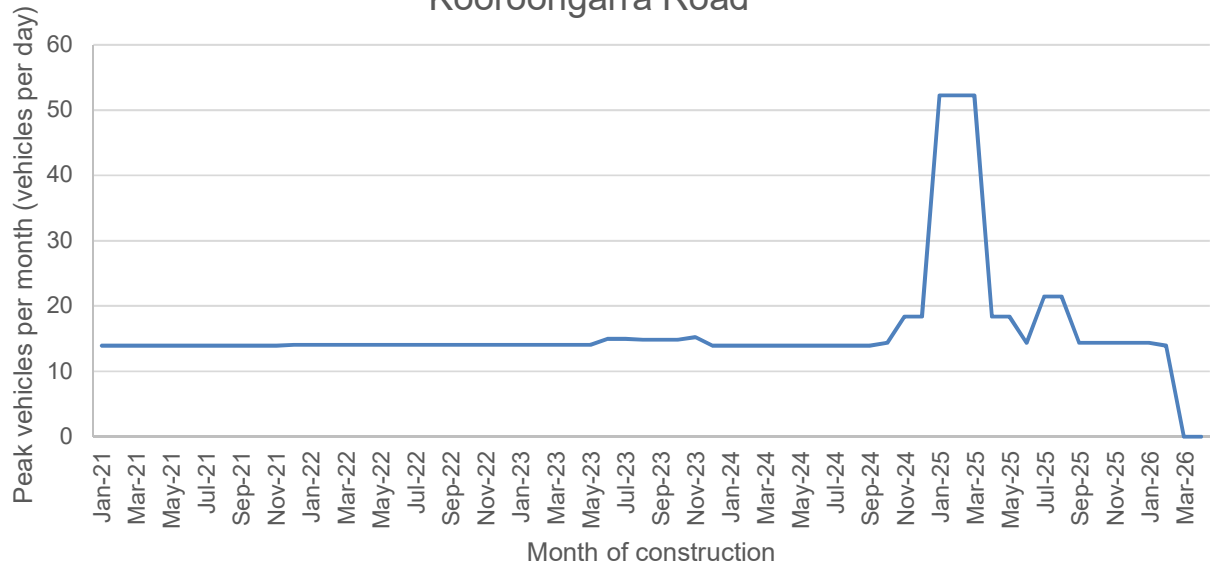
Owens Scrub Road - Between Millmerran Inglewood Road and Foxwood Road



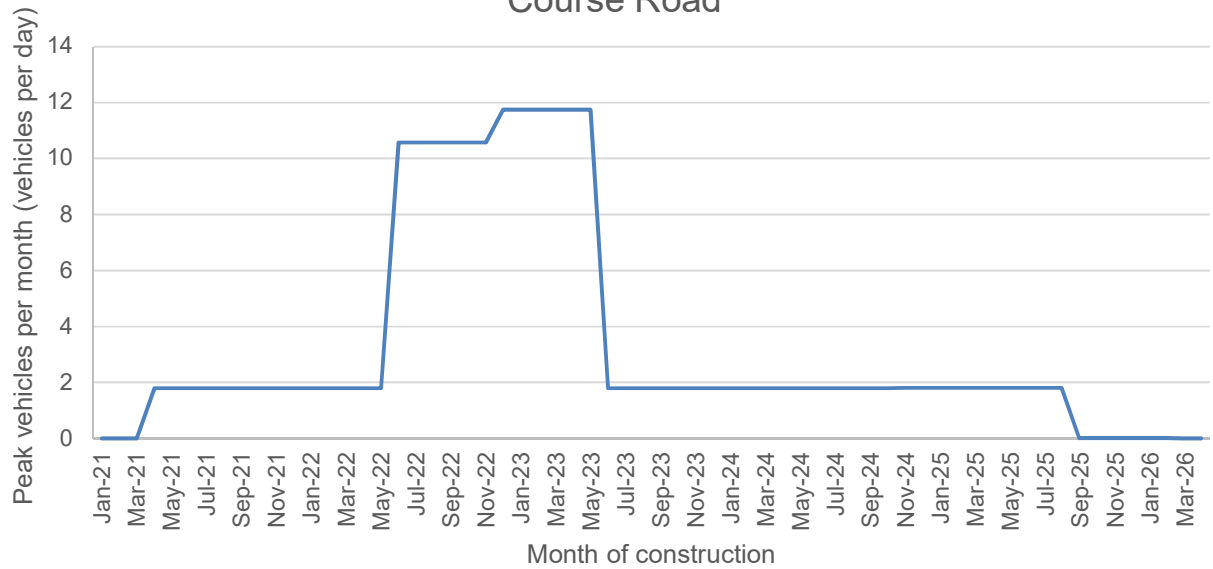
Paint Mine Road - Between Gore Highway and Loveday Road



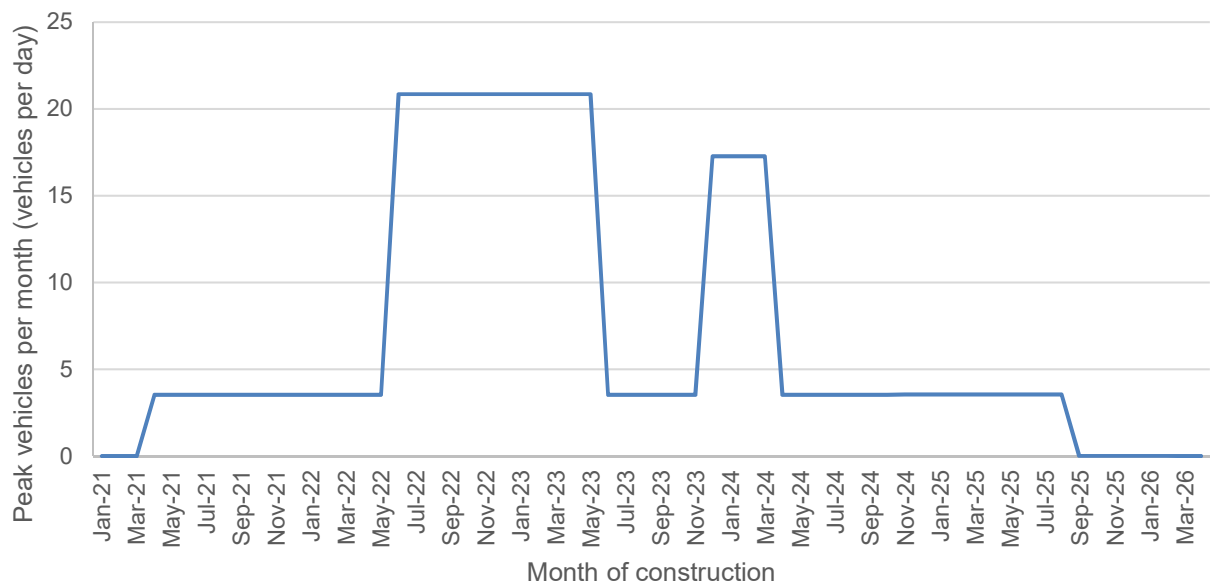
Paton Road - Between Millmerran Inglewood Road and Kooroongarra Road



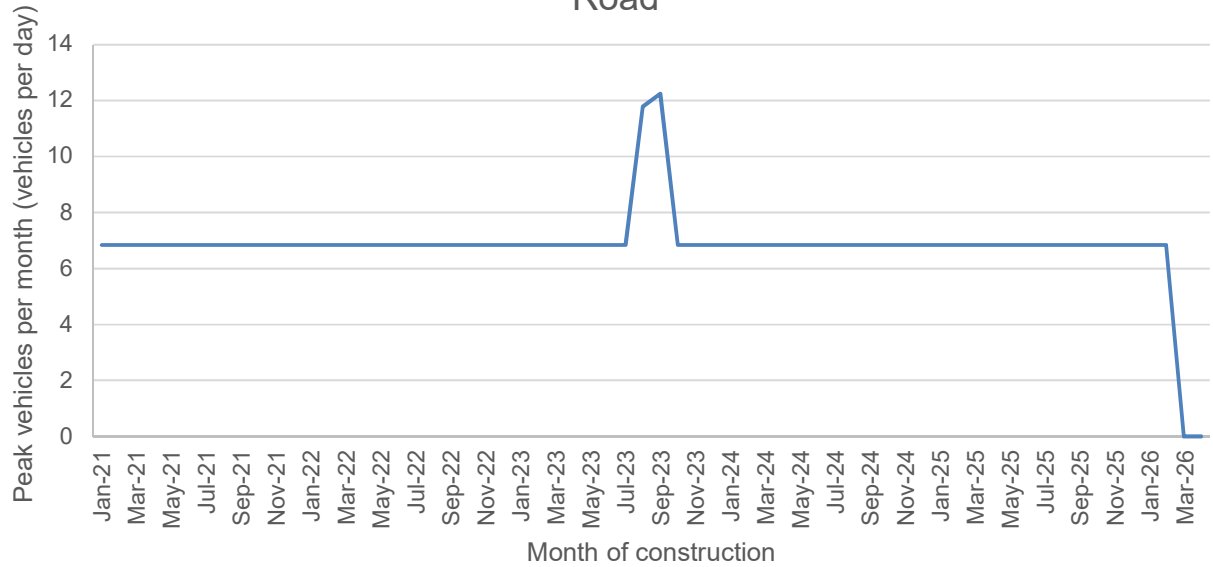
Pittsworth Felton Road - Between Cypress Street and Golf Course Road



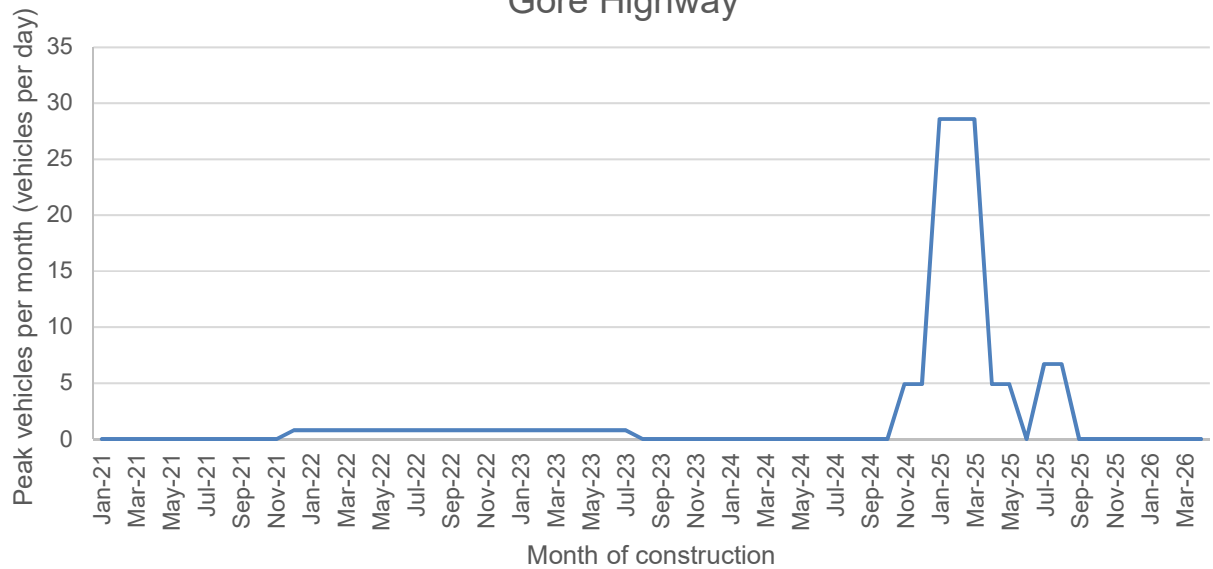
Railway Street - Between Short Street and Vines Street



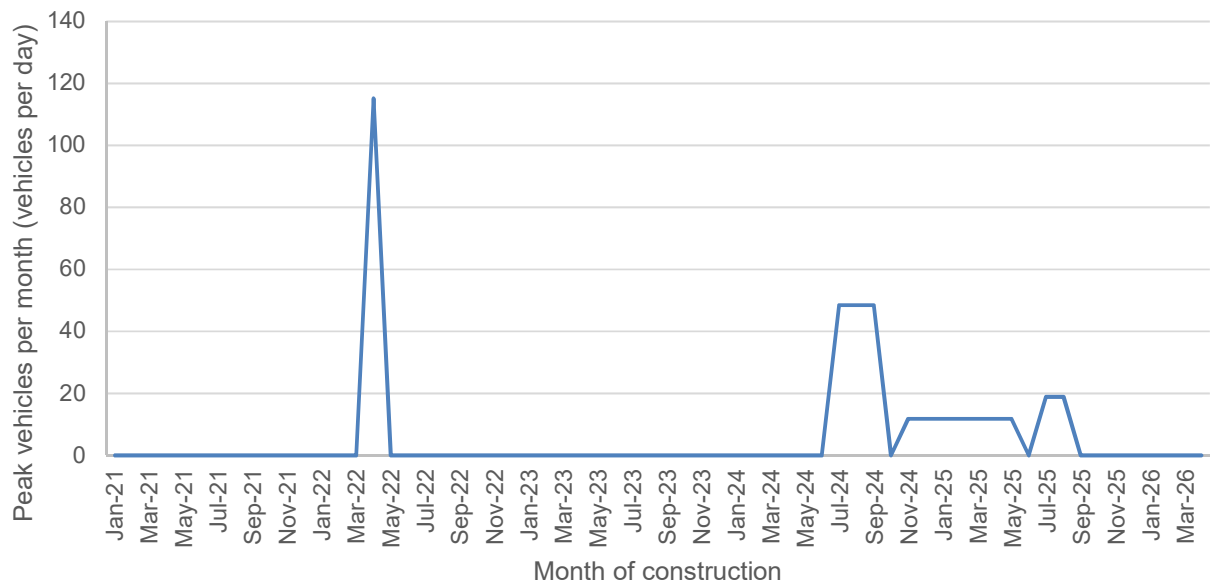
Roche Road - Between Murlaggan Road and Saint Helens Road



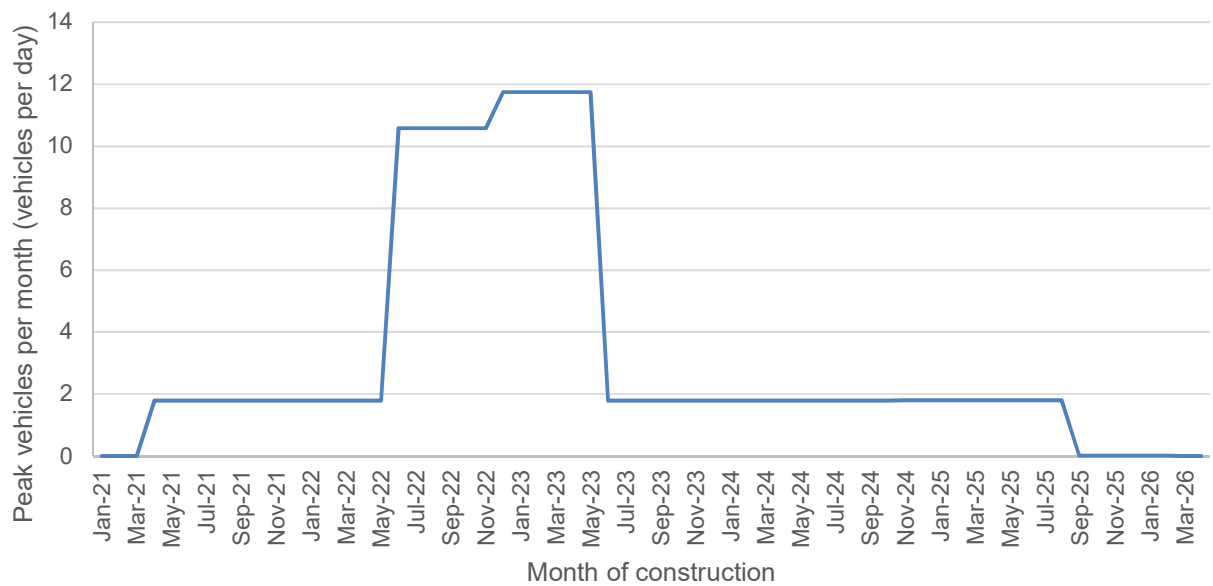
Saleyards Road - Between Millmerran Inglewood Road and Gore Highway



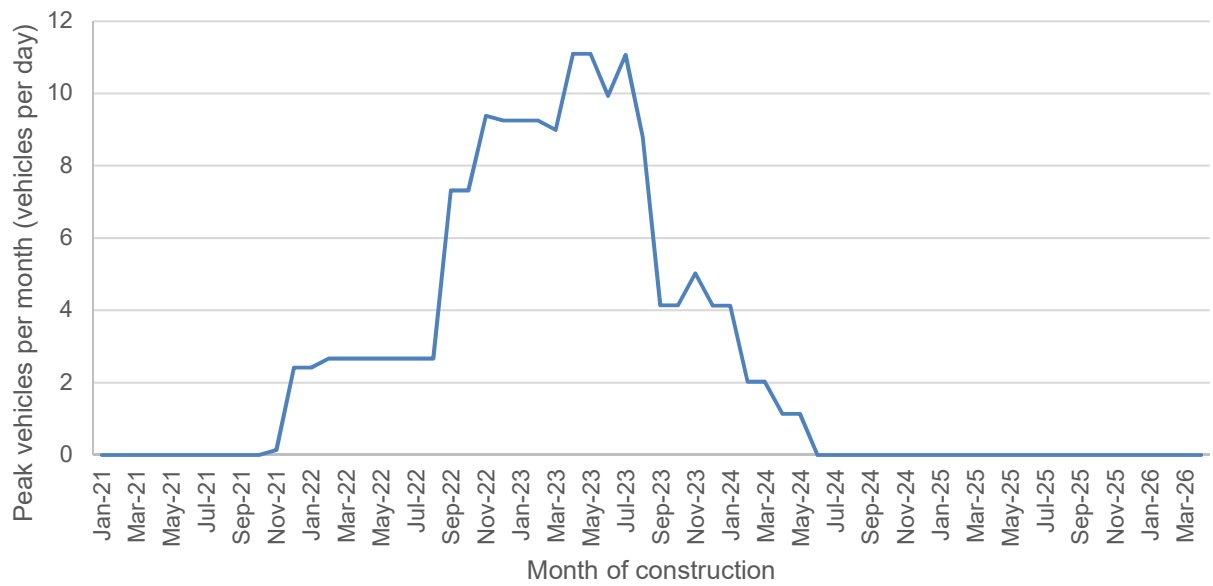
Scrubby Road - Between Gore Highway and Jentz Road



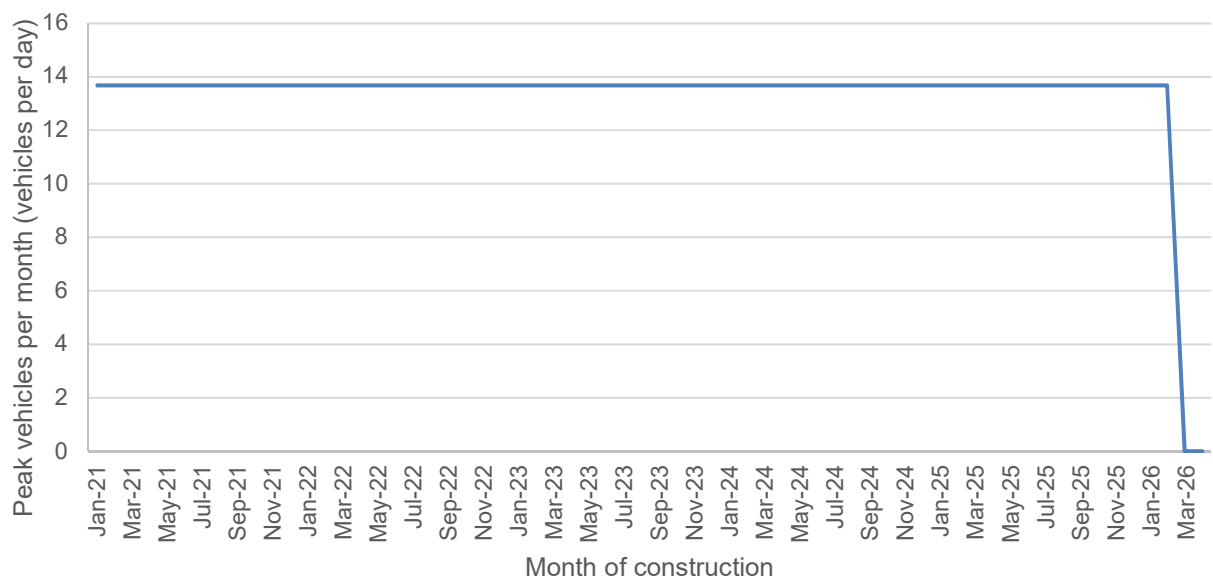
Short Street - Between Yandilla Street and Toowoomba Road



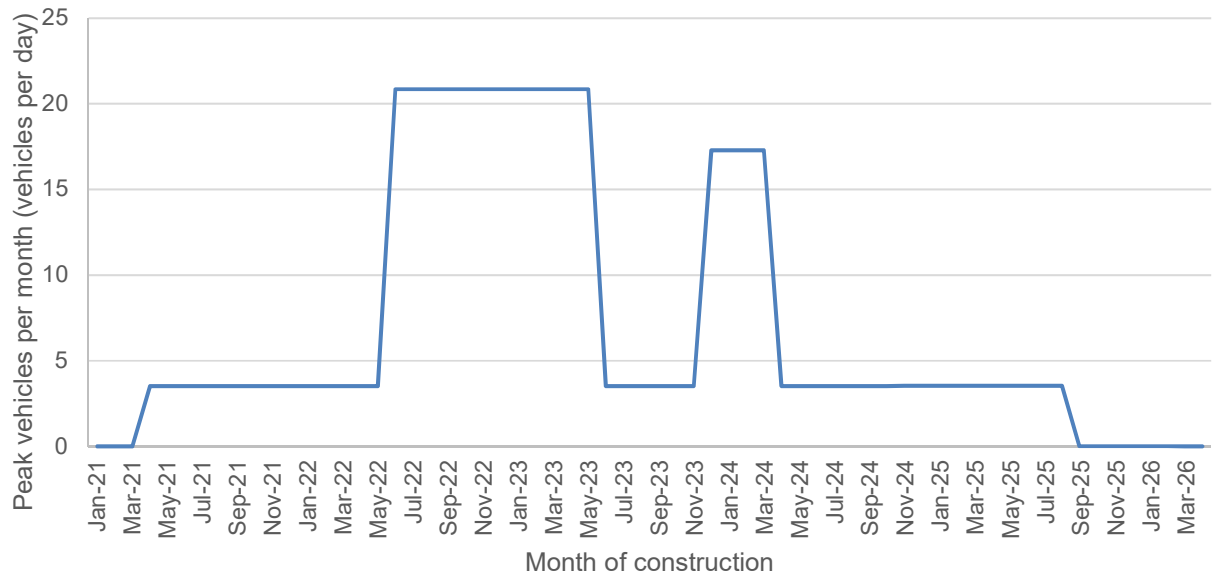
Six Mile Road - Between Rodney Road and Bligh Street



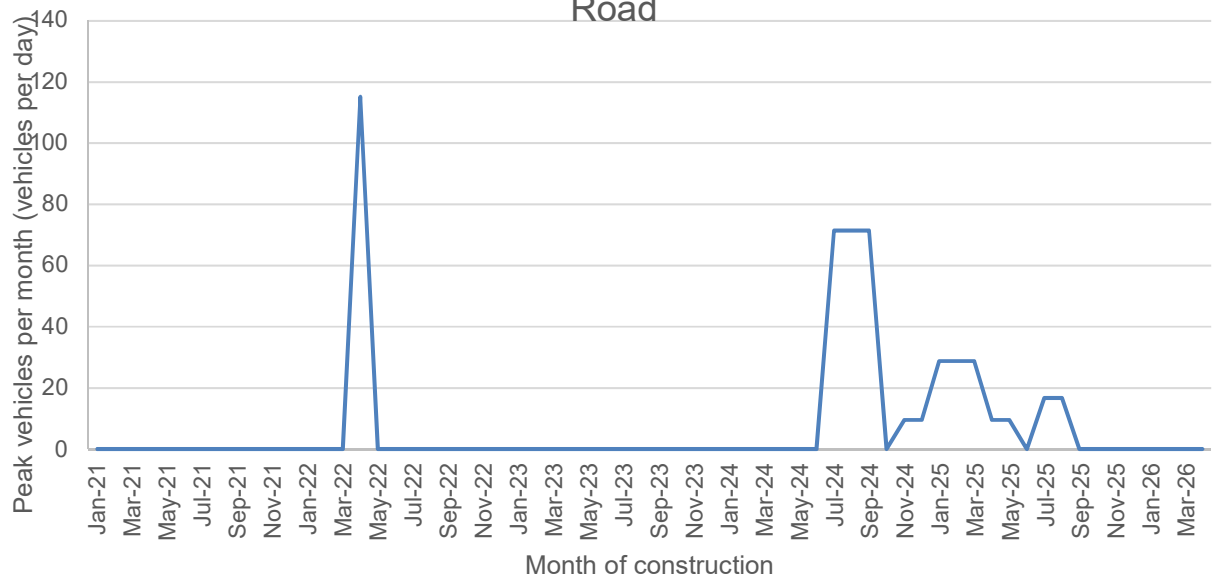
Steger Road - Between Warrego Highway and Draper Road

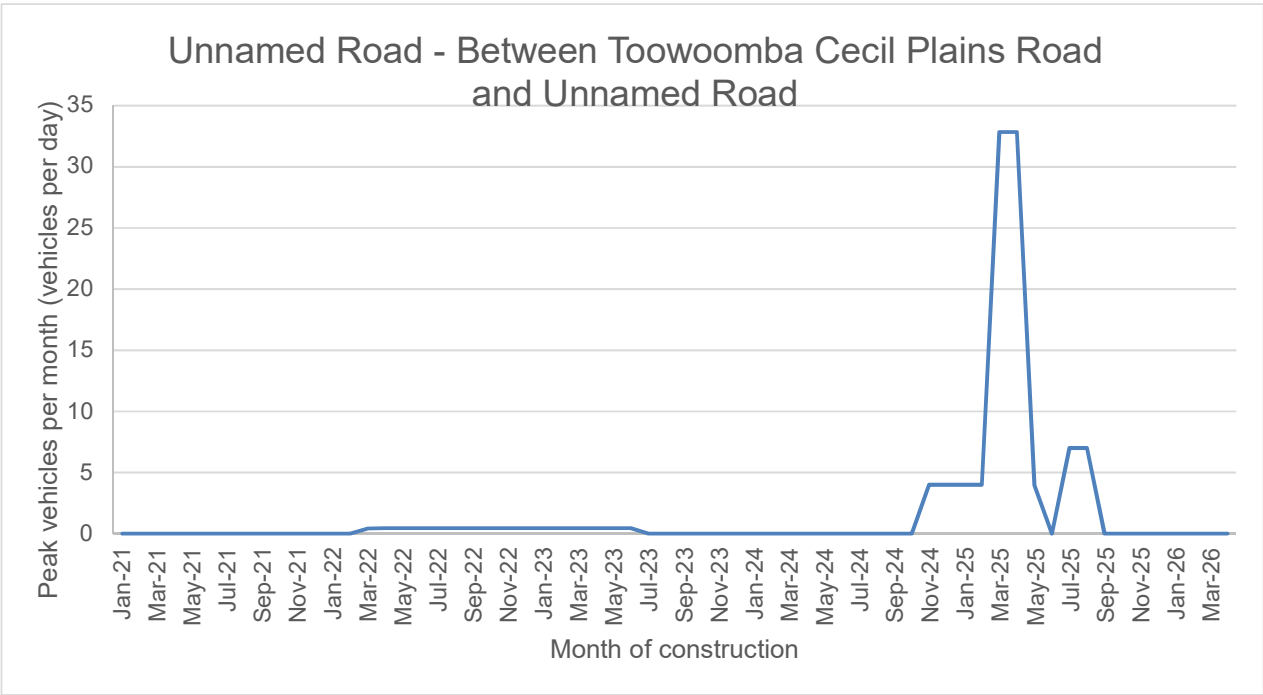
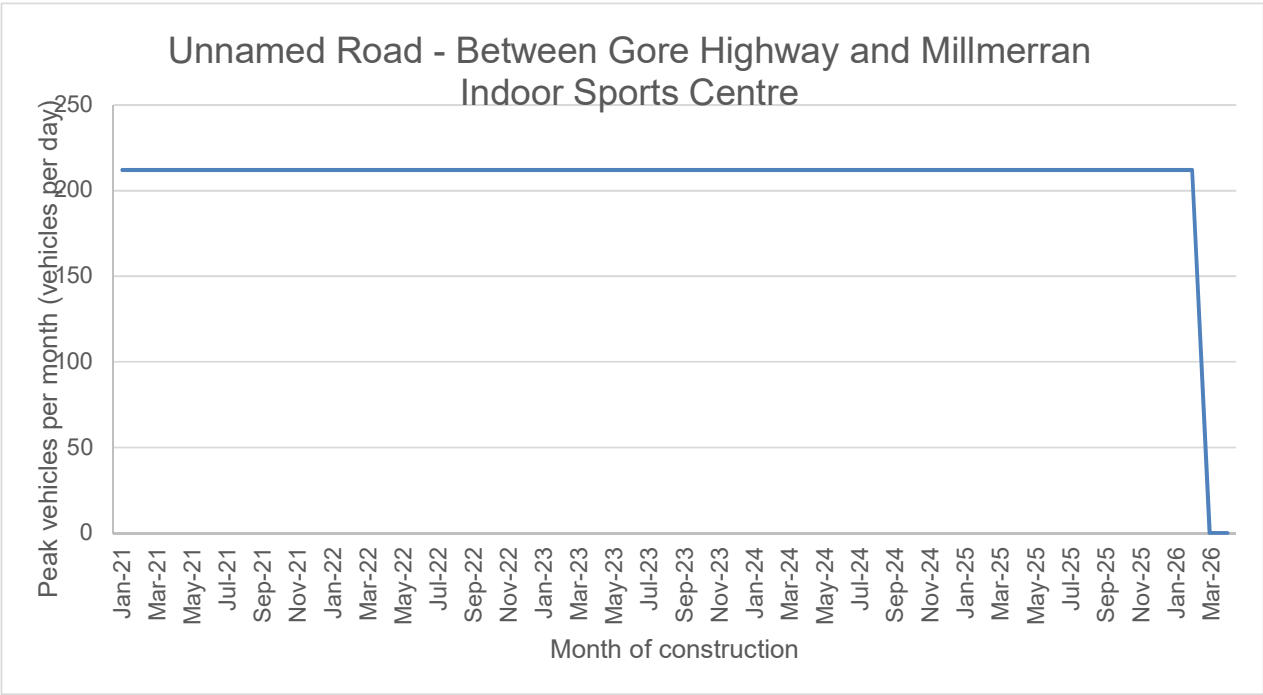


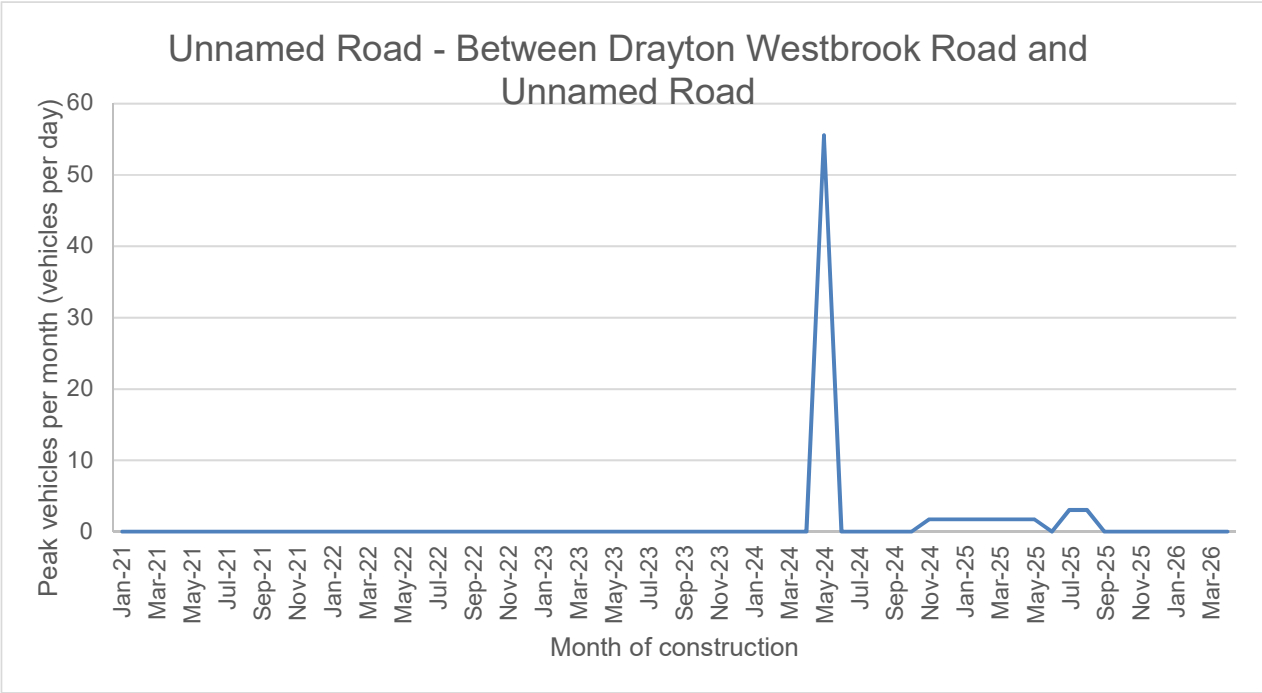
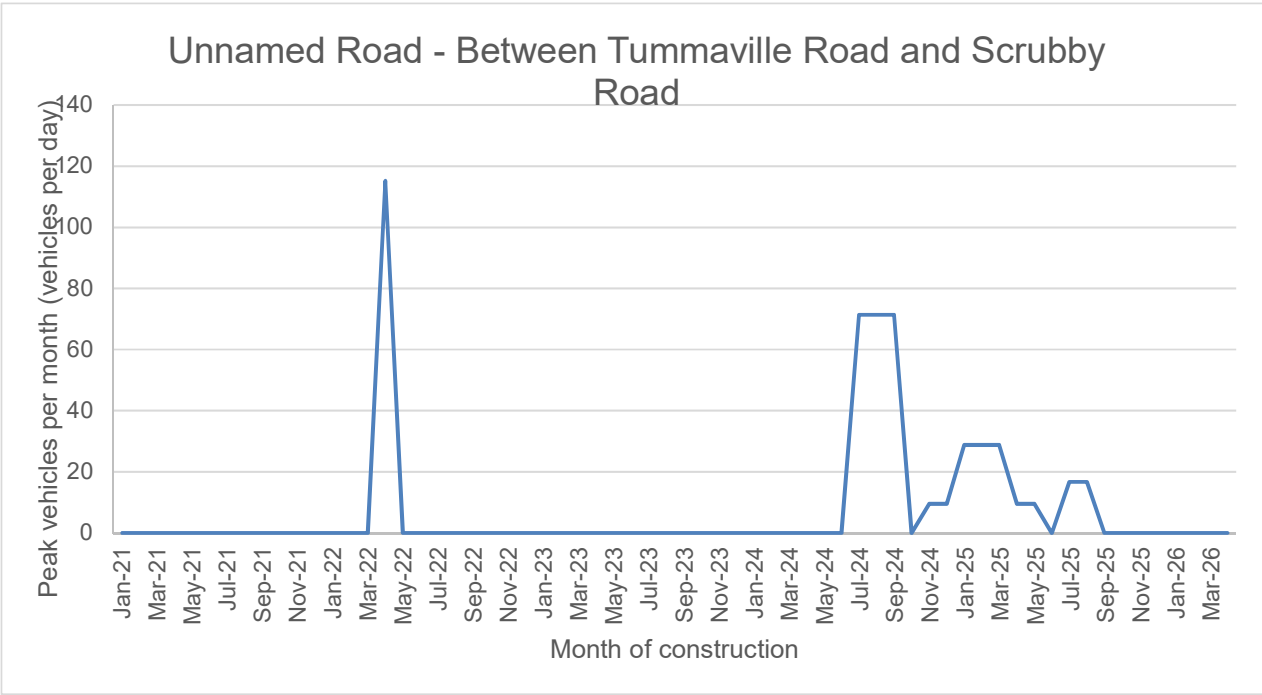
Toowoomba Road - Between Vines Street and Gore Highway

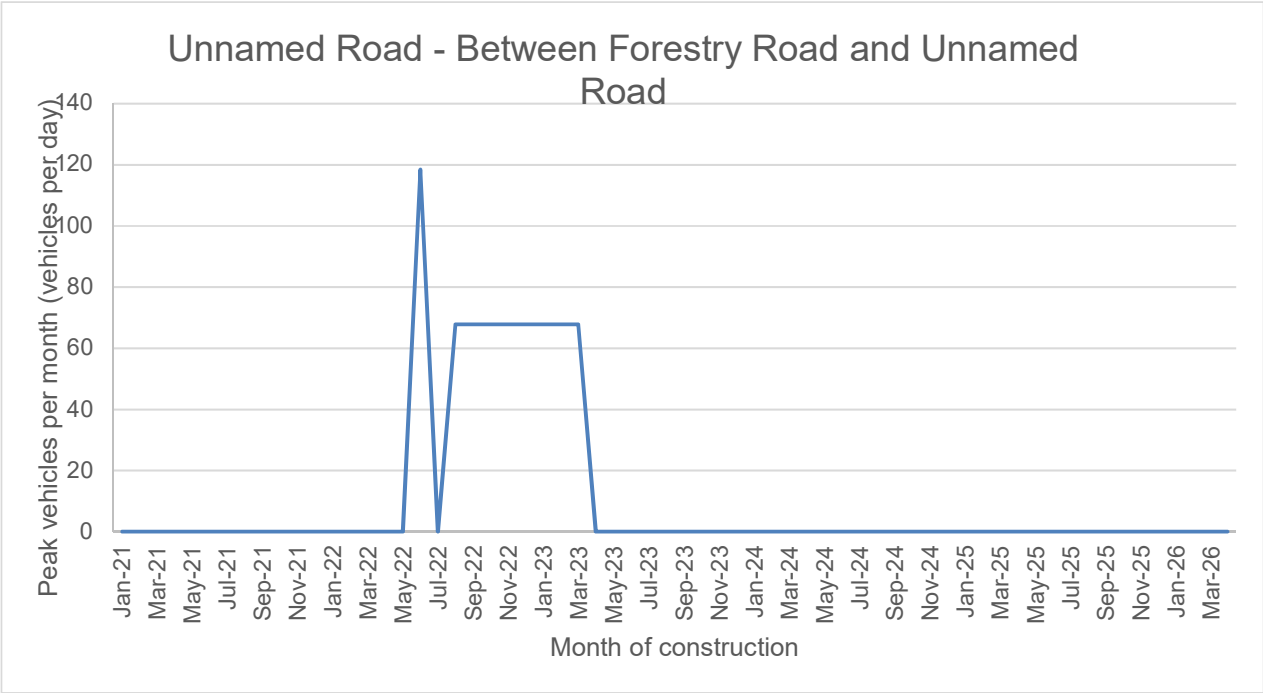
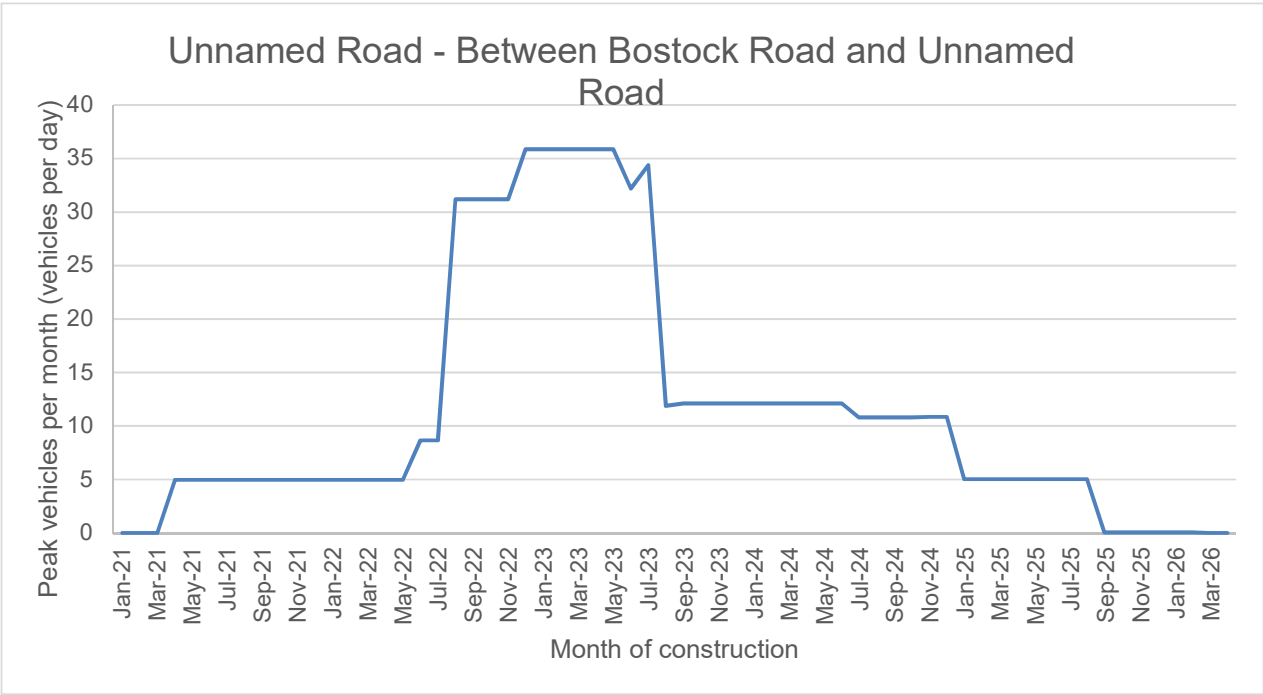


Tummalville Road - Between Gore Highway and Mann Silo Road

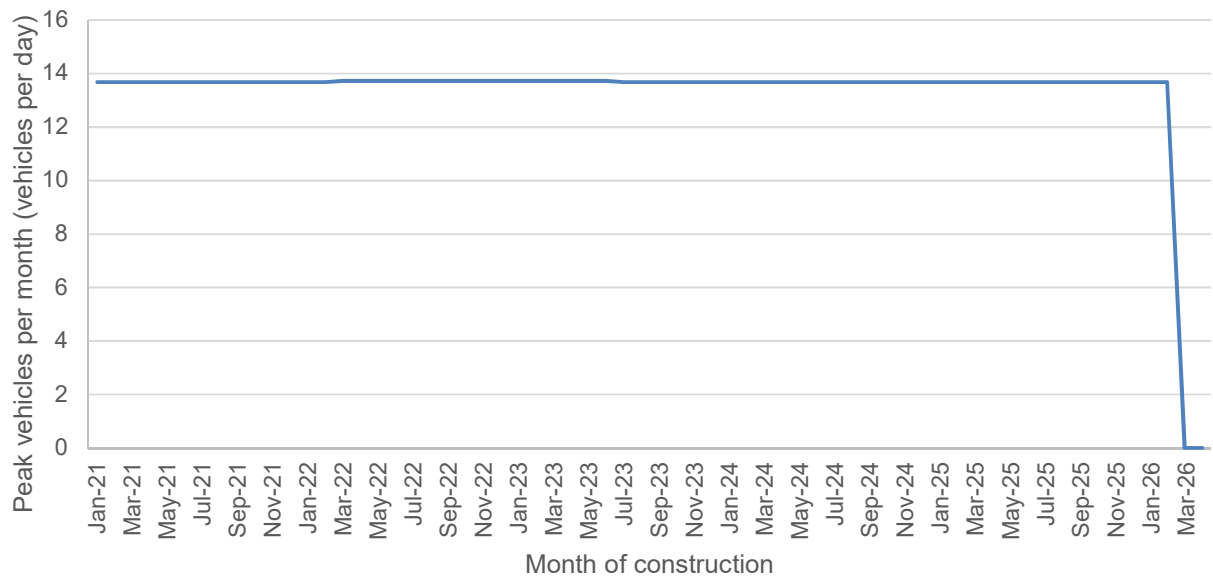




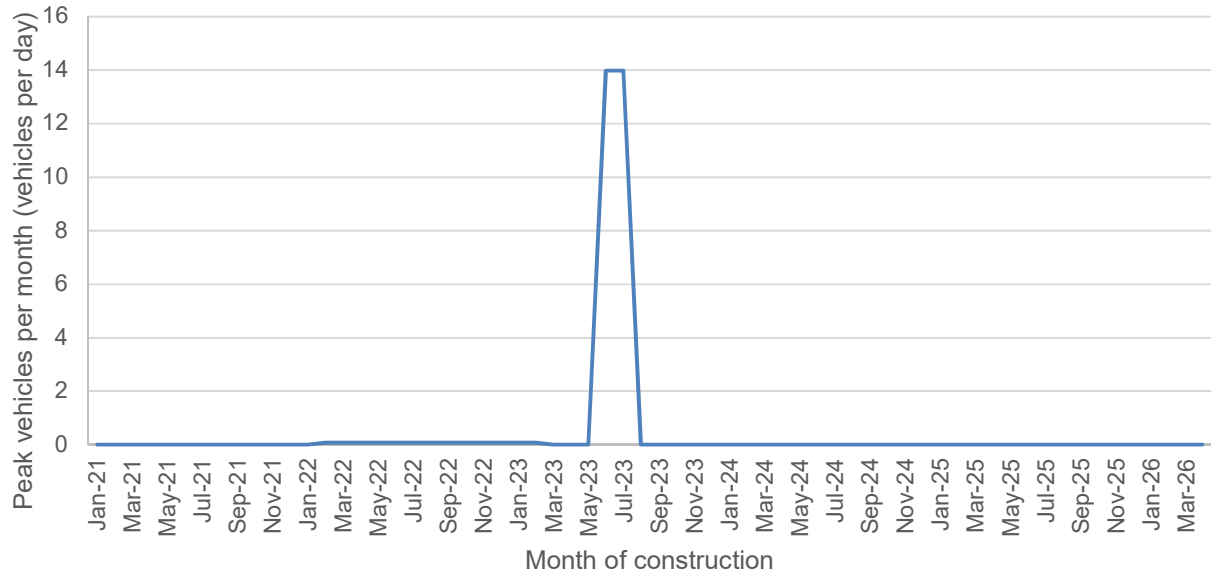


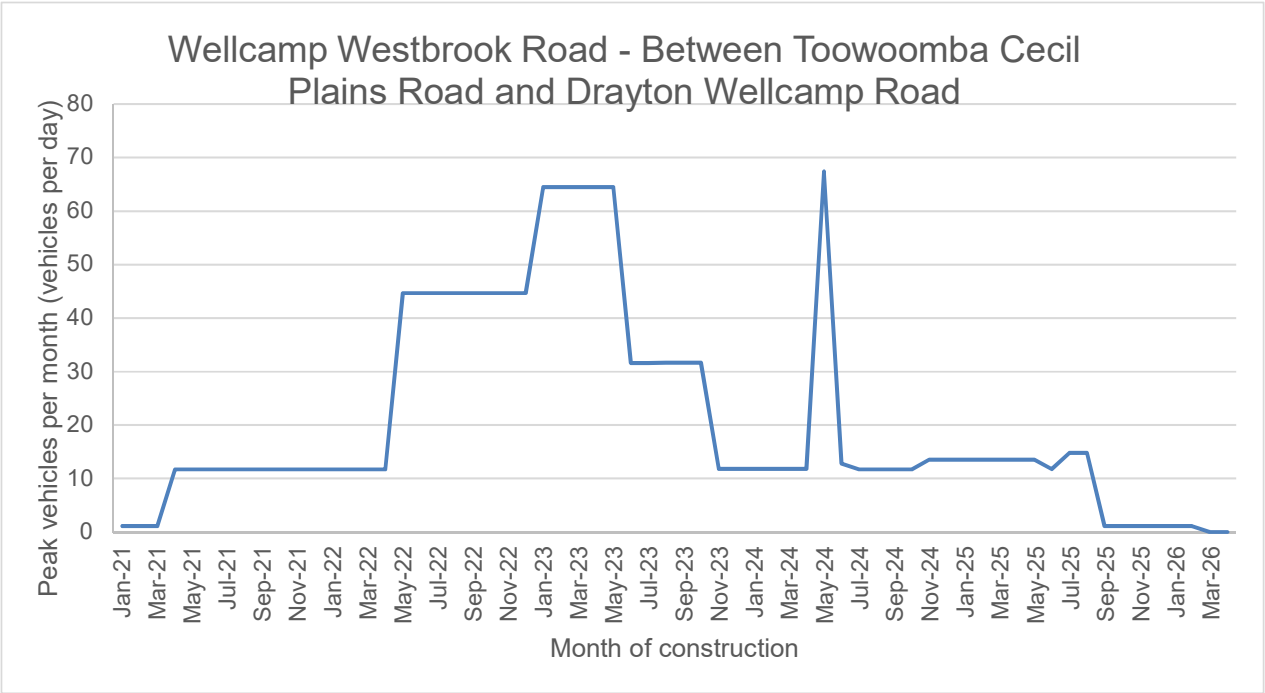
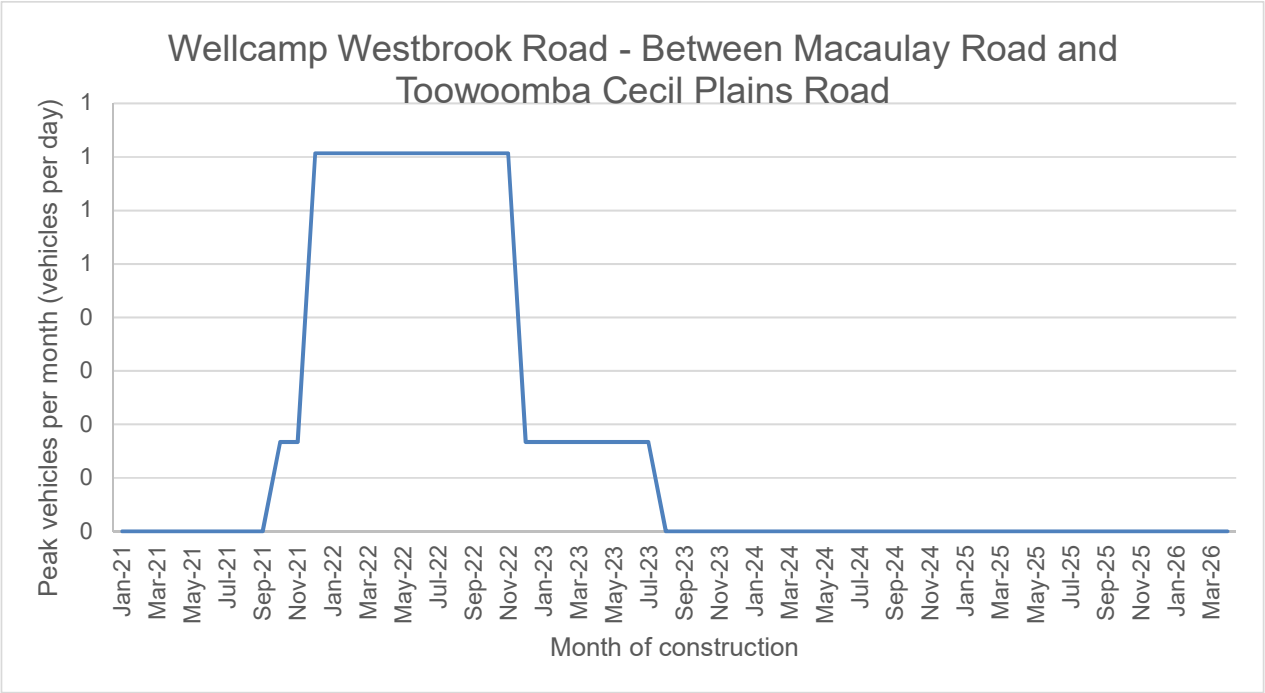


Unnamed Road - Between Gore Highway and Private Access

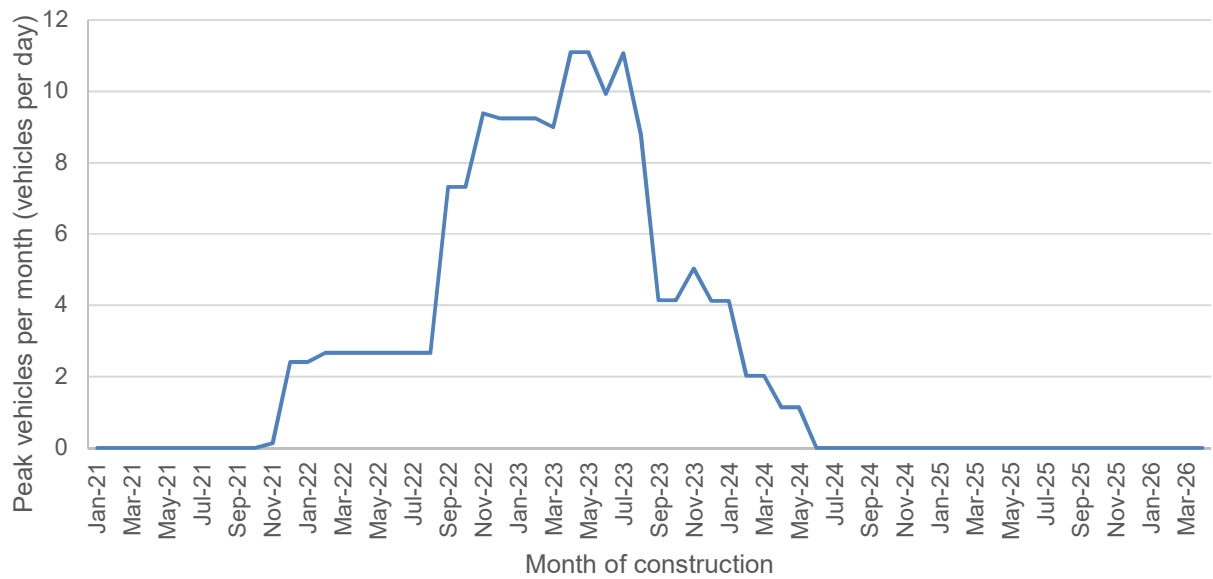


Ware Street - Between Gore Highway and Railway Line

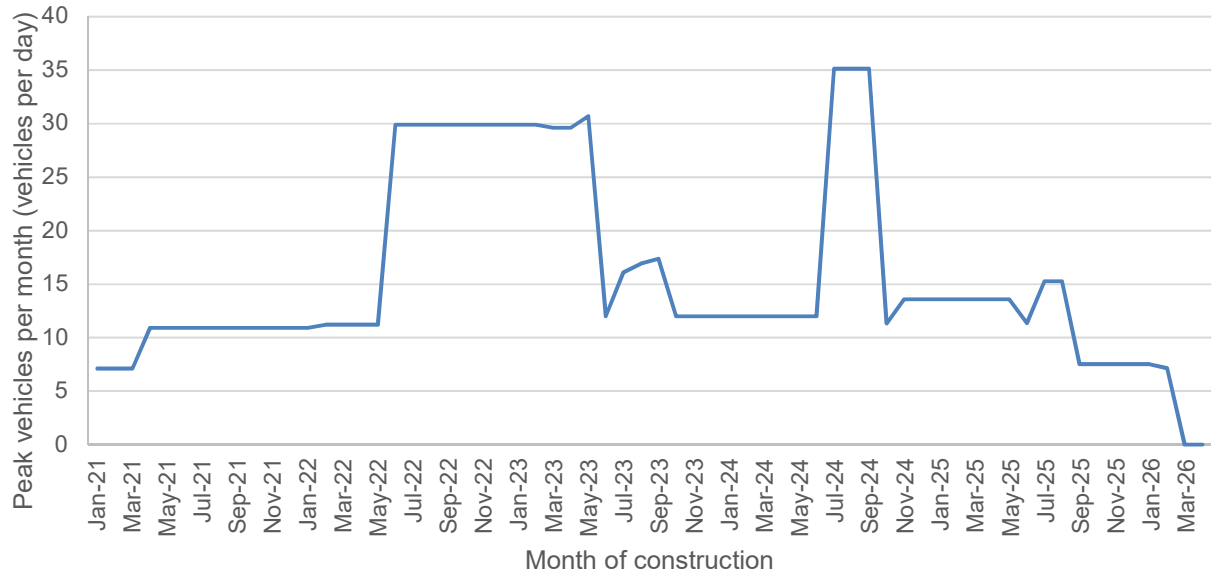


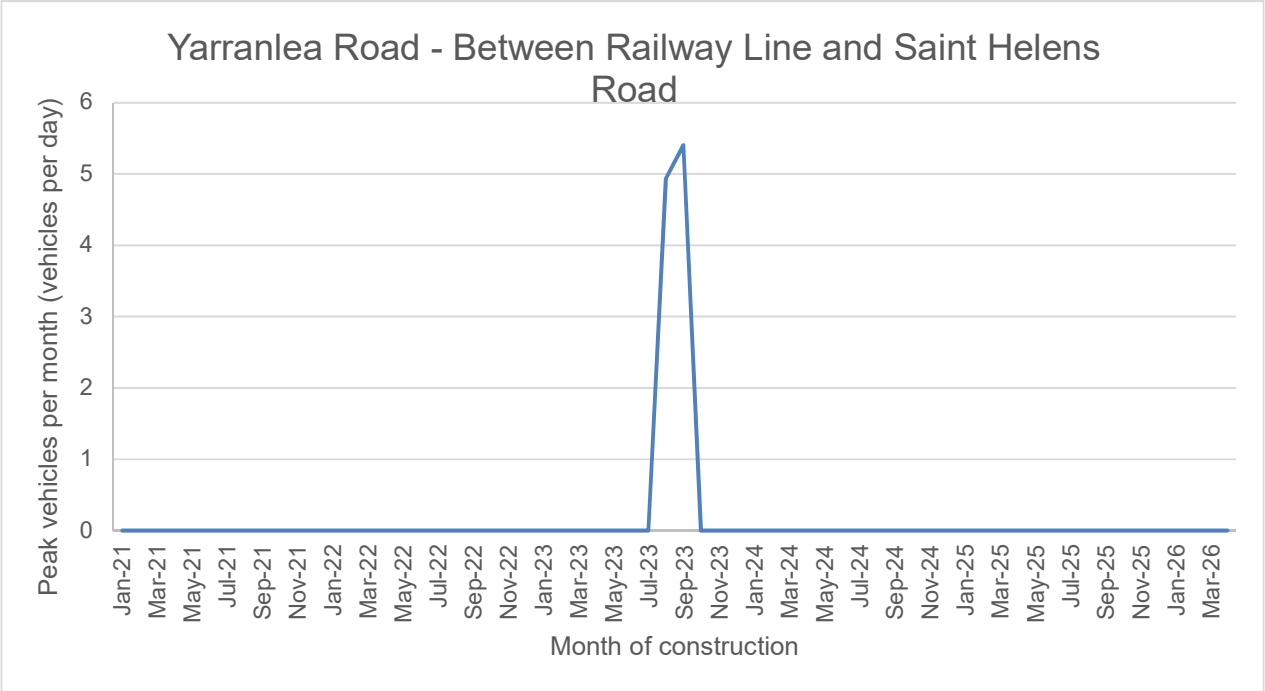


West Street - Between Gore Highway and Rodney Road



Yarranlea Road - Between Gore Highway and Railway Line





APPENDIX

X

Traffic Impact Assessment

Appendix T Turn Warrant Intersection Graphs

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

Appendix T

Turn Warrant Intersection Graphs

Intersection

Cunningham Highway/Bybera Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Bybera Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Bybera Road (QR)
	N	Existing Volumes			Y	Existing Volumes	160	1
		Forecast Volumes without Project (2021)				Forecast Volumes without Project (2021)	173	1
		Project Traffic				Project Traffic	64	36
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	237	37

Year: 2021
 Major Road: Cunningham Highway
 Minor Road: Bybera Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

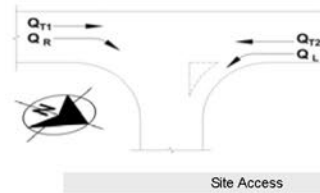
Intersection:
 Year / Peak:

Cunningham Highway/Bybera Road
 2021

Scenarios: Construction

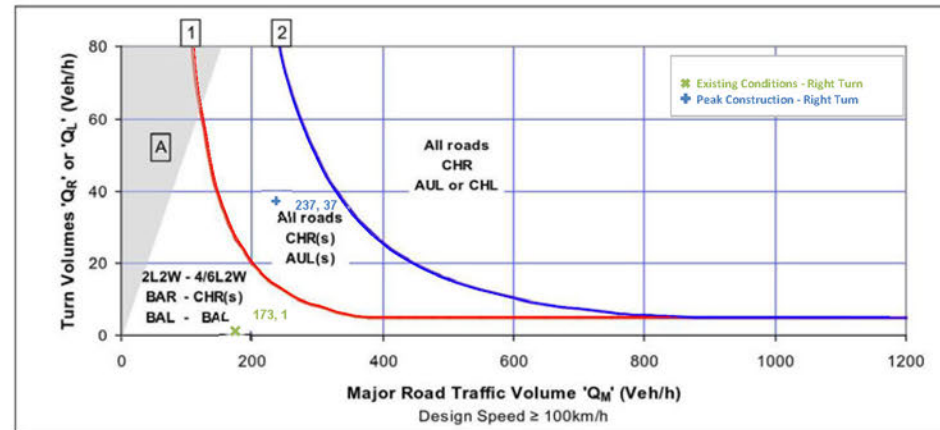
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	173	1
Left	NA	NA
Peak Construction		
Right	237	37
Left	NA	NA

(a)



Recommended treatments:

Right Turn

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Yelarbon Kurumbul Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Yelarbon Kurumbul Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Yelarbon Kurumbul Road (QR)
	Y	Existing Volumes (Two-way)	162	1	Y	Existing Volumes	323	1
		Forecast Volumes without Project (2022)	179	1		Forecast Volumes without Project (2022)	357	1
		Project Traffic	39	32		Project Traffic	39	32
		Volumes for Treatment Assessment	218	33		Volumes for Treatment Assessment	396	33

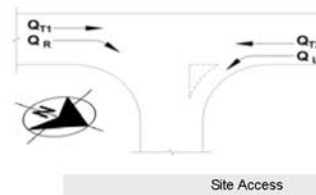
Year: 2022
 Major Road: Cunningham Highway
 Minor Road: Yelarbon Kurumbul Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: **Cunningham Highway/Yelarbon Kurumbul Road**
 Year / Peak: **2022**

Scenarios: **Construction**

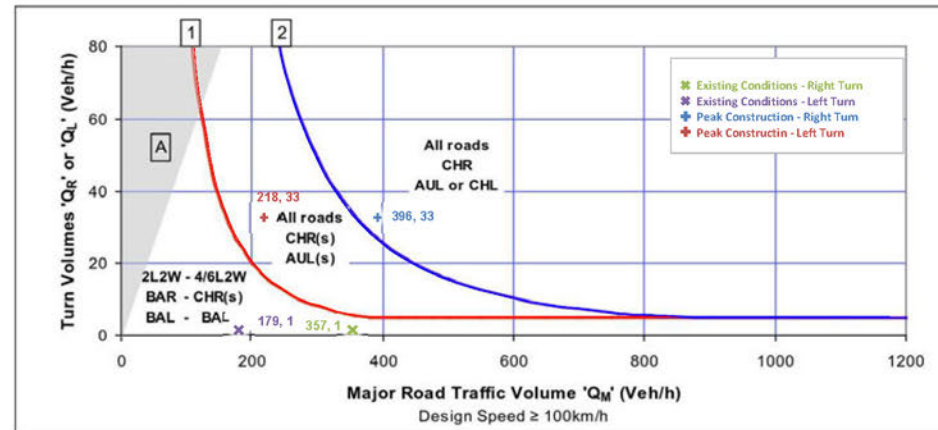
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	357	1
Left	179	1
Peak Construction		
Right	396	33
Left	218	33

(a)



Recommended treatments:

Right Turn	CHR
Left Turn	AUL (s)

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/East Sawmill Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into East Sawmill Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into East Sawmill Road (QR)
	Y	Existing Volumes	124	150	Y	Existing Volumes	247	150
		Forecast Volumes without Project (2021)	134	156		Forecast Volumes without Project (2021)	267	156
		Project Traffic	39	21		Project Traffic	39	21
		Volumes for Treatment Assessment	173	177		Volumes for Treatment Assessment	307	177

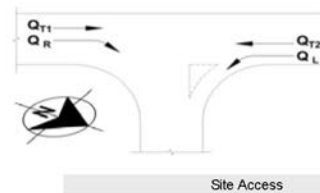
Year: 2021
 Major Road: Cunningham Highway
 Minor Road: East Sawmill Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: **Cunningham Highway/East Sawmill Road**
 Year / Peak: **2021**

Scenarios: **Construction**

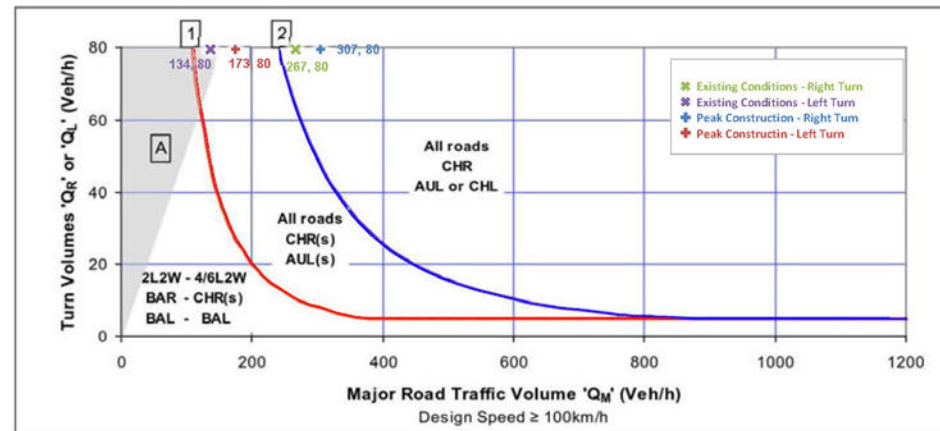
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	267	80
Left	134	80
Peak Construction		
Right	307	80
Left	173	80

(a)



Recommended treatments:

Right Turn	CHR
Left Turn	AUL (s)

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Springborg Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Springborg Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Springborg Road (QR)
	Y	Existing Volumes	120	0	Y	Existing Volumes	239	0
		Forecast Volumes without Project (2021)	130	0		Forecast Volumes without Project (2021)	259	0
		Project Traffic	64	7		Project Traffic	64	7
		Volumes for Treatment Assessment	194	7		Volumes for Treatment Assessment	323	7

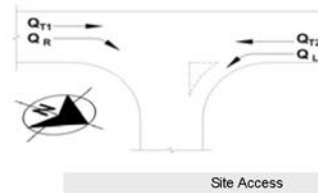
Year: 2021
 Major Road: Cunningham Highway
 Minor Road: Springborg Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: **Cunningham Highway/Springborg Road**
 Year / Peak: **2021**

Scenarios: **Construction**

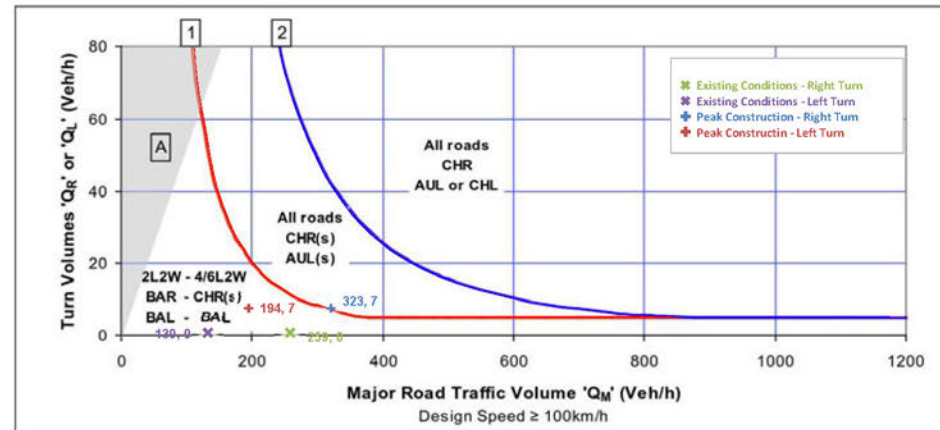
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	259	0
Left	130	0
Peak Construction		
Right	323	7
Left	194	7

(a)



Recommended treatments:

Right Turn	CHR (s)
Left Turn	BAL

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Whetstone Access Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Whetstone Access Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Whetstone Access Road (QR)
	Y	Existing Volumes	120	1	Y	Existing Volumes	239	1
		Forecast Volumes without Project (2024)	137	1		Forecast Volumes without Project (2024)	275	1
		Project Traffic	64	5		Project Traffic	64	5
		Volumes for Treatment Assessment	202	6		Volumes for Treatment Assessment	339	6

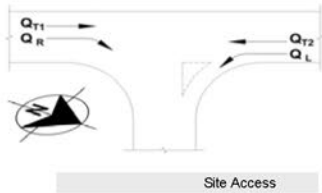
Year: 2024
Major Road: Cunningham Highway
Minor Road: Whetstone Access Road
Speed of Major Road: 100
Existing Treatment (LT): BAL
Existing Treatment (RT): BAR

Intersection: Cunningham Highway/Whetstone Access Road
Year / Peak: 2024

Scenarios: Construction

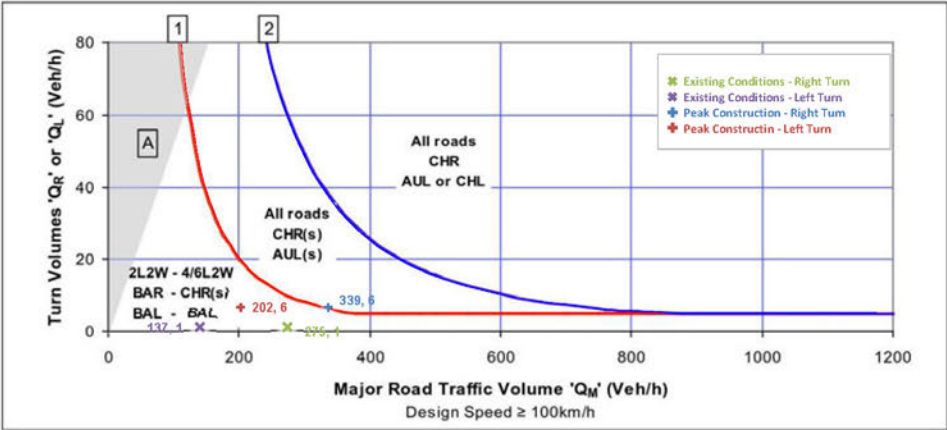
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	275	1
Left	137	1
Peak Construction		
Right	339	6
Left	202	6

(a)



Recommended treatments:	
Right Turn	CHR (s)
Left Turn	BAL

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/McDougalls Crossing Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into McDougalls Crossings Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into McDougalls Crossings Road (QR)
	N	Existing Volumes			Y	Existing Volumes	239	150
		Forecast Volumes without Project (2021)				Forecast Volumes without Project (2021)	259	156
		Project Traffic				Project Traffic	64	7
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	323	163

Year: 2021
 Major Road: Cunningham Highway
 Minor Road: McDougalls Crossings Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

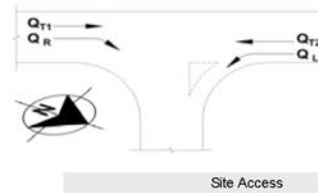
Intersection:
 Year / Peak:

Cunningham Highway/McDougalls Crossing Road
 2021

Scenarios: Construction

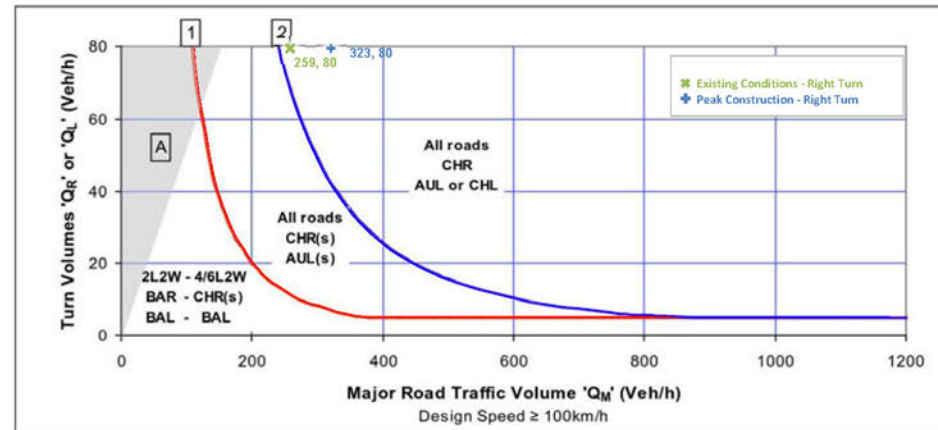
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	259	80
Left	NA	NA
Peak Construction		
Right	323	80
Left	NA	NA

(a)



Recommended treatments:

Right Turn

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Cremacos Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Cremacos Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Cremacos Road (QR)
	N	Existing Volumes			Y	Existing Volumes	239	5
		Forecast Volumes without Project (2022)				Forecast Volumes without Project (2022)	264	5
		Project Traffic				Project Traffic	64	7
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	329	12

Year: 2022
 Major Road: Cunningham Highway
 Minor Road: Cremacos Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): CHR

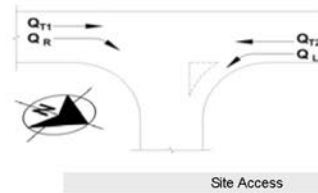
Intersection:
 Year / Peak:

Cunningham Highway/Cremacos Road
 2022

Scenarios: **Construction**

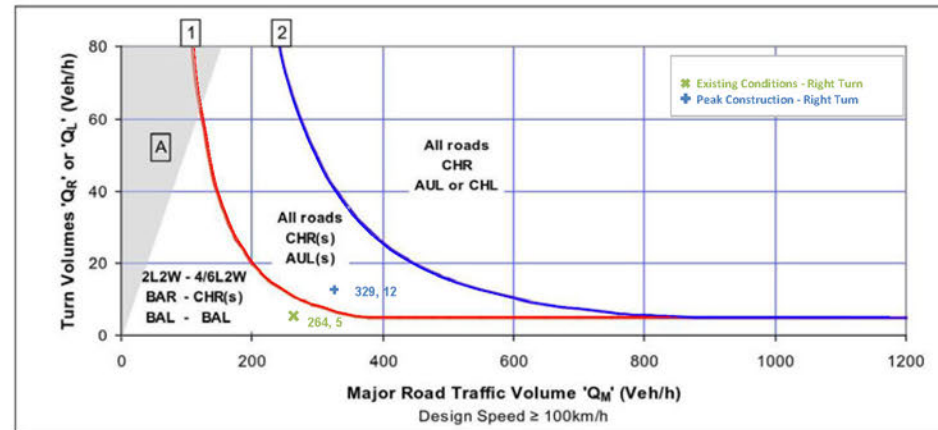
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	264	5
Left	NA	NA
Peak Construction		
Right	329	12
Left	NA	NA

(a)



Recommended treatments:

Right Turn

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Elizabeth Street	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Elizabeth Street (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Elizabeth Street (QR)
	Y	Existing Volumes	109	150	Y	Existing Volumes	219	150
		Forecast Volumes without Project (2024)	125	166		Forecast Volumes without Project (2024)	251	166
		Project Traffic	80	42		Project Traffic	80	42
		Volumes for Treatment Assessment	205	208		Volumes for Treatment Assessment	331	208

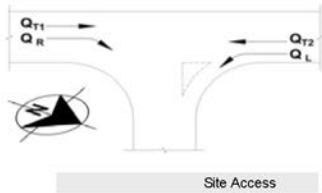
Year: 2024
Major Road: Cunningham Highway
Minor Road: Elizabeth Street
Speed of Major Road: 100
Existing Treatment (LT): BAL
Existing Treatment (RT): BAR

Intersection: Cunningham Highway/Elizabeth Street
Year / Peak: 2024

Scenarios: Construction

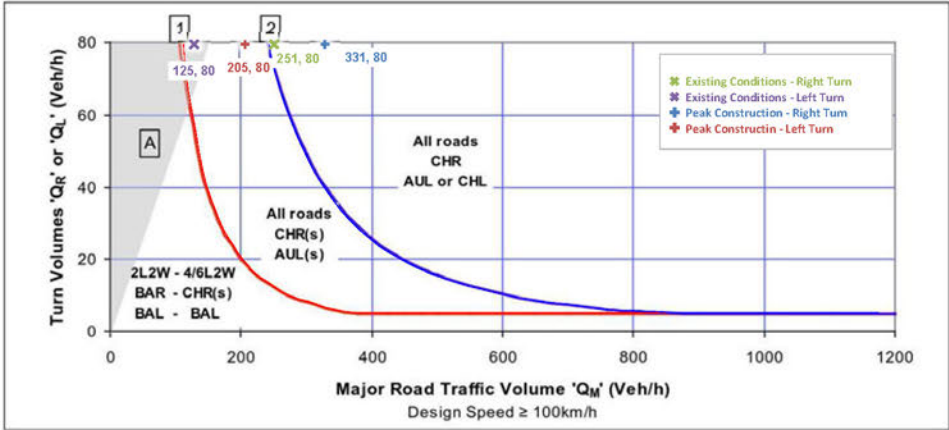
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	251	80
Left	125	80
Peak Construction		
Right	331	80
Left	205	80

(a)



Recommended treatments:

Right Turn	CHR
Left Turn	AUL (s)

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Yelarbon Keetah Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Yelarbon Keetah Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Yelarbon Keetah Road (QR)
	Y	Existing Volumes	162	5	N	Existing Volumes		
		Forecast Volumes without Project (2021)	175	5		Forecast Volumes without Project (2021)		
		Project Traffic	39	17		Project Traffic		
		Volumes for Treatment Assessment	214	23		Volumes for Treatment Assessment		

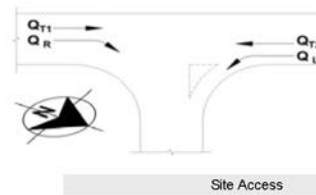
Year: 2021
 Major Road: Cunningham Highway
 Minor Road: Yelarbon Keetah Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

Intersection: **Cunningham Highway/Yelarbon Keetah Road**
 Year / Peak: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

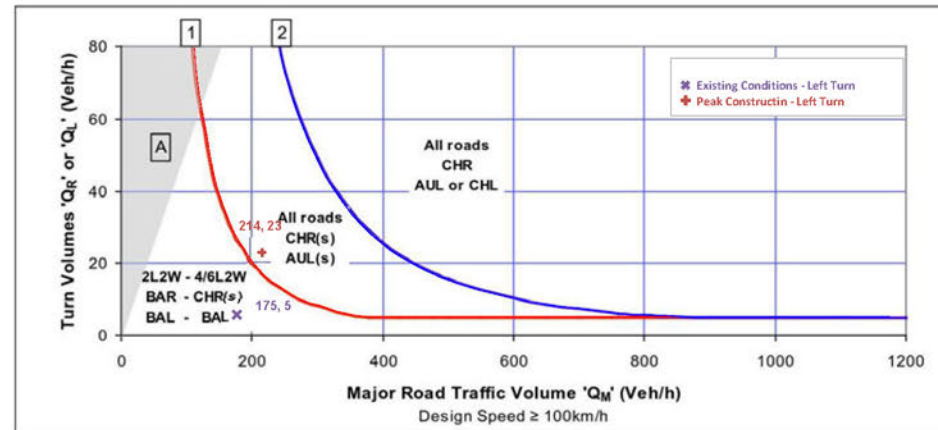
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	175	5
Peak Construction		
Right	NA	NA
Left	214	23

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Millmerran Inglewood Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Millmerran Inglewood Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Millmerran Inglewood Road (QR)
	Y	Existing Volumes	120	37	Y	Existing Volumes	239	37
		Forecast Volumes without Project (2021)	130	40		Forecast Volumes without Project (2021)	259	40
		Project Traffic	80	51		Project Traffic	80	51
		Volumes for Treatment Assessment	210	91		Volumes for Treatment Assessment	339	91

Year: 2021
 Major Road: Cunningham Highway
 Minor Road: Millmerran Inglewood Road
 Speed of Major Road: 100
 Existing Treatment (LT): AUL
 Existing Treatment (RT): CHR

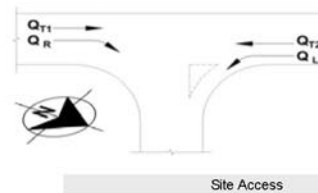
Intersection:
 Year / Peak:

Cunningham Highway/Millmerran Inglewood Road
 2021

Scenarios: Construction

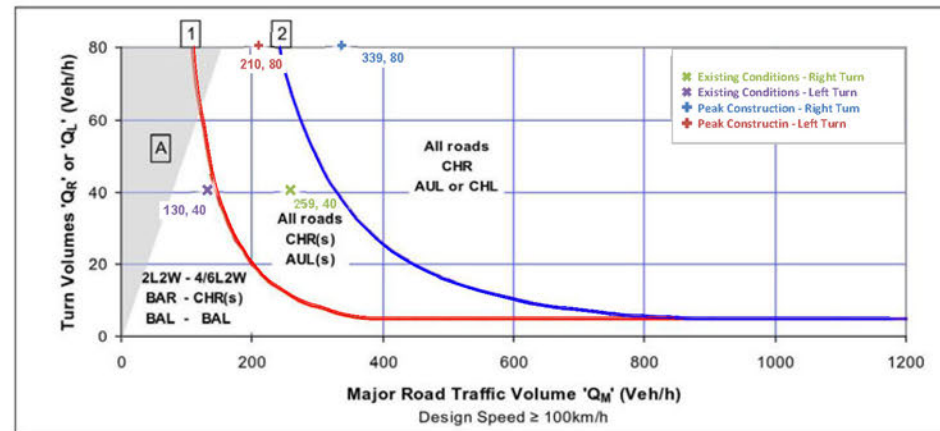
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	259	40
Left	130	40
Peak Construction		
Right	339	80
Left	210	80

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Fosters Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Fosters Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Fosters Road (QR)
	Y	Existing Volumes	109	1	N	Existing Volumes		
		Forecast Volumes without Project (2022)	121	1		Forecast Volumes without Project (2022)		
		Project Traffic	23	17		Project Traffic		
		Volumes for Treatment Assessment	144	19		Volumes for Treatment Assessment		

Year: 2022
 Major Road: Cunningham Highway
 Minor Road: Fosters Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

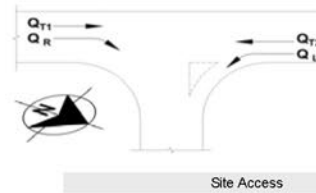
Intersection:
 Year / Peak:

Cunningham Highway/Fosters Road
 2022

Scenarios: **Construction**

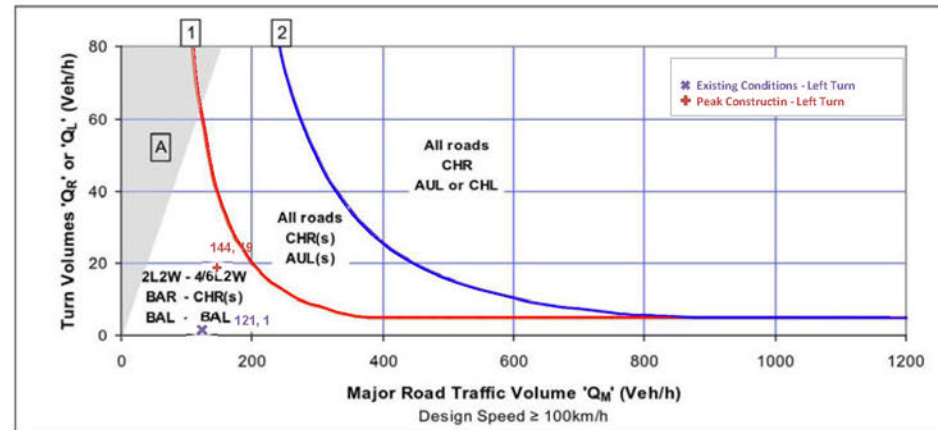
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	121	1
Peak Construction		
Right	NA	NA
Left	144	19

(a)



Recommended treatments:

Left Turn

#REF!

#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Cunningham Highway/Inglewood Quarry Access Road	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Inglewood Quarry Access Road (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Inglewood Quarry Access Road (QR)
	Y	Existing Volumes	73	30	Y	Existing Volumes	146	30
		Forecast Volumes without Project (2022)	80	32		Forecast Volumes without Project (2022)	161	32
		Project Traffic	23	12		Project Traffic	23	12
		Volumes for Treatment Assessment	104	44		Volumes for Treatment Assessment	184	44

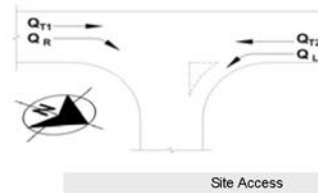
Year: 2022
 Major Road: Cunningham Highway
 Minor Road: Inglewood Quarry Access Road
 Speed of Major Road: 100
 Existing Treatment (LT): AUL (s)
 Existing Treatment (RT): BAR

Intersection: **Cunningham Highway/Inglewood Quarry Access Road**
 Year / Peak: **2022**

Scenarios: **Construction**

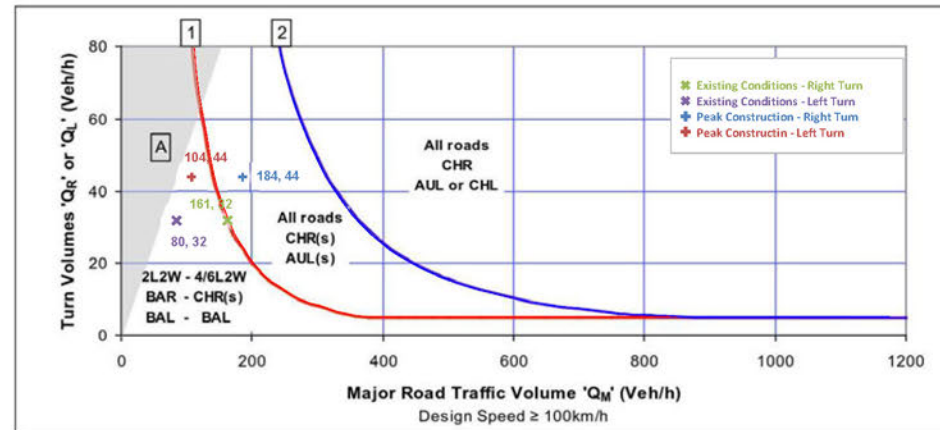
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	161	32
Left	80	32
Peak Construction		
Right	184	44
Left	104	44

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection					Intersection				
Cunningham Highway/Coolmunda Dam Access	LT?	Scenario	Cunningham Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Coolmunda Dam Access (QL)	RT?	Scenario	Cunningham Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Coolmunda Dam Access (QR)	
	N	Existing Volumes			Y	Existing Volumes	148	3	
		Forecast Volumes without Project (2022)				Forecast Volumes without Project (2022)	161	3	
		Project Traffic				Project Traffic	6	6	
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	167	9	

Year: 2022

Major Road: Cunningham Highway

Minor Road: Coolmunda Dam Access

Speed of Major Road: 100

Existing Treatment (LT): -

Existing Treatment (RT): CHR

Intersection: Cunningham Highway/Coolmunda Dam Access

Year / Peak: 2022

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Scenarios: Construction

Splitter Island?

No

Design speed (km/h)

100

Graph	QM	QR/QL
Existing Conditions		
Right	161	3
Left	NA	NA
Peak Construction		
Right	167	9
Left	NA	NA

(a)

Recommended treatments:

Right Turn

#REF!

#VALUE!

Legend

BAR Basic Right Turn

BAL Basic Left Turn

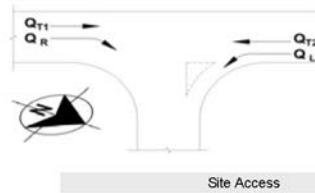
CHR(S) Channelised Right Turn (short)

AUL(S) Auxiliary Left Turn (short)

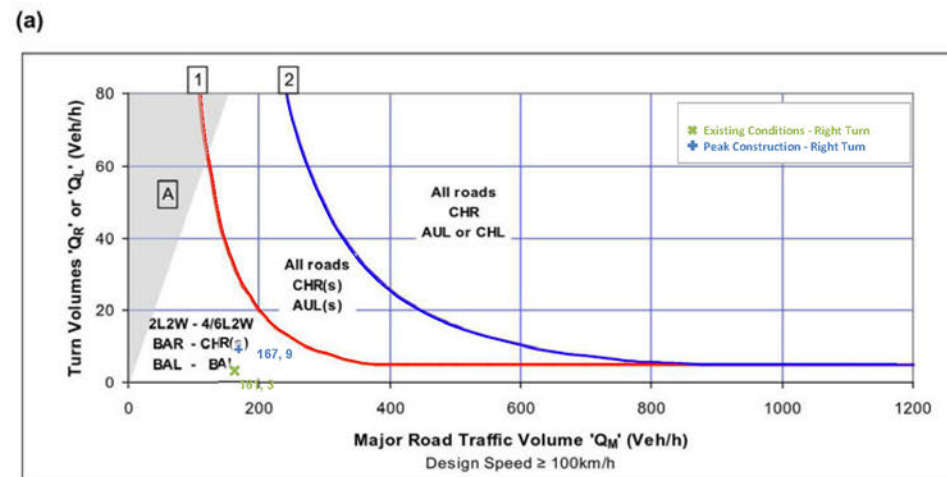
CHR Channelised Right Turn

AUL Auxiliary Left Turn

CHL Channelised Left Turn



Graph	Q_{in}	Q_R/Q_L
	Existing Conditions	
Right	161	3
Left	NA	NA
	Peak Construction	
Right	167	9
Left	NA	NA



Right Turn	#REF!
	#VALUE!

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Thornton Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Thornton Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Thornton Road (QR)
	Y	Existing Volumes	74	0	Y	Existing Volumes	149	0
		Forecast Volumes without Project (2022)	82	0		Forecast Volumes without Project (2022)	164	0
		Project Traffic	51	13		Project Traffic	51	13
		Volumes for Treatment Assessment	133	13		Volumes for Treatment Assessment	216	13

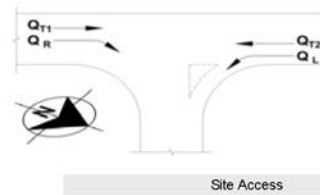
Year: 2022
 Major Road: Millmerran Inglewood Road
 Minor Road: Thornton Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: **Millmerran Inglewood Road/Thornton Road**
 Year / Peak: **2022**

Scenarios: **Construction**

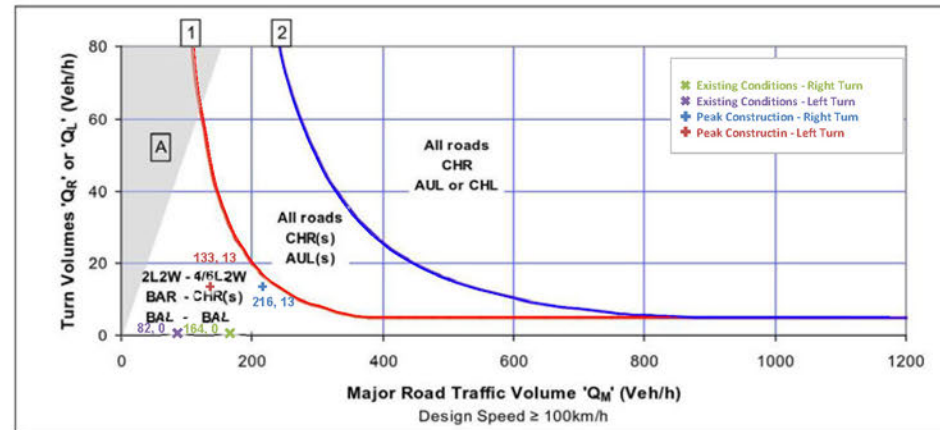
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	164	0
Left	82	0
Peak Construction		
Right	216	13
Left	133	13

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Grays Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Grays Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Grays Road (QR)
	Y	Existing Volumes	74	1	N	Existing Volumes		
		Forecast Volumes without Project (2022)	82	1		Forecast Volumes without Project (2022)		
		Project Traffic	21	9		Project Traffic		
		Volumes for Treatment Assessment	103	10		Volumes for Treatment Assessment		

Year: 2022
 Major Road: Millmerran Inglewood Road
 Minor Road: Grays Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

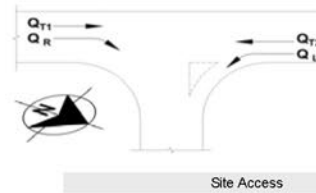
Intersection:
 Year / Peak:

Millmerran Inglewood Road/Grays Road
 2022

Scenarios: **Construction**

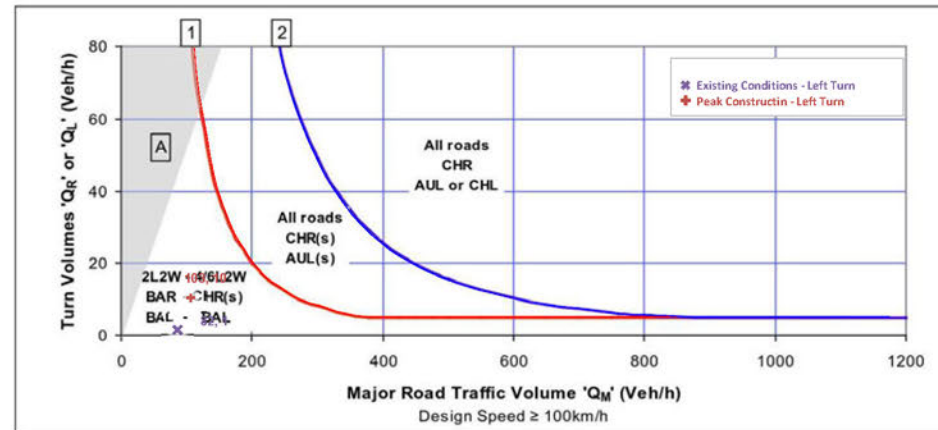
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	82	1
Peak Construction		
Right	NA	NA
Left	103	10

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

East Sawmill Road/Unnamed Road	LT?	Scenario	East Sawmill Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Unnamed Road (QL)	RT?	Scenario	East Sawmill Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Unnamed Road (QR)
	Y	Existing Volumes	300	30	N	Existing Volumes		
		Forecast Volumes without Project (2022)	318	32		Forecast Volumes without Project (2022)		
		Project Traffic	21	12		Project Traffic		
		Volumes for Treatment Assessment	339	44		Volumes for Treatment Assessment		

Year: 2022
 Major Road: East Sawmill Road
 Minor Road: Unnamed Road
 Speed of Major Road: 70
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

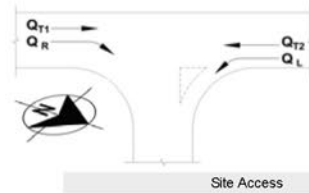
Intersection:
 Year / Peak:

East Sawmill Road/Unnamed Road
 2022

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

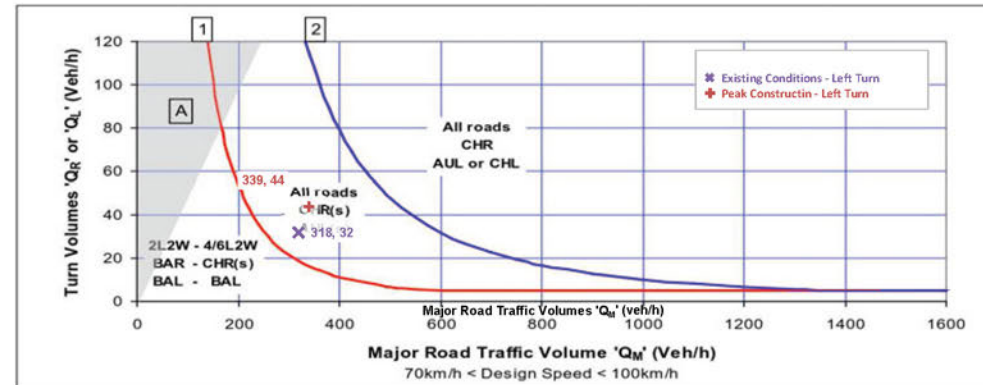
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	318	32
Peak Construction		
Right	NA	NA
Left	339	44

(b)



Recommended treatments:

Left Turn	AUL (s)
-----------	---------

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Springborg Road/East Sawmill Road	LT?	Scenario	Springborg Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into East Sawmill Road (QL)	RT?	Scenario	Springborg Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into East Sawmill Road (QR)
	Y	Existing Volumes		150	N	Existing Volumes		
		Forecast Volumes without Project (2021)		156		Forecast Volumes without Project (2021)		
		Project Traffic	7	21		Project Traffic		
		Volumes for Treatment Assessment	8	177		Volumes for Treatment Assessment		

Year: 2021
 Major Road: Springborg Road
 Minor Road: East Sawmill Road
 Speed of Major Road: 70
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

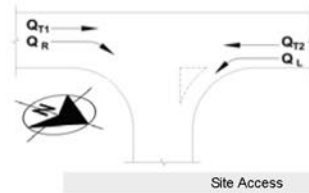
Intersection:
 Year / Peak:

Springborg Road/East Sawmill Road
 2021

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

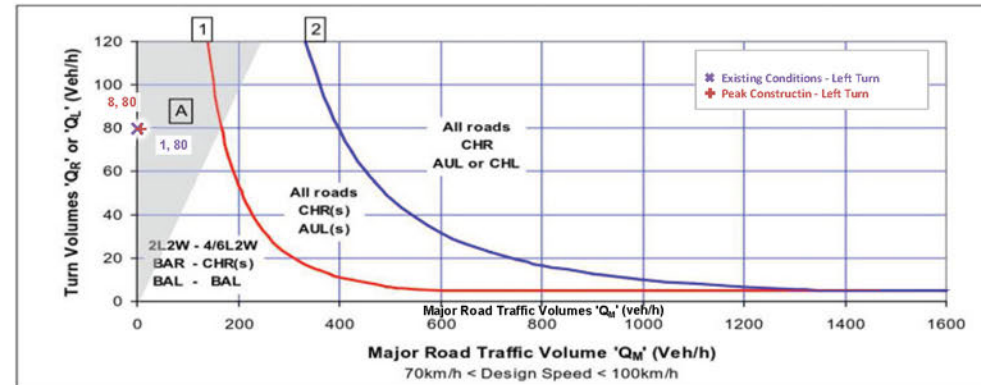
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	1	80
Peak Construction		
Right	NA	NA
Left	8	80

(b)



Recommended treatments:

Left Turn	BAL
-----------	-----

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Suttons/Unnamed Road	LT?	Scenario	Suttons Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Unnamed Road (QL)	RT?	Scenario	Suttons Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Unnamed Road (QR)
	N	Existing Volumes			Y	Existing Volumes	1	30
		Forecast Volumes without Project (2022)				Forecast Volumes without Project (2022)	1	32
		Project Traffic				Project Traffic	12	8
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	13	40

Year: 2022
 Major Road: Suttons Road
 Minor Road: Unnamed Road
 Speed of Major Road: 70
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

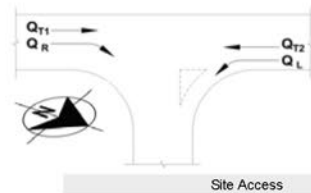
Intersection:
 Year / Peak:

Suttons/Unnamed Road
 2022

Scenarios: **Construction**

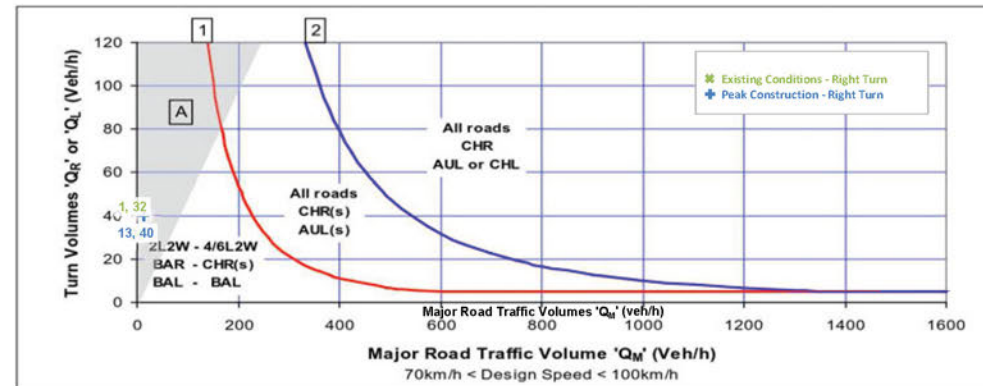
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	1	32
Left	NA	NA
Peak Construction		
Right	13	40
Left	NA	NA

(b)



Recommended treatments:

Right Turn	BAR
------------	-----

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Eukabilla Road/Kildonan Road	LT?	Scenario	Eukabilla Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Kildonan Road (QL)	RT?	Scenario	Eukabilla Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Kildonan Road (QR)
	Y	Existing Volumes	60	8	Y	Existing Volumes	120	8
		Forecast Volumes without Project (2021)	62	9		Forecast Volumes without Project (2021)	125	9
		Project Traffic	4	32		Project Traffic	4	32
		Volumes for Treatment Assessment	66	40		Volumes for Treatment Assessment	129	40

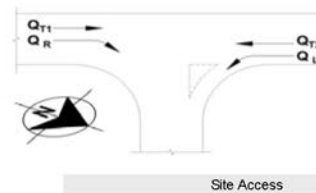
Year: 2021
 Major Road: Eukabilla Road
 Minor Road: Kildonan Road
 Speed of Major Road: 70
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: Eukabilla Road/Kildonan Road
 Year / Peak: 2021

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

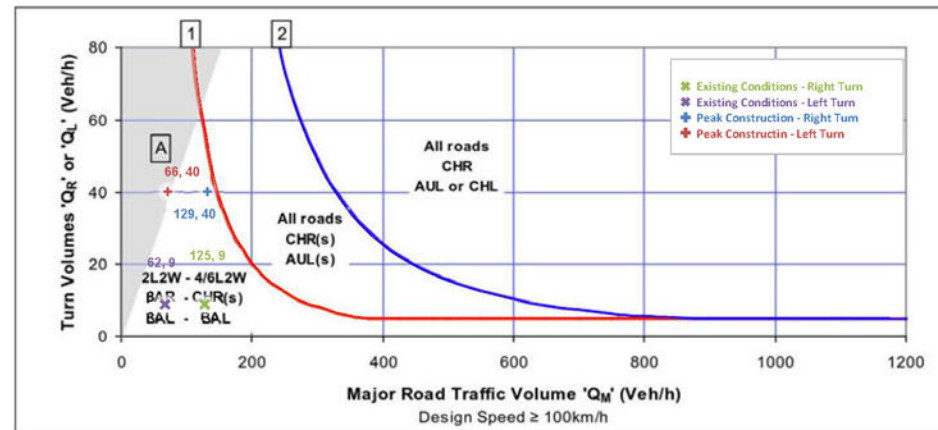
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	125	9
Left	62	9
Peak Construction		
Right	129	40
Left	66	40

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Grays Road/Mosquito Creek Road	LT?	Scenario	Mosquito Creek Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Grays Road (QL)	RT?	Scenario	Mosquito Creek Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Grays Road (QR)
	Y	Existing Volumes		1	N	Existing Volumes		
		Forecast Volumes without Project (2022)		2		Forecast Volumes without Project (2022)		
		Project Traffic		6		Project Traffic		
		Volumes for Treatment Assessment		7		Volumes for Treatment Assessment		

Year: 2022
 Major Road: Mosquito Creek Road
 Minor Road: Grays Road
 Speed of Major Road: 70
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

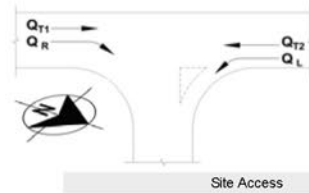
Intersection:
 Year / Peak:

Grays Road/Mosquito Creek Road
 2022

Scenarios: **Construction**

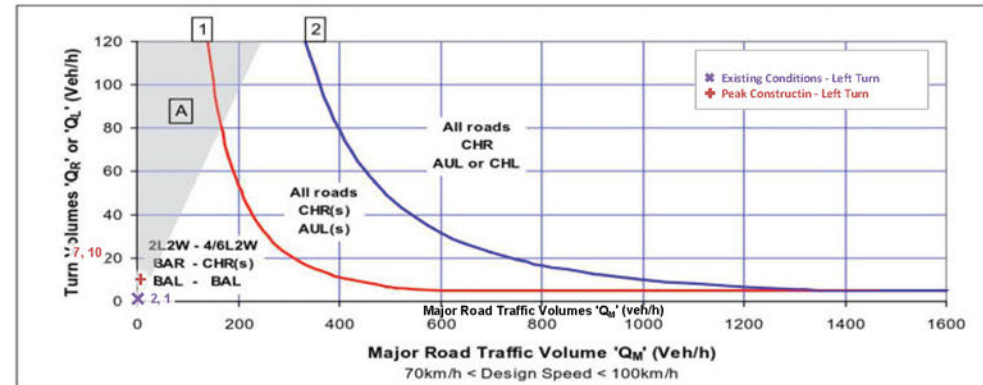
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q_M	Q_R/Q_L
Existing Conditions		
Right	NA	NA
Left	2	1
Peak Construction		
Right	NA	NA
Left	7	10

(b)



Recommended treatments:

Left Turn	BAL
-----------	-----

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Moorroobie Lane/Moorroobie Lane	LT?	Scenario	Moorroobie Lane peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Moorroobie Lane (QL)	RT?	Scenario	Moorroobie Lane peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Moorroobie Lane (QR)
	N	Existing Volumes			Y	Existing Volumes	3	1
		Forecast Volumes without Project (2021)				Forecast Volumes without Project (2021)	4	1
		Project Traffic				Project Traffic	7	7
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	11	8

Year: 2021
 Major Road: Moorroobie Lane
 Minor Road: Moorroobie Lane
 Speed of Major Road: 70
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

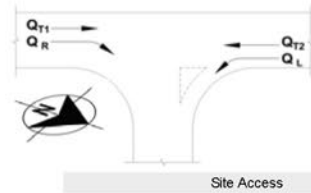
Intersection:
 Year / Peak:

Moorroobie Lane/Moorroobie Lane
 2021

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

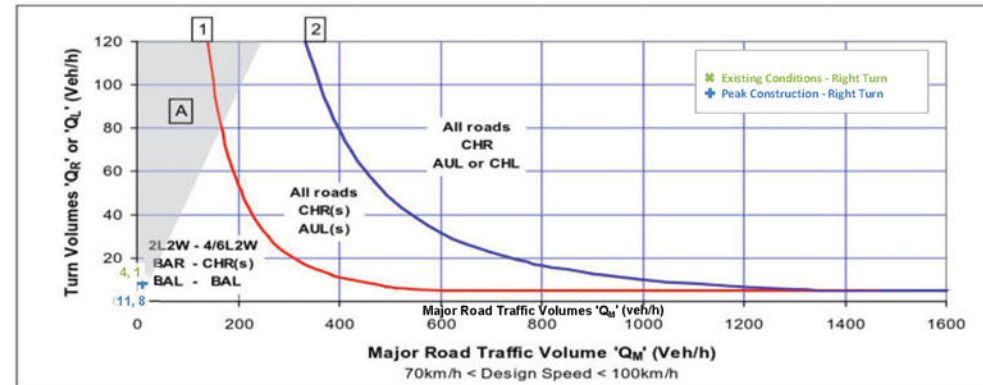
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	4	1
Left	NA	NA
Peak Construction		
Right	11	8
Left	NA	NA

(b)



Recommended treatments:

Right Turn	BAR
------------	-----

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Mooroobie Lane/Wondalli Kurumbul Road	LT?	Scenario	Wondalli Kurumbul Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Mooroobie Lane (QL)	RT?	Scenario	Wondalli Kurumbul Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Mooroobie Lane (QR)
	Y	Existing Volumes	1	1	N	Existing Volumes		
		Forecast Volumes without Project (2021)	1	1		Forecast Volumes without Project (2021)		
		Project Traffic	7	7		Project Traffic		
		Volumes for Treatment Assessment	8	8		Volumes for Treatment Assessment		

Year: 2021
 Major Road: Wondalli Kurumbul Road
 Minor Road: Mooroobie Lane
 Speed of Major Road: 70
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

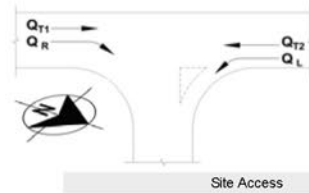
Intersection:
 Year / Peak:

Mooroobie Lane/Wondalli Kurumbul Road
 2021

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

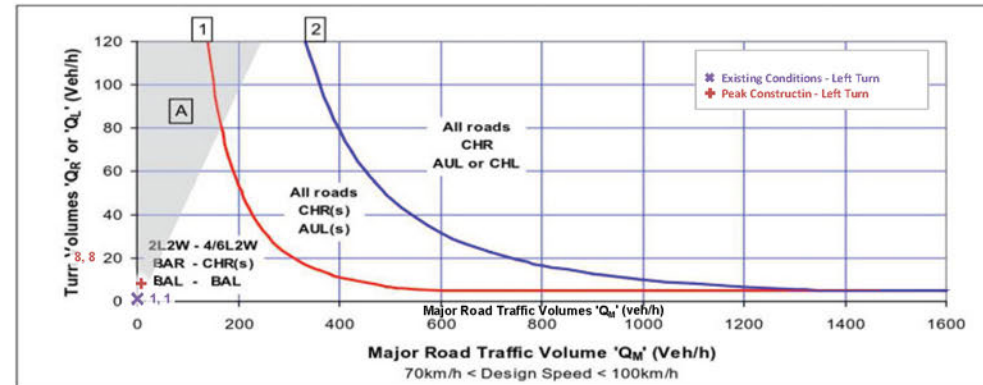
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	NA	NA
Left	1	1
Peak Construction		
Right	NA	NA
Left	8	8

(b)



Recommended treatments:

Left Turn	BAL
-----------	-----

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Wondalli Kurumbul Road/Yelarbon Kurumbul Road	LT?	Scenario	Yelarbon Kurumbul Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Wondalli Kurumbul Road (QL)	RT?	Scenario	Yelarbon Kurumbul Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Wondalli Kurumbul Road (QR)
	N	Existing Volumes			Y	Existing Volumes		
		Forecast Volumes without Project (2021)				Forecast Volumes without Project (2021)	4	1
		Project Traffic				Project Traffic	32	7
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	36	8

Year: 2021
Major Road: Yelarbon Kurumbul Road
Minor Road: Wondalli Kurumbul Road
Speed of Major Road: 70
Existing Treatment (LT): -
Existing Treatment (RT): BAR

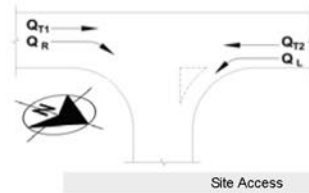
Intersection:
Year / Peak:

Wondalli Kurumbul Road/Yelarbon Kurumbul Road
2021

Scenarios: Construction

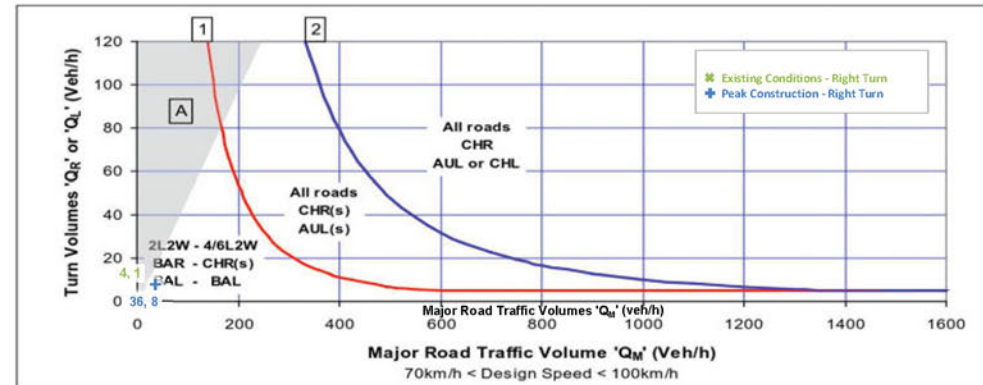
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	4	1
Left	NA	NA
Peak Construction		
Right	36	8
Left	NA	NA

(b)



Recommended treatments:

Right Turn	BAR
------------	-----

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Athol School Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Athol School Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Athol School Road (QR)
	Y	Existing Volumes	241	7	Y	Existing Volumes	482	7
		Forecast Volumes without Project (2023)	271	8		Forecast Volumes without Project (2023)	543	8
		Project Traffic	92	5		Project Traffic	92	5
		Volumes for Treatment Assessment	364	14		Volumes for Treatment Assessment	635	14

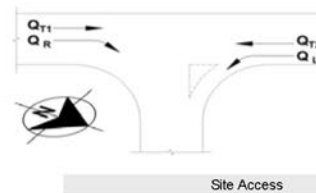
Year: 2023
 Major Road: Gore Highway
 Minor Road: Athol School Road
 Speed of Major Road: 100
 Existing Treatment (LT): CHL
 Existing Treatment (RT): BAR

Intersection: Gore Highway/Athol School Road
 Year / Peak: 2023

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

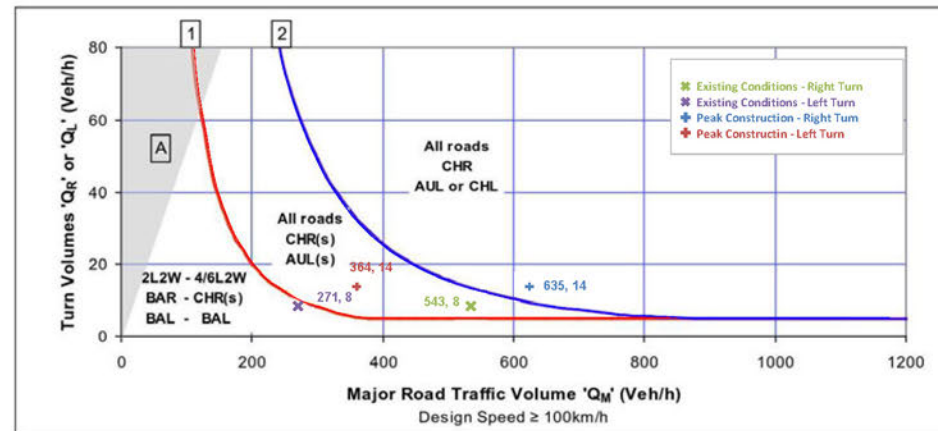
Scenarios: Construction

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	543	8
Left	271	8
Peak Construction		
Right	635	14
Left	364	14

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Murlaggan Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Murlaggan Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Murlaggan Road (QR)
	Y	Existing Volumes	143	2	Y	Existing Volumes	263	2
		Forecast Volumes without Project (2022)	156	2		Forecast Volumes without Project (2022)	312	2
		Project Traffic	78	36		Project Traffic	78	36
		Volumes for Treatment Assessment	234	38		Volumes for Treatment Assessment	390	38

Year: 2022
 Major Road: Gore Highway
 Minor Road: Murlaggan Road
 Speed of Major Road: 100
 Existing Treatment (LT): AUL
 Existing Treatment (RT): CHR

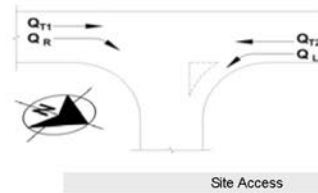
Intersection:
 Year / Peak:

Gore Highway/Murlaggan Road
 2022

Scenarios: Construction

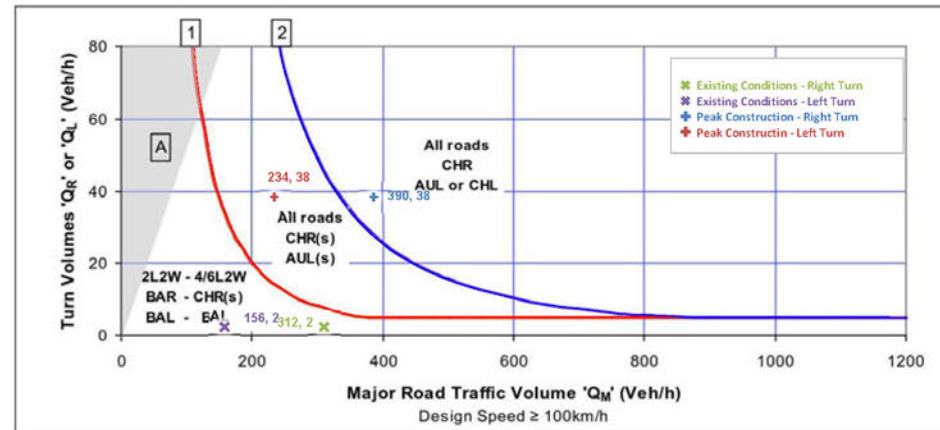
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	312	2
Left	156	2
Peak Construction		
Right	390	38
Left	234	38

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Blackwell Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Blackwell Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Blackwell Road (QR)
	Y	Existing Volumes	149	1	N	Existing Volumes		
		Forecast Volumes without Project (2025)	174	1		Forecast Volumes without Project (2025)		
		Project Traffic	5	19		Project Traffic		
		Volumes for Treatment Assessment	179	20		Volumes for Treatment Assessment		

Year: 2025
 Major Road: Gore Highway
 Minor Road: Blackwell Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

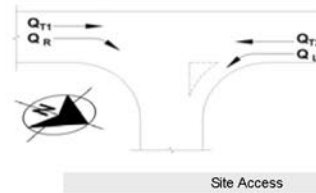
Intersection:
 Year / Peak:

Gore Highway/Blackwell Road
 2025

Scenarios: **Construction**

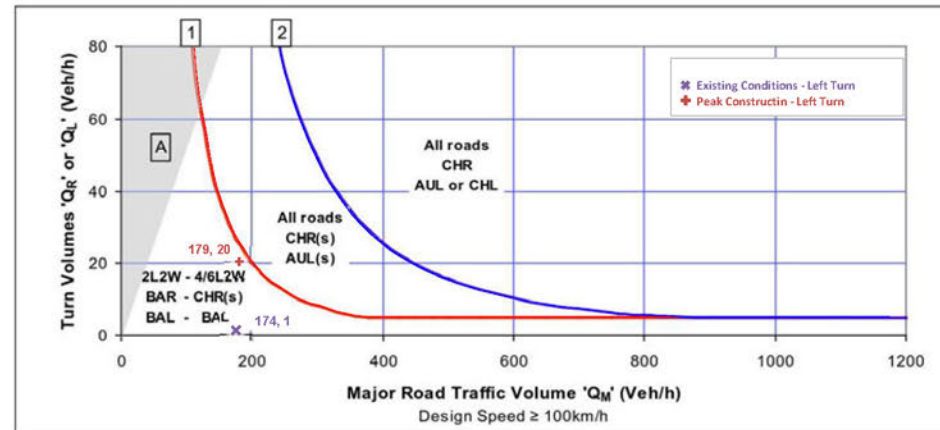
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	NA	NA
Left	174	1
Peak Construction		
Right	NA	NA
Left	179	20

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Yarranlea Road/	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Yarranlea Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Yarranlea Road (QR)
	Y	Existing Volumes	212	1	Y	Existing Volumes	424	1
		Forecast Volumes without Project (2024)	244	1		Forecast Volumes without Project (2024)	487	1
		Project Traffic	78	6		Project Traffic	78	6
		Volumes for Treatment Assessment	322	7		Volumes for Treatment Assessment	565	7

Year: 2024
Major Road: Gore Highway
Minor Road: Yarranlea Road
Speed of Major Road: 100
Existing Treatment (LT): BAL
Existing Treatment (RT): CHR

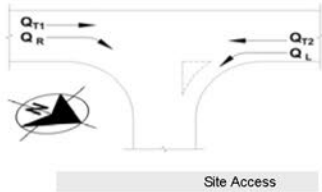
Intersection:
Year / Peak:

Gore Highway/Yarranlea Road/
2024

Scenarios: Construction

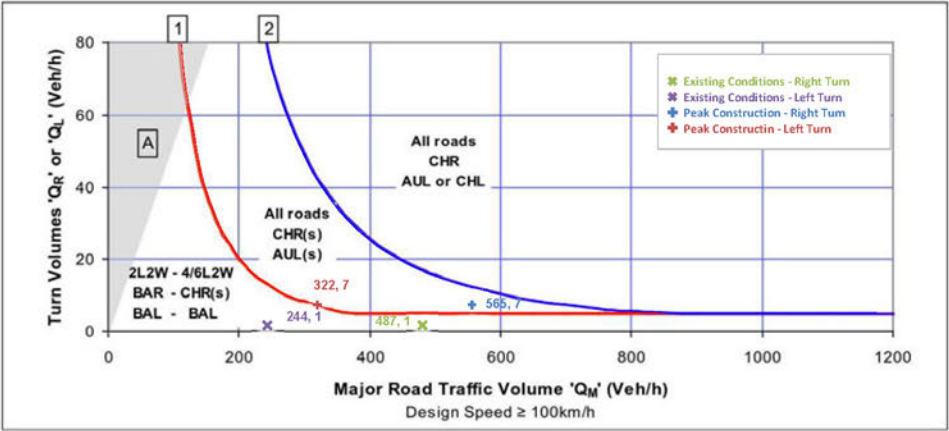
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	487	1
Left	244	1
Peak Construction		
Right	565	7
Left	322	7

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAL	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Tummaville Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Tummaville Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Tummaville Road (QR)
	Y	Existing Volumes	212	4	Y	Existing Volumes	424	4
		Forecast Volumes without Project (2022)	234	4		Forecast Volumes without Project (2022)	468	4
		Project Traffic	78	10		Project Traffic	78	10
		Volumes for Treatment Assessment	312	14		Volumes for Treatment Assessment	546	14

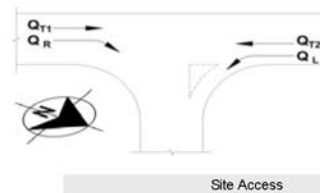
Year: 2022
 Major Road: Gore Highway
 Minor Road: Tummaville Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: Gore Highway/Tummaville Road
 Year / Peak: 2022

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

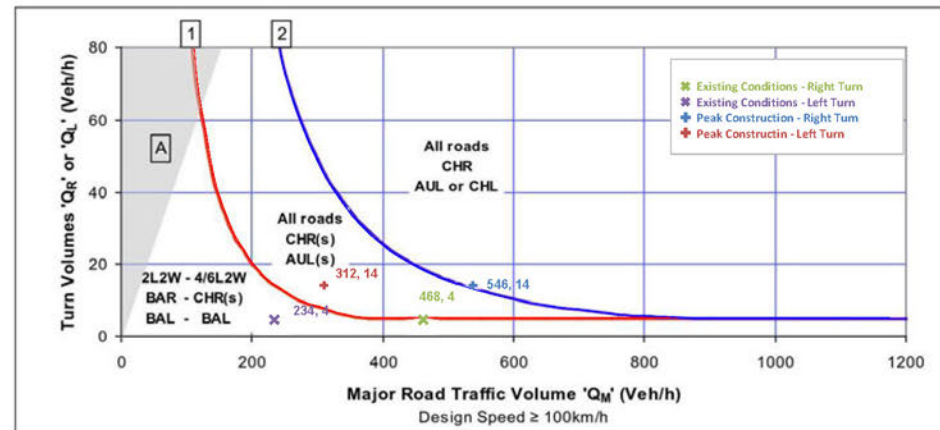
Scenarios: Construction

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	468	4
Left	234	4
Peak Construction		
Right	546	14
Left	312	14

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Millmerran Inglewood Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Millmerran Inglewood Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Millmerran Inglewood Road (QR)
	Y	Existing Volumes		149	13	N	Existing Volumes	
		Forecast Volumes without Project (2023)		167	14		Forecast Volumes without Project (2023)	
		Project Traffic		80	17		Project Traffic	
		Volumes for Treatment Assessment		247	31		Volumes for Treatment Assessment	

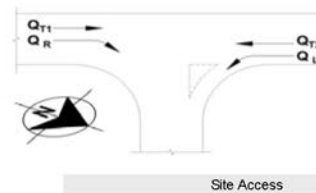
Year: 2023
 Major Road: Gore Highway
 Minor Road: Millmerran Inglewood Road
 Speed of Major Road: 100
 Existing Treatment (LT): CHL
 Existing Treatment (RT): -

Intersection: Gore Highway/Millmerran Inglewood Road
 Year / Peak: 2023

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

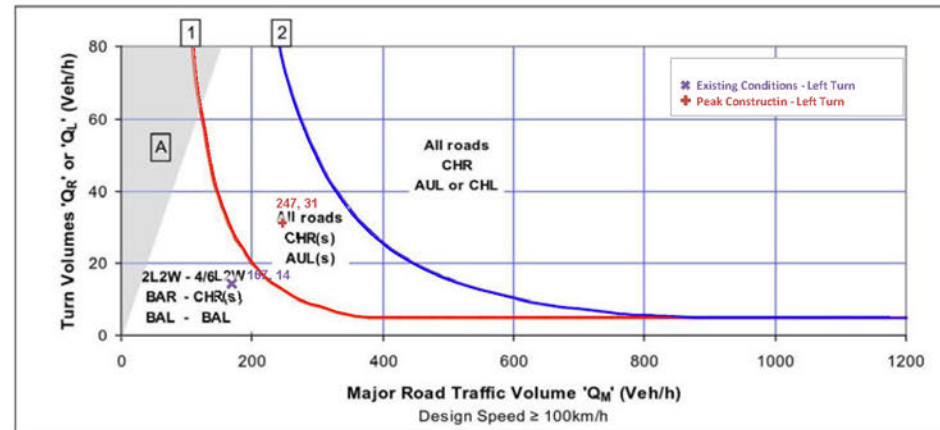
Scenarios: Construction

Splitter Island? No
 Design speed (km/h) 100



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	167	14
Peak Construction		
Right	NA	NA
Left	247	31

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

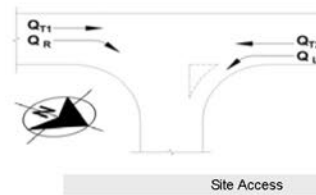
Gore Highway/Lindenmayer Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Lindenmayer Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Lindenmayer Road (QR)
	Y	Existing Volumes	99	150	Y	Existing Volumes	198	150
								169
								9
								178

Year: 2025
 Major Road: Gore Highway
 Minor Road: Lindenmayer Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

struction

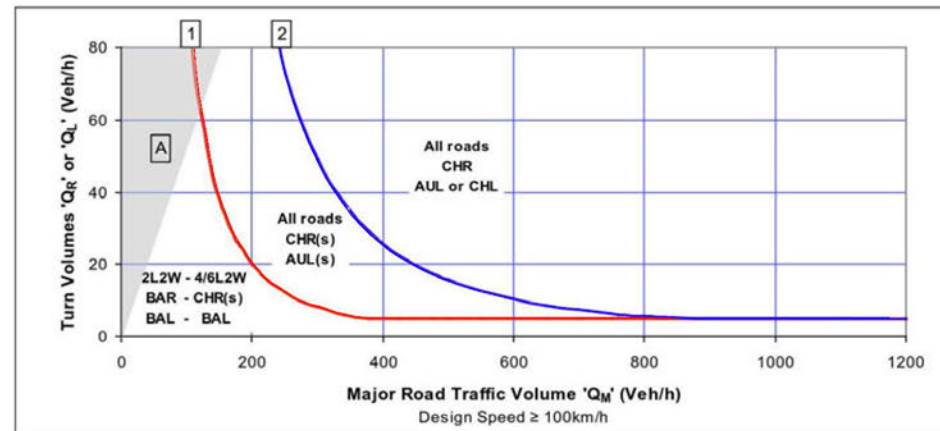
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	232	80
Left	116	80
Peak Construction		
Right	312	80
Left	196	80

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Scrubby Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Scrubby Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Scrubby Road (QR)
	Y	Existing Volumes	212	8	Y	Existing Volumes	424	8
		Forecast Volumes without Project (2022)	234	9		Forecast Volumes without Project (2022)	468	9
		Project Traffic	78	10		Project Traffic	78	10
		Volumes for Treatment Assessment	312	18		Volumes for Treatment Assessment	546	18

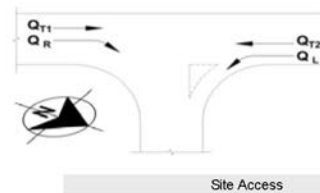
Year: 2022
 Major Road: Gore Highway
 Minor Road: Scrubby Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: Gore Highway/Scrubby Road
 Year / Peak: 2022

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

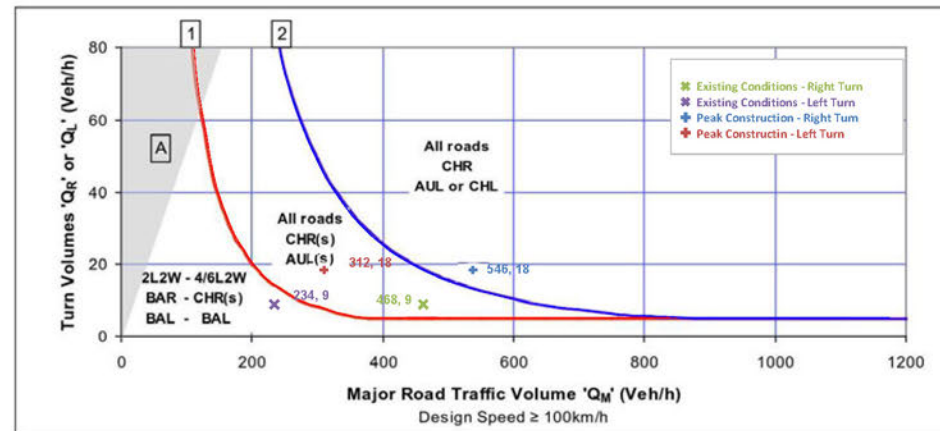
Scenarios: Construction

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	468	9
Left	234	9
Peak Construction		
Right	546	18
Left	312	18

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Linthorpe Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Linthorpe Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Linthorpe Road (QR)
	Y	Existing Volumes	212	7	Y	Existing Volumes	424	7
		Forecast Volumes without Project (2022)	234	8		Forecast Volumes without Project (2022)	468	8
		Project Traffic	92	23		Project Traffic	92	23
		Volumes for Treatment Assessment	326	31		Volumes for Treatment Assessment	561	31

Year: 2022
 Major Road: Gore Highway
 Minor Road: Linthorpe Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

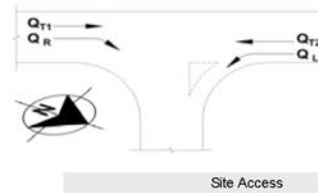
Intersection:
 Year / Peak:

Gore Highway/Linthorpe Road
 2022

Scenarios: **Construction**

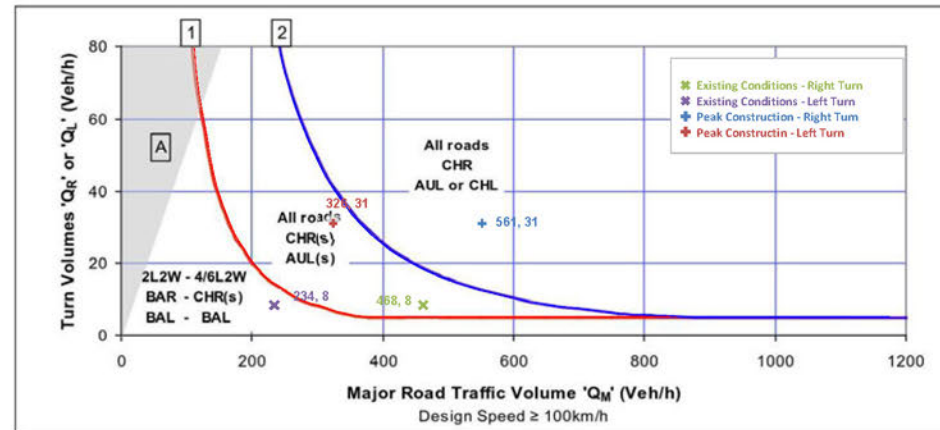
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	468	8
Left	234	8
Peak Construction		
Right	561	31
Left	326	31

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Geitz Road	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Geitz Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Geitz Road (QR)
	Y	Existing Volumes	362	30	Y	Existing Volumes	723	30
		Forecast Volumes without Project (2022)	399	32		Forecast Volumes without Project (2022)	798	32
		Project Traffic	92	14		Project Traffic	92	14
		Volumes for Treatment Assessment	492	46		Volumes for Treatment Assessment	891	46

Year: 2022
 Major Road: Gore Highway
 Minor Road: Geitz Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

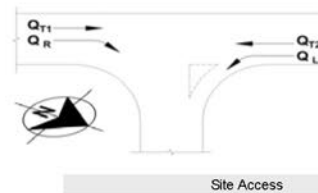
Intersection:
 Year / Peak:

Gore Highway/Geitz Road
 2022

Scenarios: **Construction**

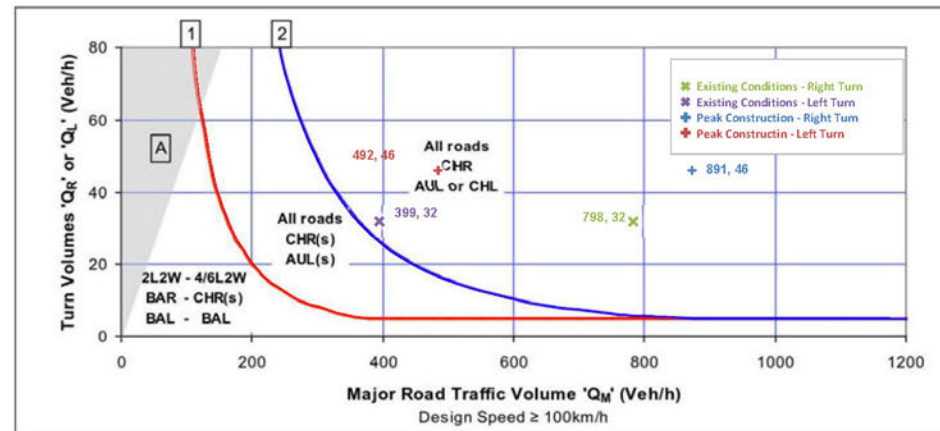
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	798	32
Left	399	32
Peak Construction		
Right	891	46
Left	492	46

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Bushy Lane West	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Bushy Lane West (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Bushy Lane West (QR)
	Y	Existing Volumes	241	30	Y	Existing Volumes	482	30
		Forecast Volumes without Project (2024)	277	33		Forecast Volumes without Project (2024)	554	33
		Project Traffic	92	8		Project Traffic	92	8
		Volumes for Treatment Assessment	369	41		Volumes for Treatment Assessment	646	41

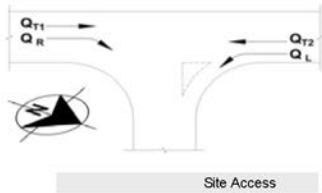
Year: 2024
Major Road: Gore Highway
Minor Road: Bushy Lane West
Speed of Major Road: 100
Existing Treatment (LT): BAL
Existing Treatment (RT): BAR

Intersection: Gore Highway/Bushy Lane West
Year / Peak: 2024

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

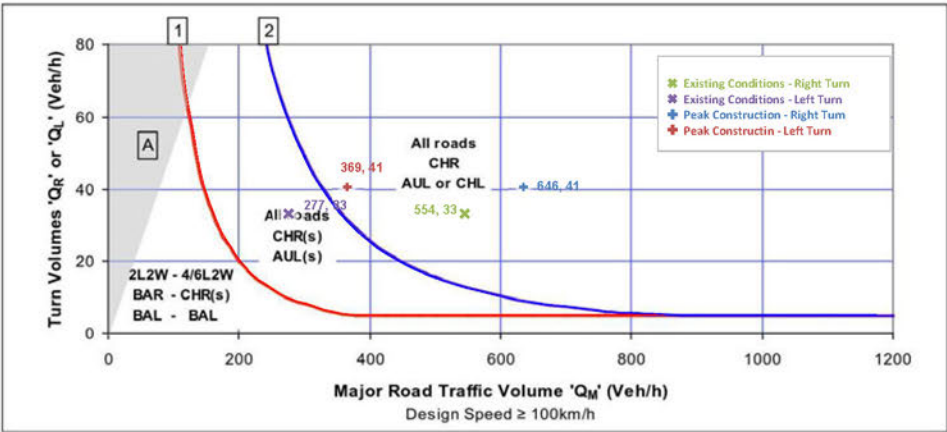
Scenarios: Construction

Splitter Island? No
Design speed (km/h) 100



Graph	QM	QR/QL
Existing Conditions		
Right	554	33
Left	277	33
Peak Construction		
Right	646	41
Left	369	41

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Unnamed Road 1	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Unnamed Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Unnamed Road (QR)
	Y	Existing Volumes	99	150	N	Existing Volumes		
		Forecast Volumes without Project (2022)	109	159		Forecast Volumes without Project (2022)		
		Project Traffic	108	106		Project Traffic		
		Volumes for Treatment Assessment	218	265		Volumes for Treatment Assessment		

Year: 2022
 Major Road: Gore Highway
 Minor Road: Unnamed Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

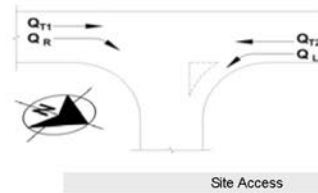
Intersection:
 Year / Peak:

Gore Highway/Unnamed Road 1
 2022

Scenarios: Construction

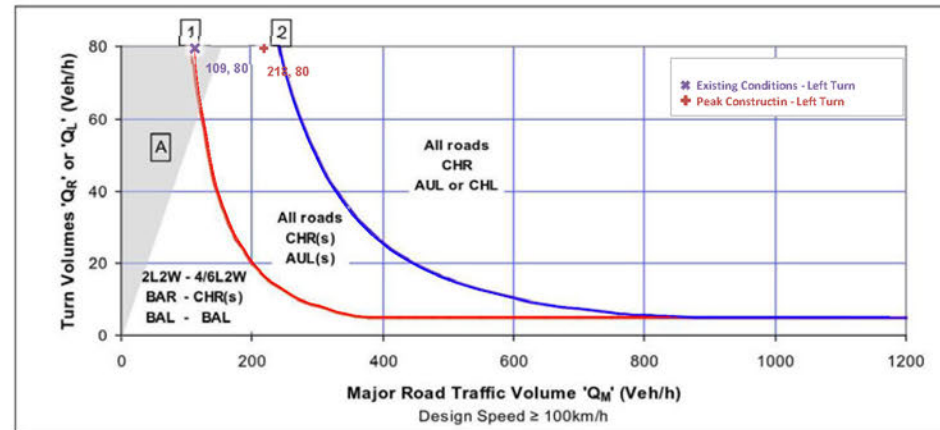
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	109	80
Peak Construction		
Right	NA	NA
Left	218	80

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Gore Highway/Unnamed Road 2	LT?	Scenario	Gore Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Unnamed Road (QL)	RT?	Scenario	Gore Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Unnamed Road (QR)
	N	Existing Volumes			Y	Existing Volumes	482	30
		Forecast Volumes without Project (2022)				Forecast Volumes without Project (2022)	532	32
		Project Traffic				Project Traffic	92	7
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	625	39

Year: 2022
 Major Road: Gore Highway
 Minor Road: Unnamed Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

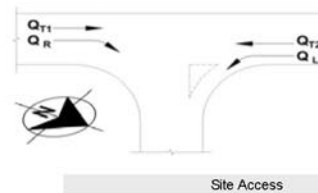
Intersection:
 Year / Peak:

Gore Highway/Unnamed Road 2
 2022

Scenarios: **Construction**

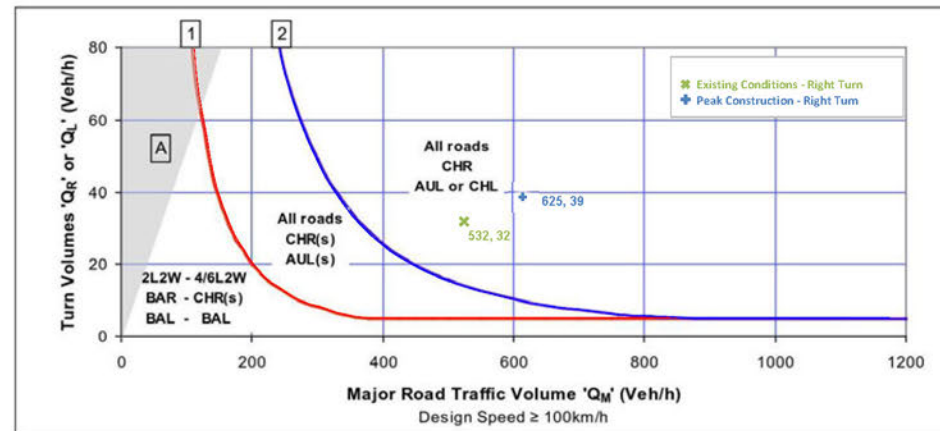
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	532	32
Left	NA	NA
Peak Construction		
Right	625	39
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Forestry Road/Unnamed Road	LT?	Scenario	Forestry Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Unnamed Road (QL)	RT?	Scenario	Forestry Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Unnamed Road (QR)
	N	Existing Volumes			Y	Existing Volumes	120	30
		Forecast Volumes without Project (2022)				Forecast Volumes without Project (2022)	127	32
		Project Traffic				Project Traffic	10	10
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	137	42

Year: 2022
 Major Road: Forestry Road
 Minor Road: Unnamed Road
 Speed of Major Road: 70
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

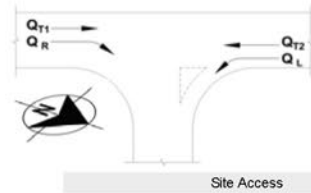
Intersection:
 Year / Peak:

Forestry Road/Unnamed Road
 2022

Scenarios: Construction

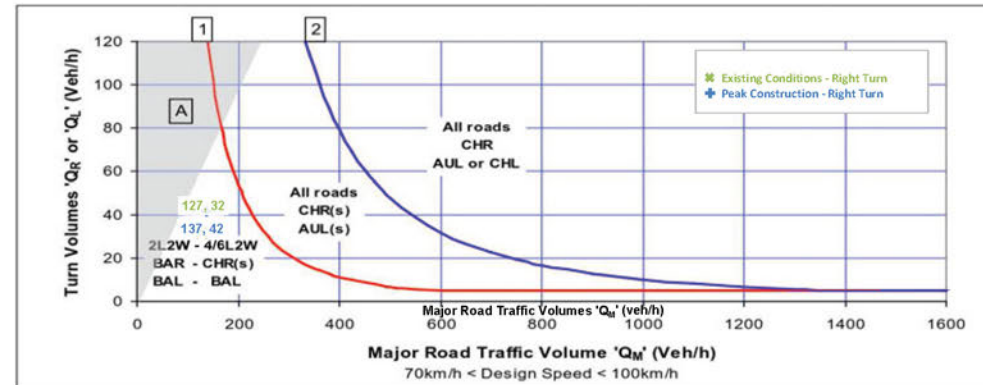
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	127	32
Left	NA	NA
Peak Construction		
Right	137	42
Left	NA	NA

(b)



Recommended treatments:

Right Turn	BAR
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Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Tummaville Road/Unnamed Road	LT?	Scenario	Tummaville Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Unnamed Road (QL)	RT?	Scenario	Tummaville Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Unnamed Road (QR)
	Y	Existing Volumes		30	N	Existing Volumes		
		Forecast Volumes without Project (2022)	9	32		Forecast Volumes without Project (2022)		
		Project Traffic	10	10		Project Traffic		
		Volumes for Treatment Assessment	18	41		Volumes for Treatment Assessment		

Year: 2022
 Major Road: Tummaville Road
 Minor Road: Unnamed Road
 Speed of Major Road: 70
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

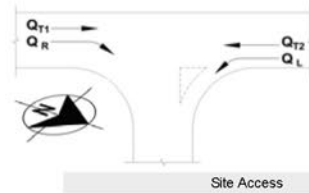
Intersection:
 Year / Peak:

Tummaville Road/Unnamed Road
 2022

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

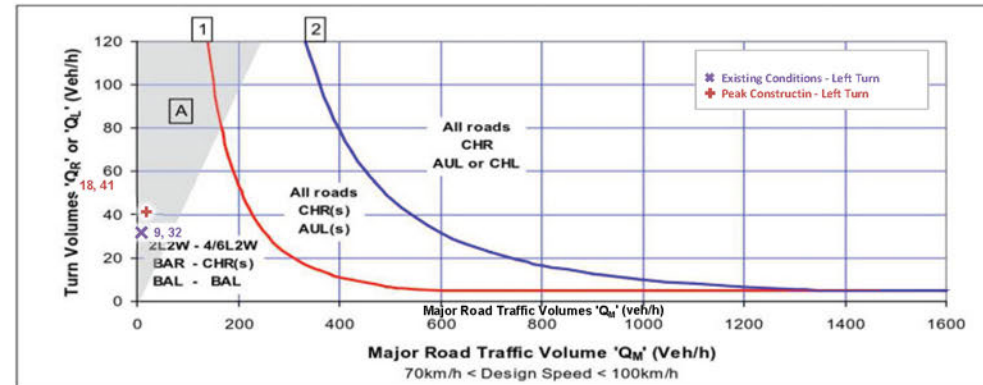
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	9	32
Peak Construction		
Right	NA	NA
Left	18	41

(b)



Recommended treatments:

Left Turn	BAL
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Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Forestry Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Forestry Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Forestry Road (QR)
	Y	Existing Volumes	74	30	N	Existing Volumes		
		Forecast Volumes without Project (2022)	82	32		Forecast Volumes without Project (2022)		
		Project Traffic	21	10		Project Traffic		
		Volumes for Treatment Assessment	103	42		Volumes for Treatment Assessment		

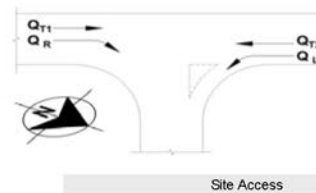
Year: 2022
 Major Road: Millmerran Inglewood Road
 Minor Road: Forestry Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

Intersection: **Millmerran Inglewood Road/Forestry Road**
 Year / Peak: **2022**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

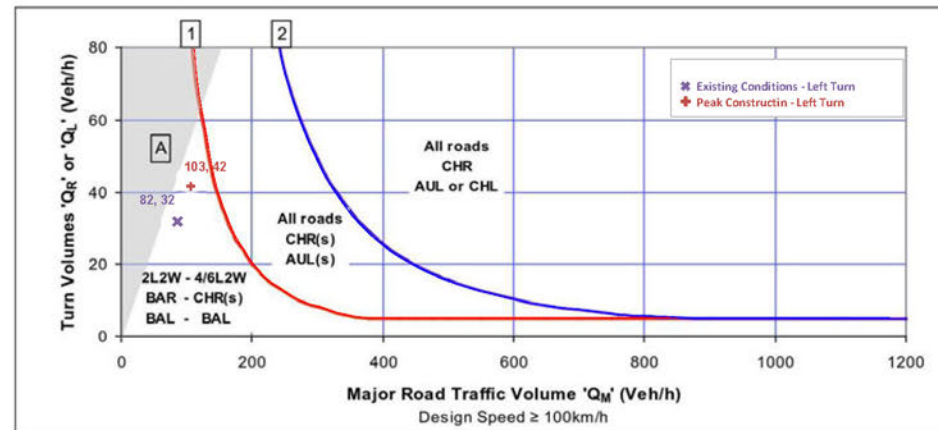
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	82	32
Peak Construction		
Right	NA	NA
Left	103	42

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Paton Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Paton Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Paton Road (QR)
	Y	Existing Volumes	74	30	N	Existing Volumes		
		Forecast Volumes without Project (2025)	87	34		Forecast Volumes without Project (2025)		
		Project Traffic	56	10		Project Traffic		
		Volumes for Treatment Assessment	144	44		Volumes for Treatment Assessment		

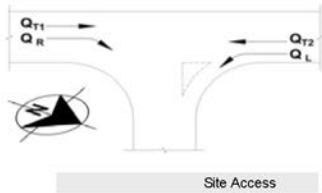
Year: 2025
Major Road: Millmerran Inglewood Road
Minor Road: Paton Road
Speed of Major Road: 100
Existing Treatment (LT): BAL
Existing Treatment (RT): -

Intersection: Millmerran Inglewood Road/Paton Road
Year / Peak: 2025

Scenarios: Construction

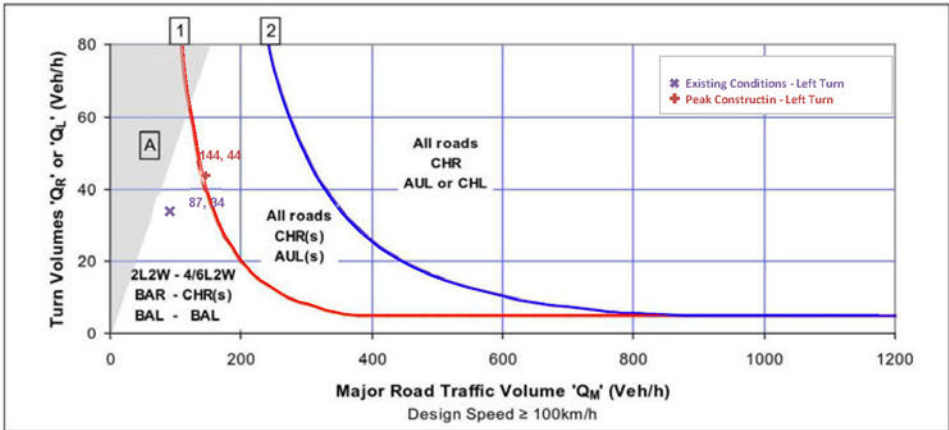
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	87	34
Peak Construction		
Right	NA	NA
Left	144	44

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Milwood Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Millwood Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Millwood Road (QR)
	Y	Existing Volumes	74	1	Y	Existing Volumes	149	1
		Forecast Volumes without Project (2023)	84	1		Forecast Volumes without Project (2023)	168	1
		Project Traffic	56	21		Project Traffic	56	21
		Volumes for Treatment Assessment	140	22		Volumes for Treatment Assessment	224	22

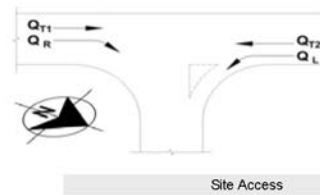
Year: 2023
 Major Road: Millmerran Inglewood Road
 Minor Road: Milwood Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: **Millmerran Inglewood Road/Milwood Road**
 Year / Peak: **2023**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

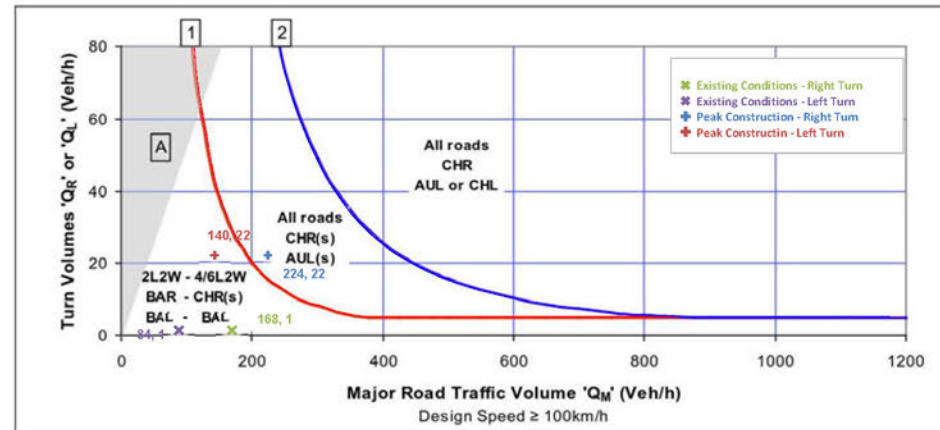
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	168	1
Left	84	1
Peak Construction		
Right	224	22
Left	140	22

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millwood Road/Kooroongarra Road	LT?	Scenario	Millwood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Kooroongarra Road (QL)	RT?	Scenario	Millwood Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Kooroongarra Road (QR)
	Y	Existing Volumes			N	Existing Volumes		
		Forecast Volumes without Project (2022)	2	3		Forecast Volumes without Project (2022)		
		Project Traffic	21	22		Project Traffic		
		Volumes for Treatment Assessment	23	26		Volumes for Treatment Assessment		

Year: 2022
 Major Road: Millwood Road
 Minor Road: Kooroongarra Road
 Speed of Major Road: 70
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

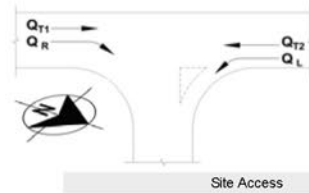
Intersection:
 Year / Peak:

Millwood Road/Kooroongarra Road
 2022

Scenarios: **Construction**

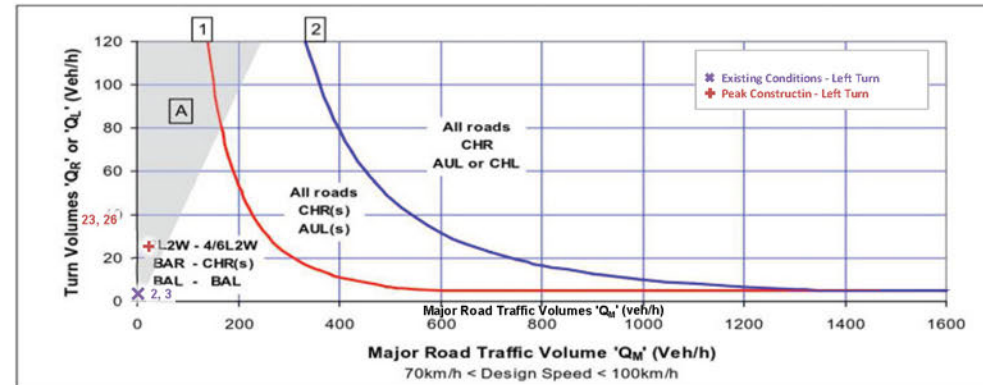
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	2	3
Peak Construction		
Right	NA	NA
Left	23	26

(b)



Recommended treatments:

Left Turn	BAL
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Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Blackwell Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Blackwell Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Blackwell Road (QR)
	Y	Existing Volumes	25	1	Y	Existing Volumes	50	1
		Forecast Volumes without Project (2025)	29	1		Forecast Volumes without Project (2025)	59	1
		Project Traffic	73	19		Project Traffic	73	19
		Volumes for Treatment Assessment	102	20		Volumes for Treatment Assessment	132	20

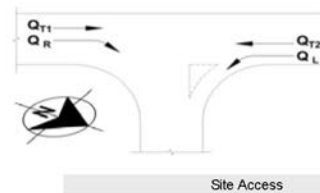
Year: 2025
 Major Road: Millmerran Inglewood Road
 Minor Road: Blackwell Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): BAR

Intersection: **Millmerran Inglewood Road/Blackwell Road**
 Year / Peak: **2025**

Scenarios: **Construction**

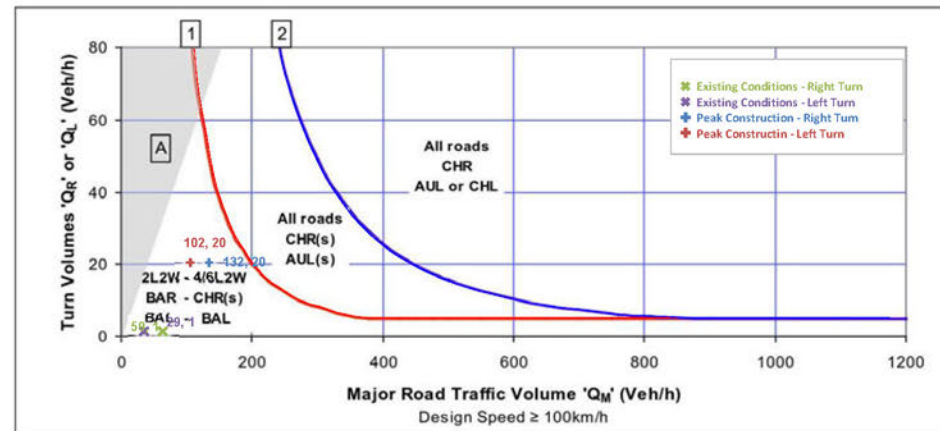
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	59	1
Left	29	1
Peak Construction		
Right	132	20
Left	102	20

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Kooroongarra Road1	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Kooroongarra Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Kooroongarra Road (QR)
	N	Existing Volumes			Y	Existing Volumes	149	3
		Forecast Volumes without Project (2022)				Forecast Volumes without Project (2022)	164	3
		Project Traffic				Project Traffic	56	11
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	221	14

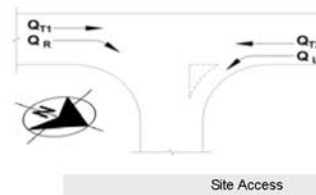
Year: 2022
 Major Road: Millmerran Inglewood Road
 Minor Road: Kooroongarra Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

Intersection: **Millmerran Inglewood Road/Kooroongarra Road1**
 Year / Peak: **2022**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

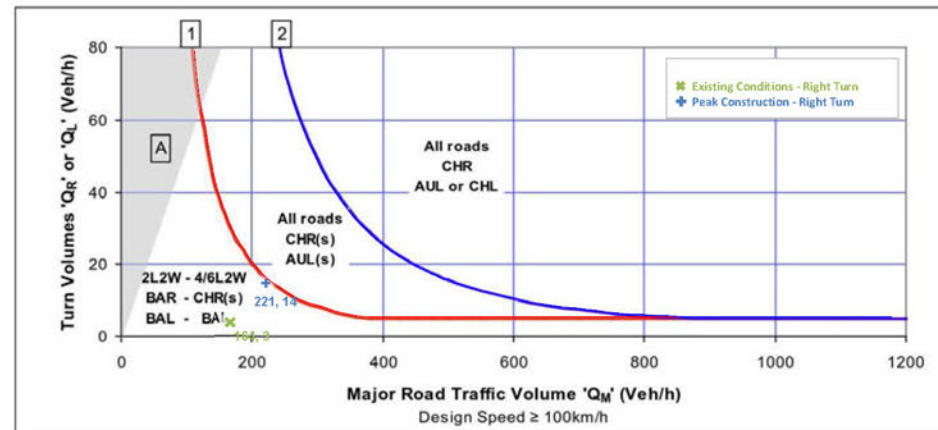
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	164	3
Left	NA	NA
Peak Construction		
Right	221	14
Left	NA	NA

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road//Kooroongarra Road2	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Kooroongarra Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Kooroongarra Road (QR)
	Y	Existing Volumes	74	3	N	Existing Volumes		
		Forecast Volumes without Project (2022)	82	3		Forecast Volumes without Project (2022)		
		Project Traffic	56	22		Project Traffic		
		Volumes for Treatment Assessment	138	26		Volumes for Treatment Assessment		

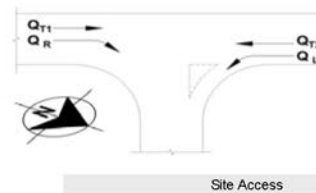
Year: 2022
 Major Road: Millmerran Inglewood Road
 Minor Road: Kooroongarra Road
 Speed of Major Road: 100
 Existing Treatment (LT): BAL
 Existing Treatment (RT): -

Intersection: **Millmerran Inglewood Road//Kooroongarra Road2**
 Year / Peak: **2022**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

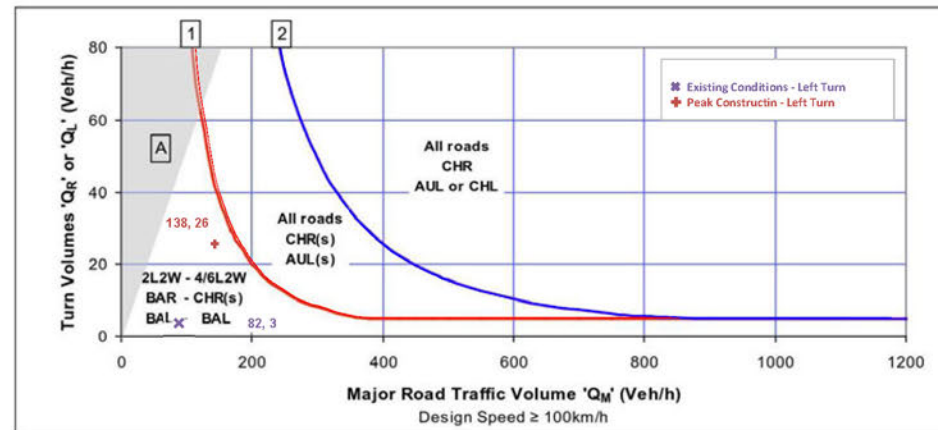
Scenarios: **Construction**

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	82	3
Peak Construction		
Right	NA	NA
Left	138	26

(a)



Recommended treatments:

Left Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Campbell Street	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Campbell Street (TRC) (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Campbell Street (TRC) (QR)
	Y	Existing Volumes	25	33	Y	Existing Volumes	50	33
		Forecast Volumes without Project (2025)	29	42		Forecast Volumes without Project (2025)	59	42
		Project Traffic	73	43		Project Traffic	73	43
		Volumes for Treatment Assessment	102	85		Volumes for Treatment Assessment	132	85

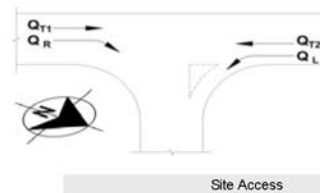
Year: 2025
 Major Road: Millmerran Inglewood Road
 Minor Road: Campbell Street (TRC)
 Speed of Major Road: 100
 Existing Treatment (LT): AUL
 Existing Treatment (RT): CHR

Intersection: **Millmerran Inglewood Road/Campbell Street**
 Year / Peak: **2025**

Scenarios: **Construction**

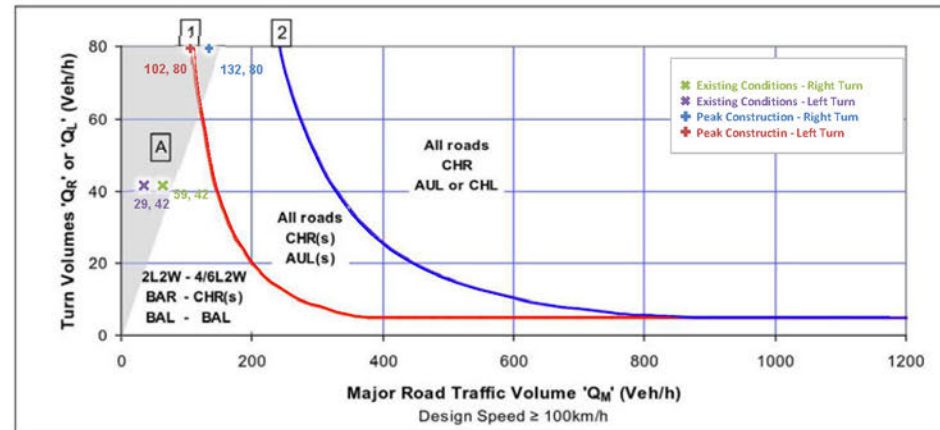
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	59	42
Left	29	42
Peak Construction		
Right	132	80
Left	102	80

(a)



Recommended treatments:

Right Turn	#REF!
Left Turn	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Millmerran Inglewood Road/Commodore Peak Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Commodore Peak Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Commodore Peak Road (QR)
	N	Existing Volumes			Y	Existing Volumes	149	1
		Forecast Volumes without Project (2022)				Forecast Volumes without Project (2022)	164	1
		Project Traffic				Project Traffic	56	11
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	221	12

Year: 2022
 Major Road: Millmerran Inglewood Road
 Minor Road: Commodore Peak Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

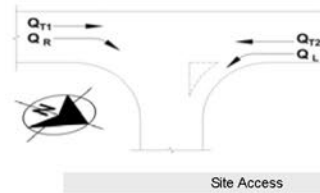
Intersection:
 Year / Peak:

Millmerran Inglewood Road/Commodore Peak Road
 2022

Scenarios: Construction

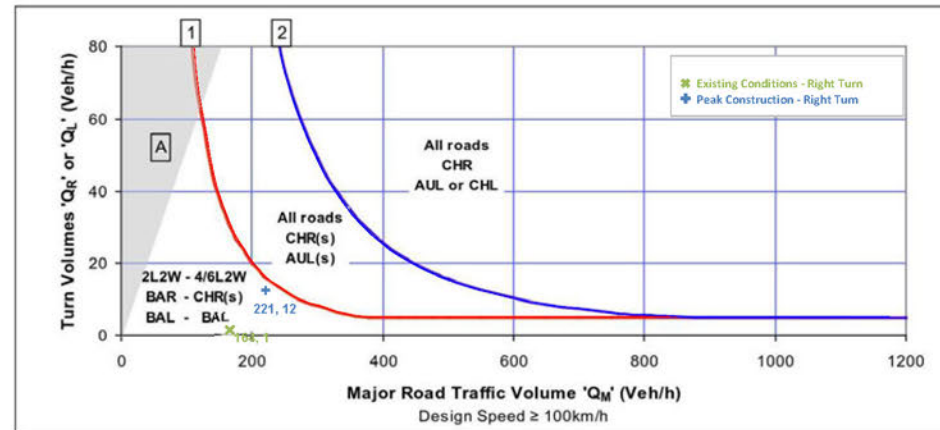
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	164	1
Left	NA	NA
Peak Construction		
Right	221	12
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

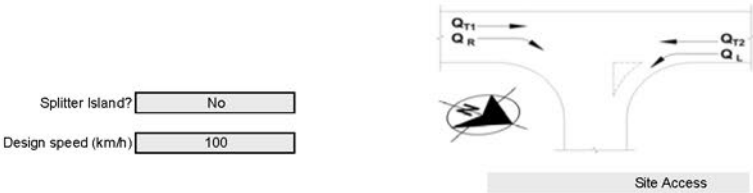
Millmerran Inglewood Road/Owens Scrub Road	LT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Owens Scrub Road (QL)	RT?	Scenario	Millmerran Inglewood Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Owens Scrub Road (QR)
	N	Existing Volumes			Y	Existing Volumes	50	5
		Forecast Volumes without Project (2025)				Forecast Volumes without Project (2025)	59	6
		Project Traffic				Project Traffic	17	6
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	76	12

Year: 2025
Major Road: Millmerran Inglewood Road
Minor Road: Owens Scrub Road
Speed of Major Road: 100
Existing Treatment (LT): -
Existing Treatment (RT): BAR

Intersection: Millmerran Inglewood Road/Owens Scrub Road
Year / Peak: 2025

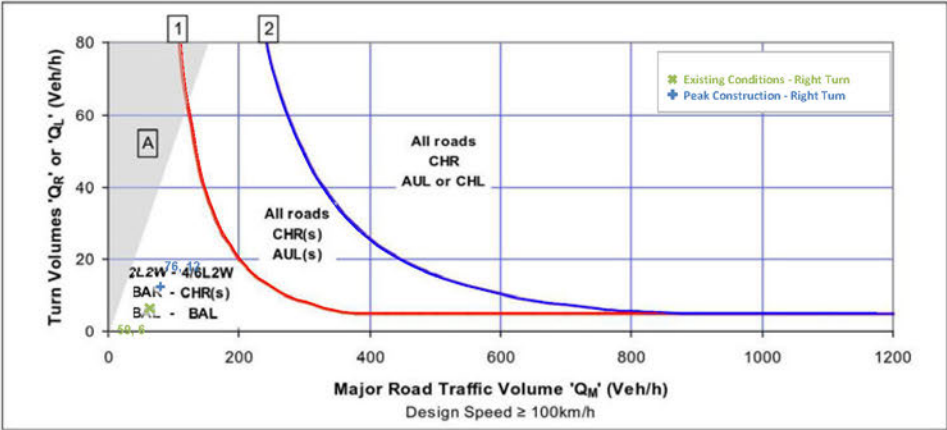
Scenarios: Construction

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.



Graph	Q_M	Q_R/Q_L
Existing Conditions		
Right	59	6
Left	NA	NA
Peak Construction		
Right	76	12
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Toowoomba Cecil Plains Road/Wellcamp Westbrook Road	LT?	Scenario	Toowoomba Cecil Plains Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Wellcamp Westbrook Road (QL)	RT?	Scenario	Toowoomba Cecil Plains Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Wellcamp Westbrook Road (QR)
	N	Existing Volumes			Y	Existing Volumes	821	27
		Forecast Volumes without Project (2021)				Forecast Volumes without Project (2021)	888	29
		Project Traffic				Project Traffic	11	6
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	899	35

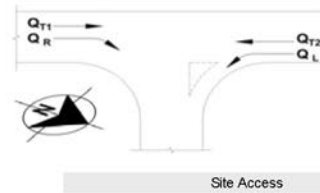
Year: 2021
 Major Road: Toowoomba Cecil Plains Road
 Minor Road: Wellcamp Westbrook Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

Intersection: Toowoomba Cecil Plains Road/Wellcamp Westbrook Road
 Year / Peak: 2021

Scenarios: Construction

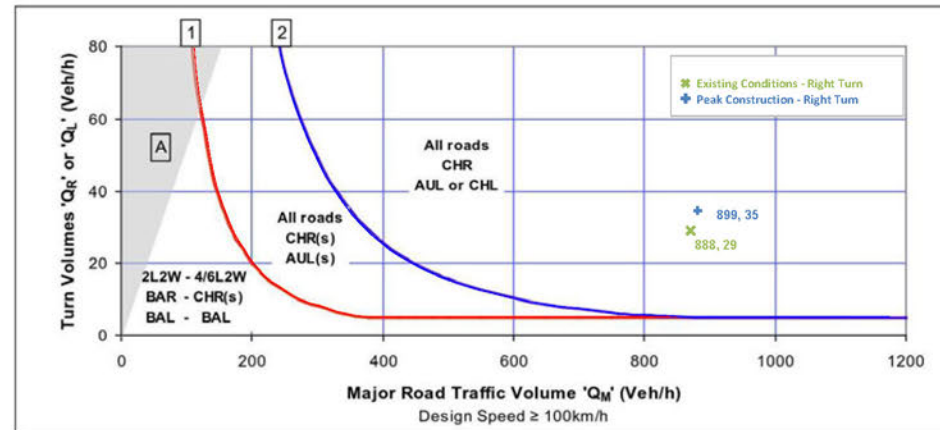
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	888	29
Left	NA	NA
Peak Construction		
Right	899	35
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Toowoomba Cecil Plains Road/Omara Road	LT?	Scenario	Toowoomba Cecil Plains Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Omara Road (QL)	RT?	Scenario	Toowoomba Cecil Plains Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Omara Road (QR)
	N	Existing Volumes			Y	Existing Volumes	821	127
		Forecast Volumes without Project (2024)				Forecast Volumes without Project (2024)	943	143
		Project Traffic				Project Traffic	11	5
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	954	148

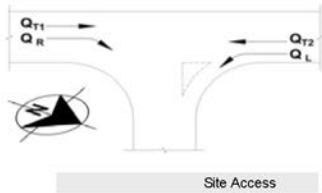
Year: 2024
Major Road: Toowoomba Cecil Plains Road
Minor Road: Omara Road
Speed of Major Road: 100
Existing Treatment (LT): -
Existing Treatment (RT): CHR

Intersection: Toowoomba Cecil Plains Road/Omara Road
Year / Peak: 2024

Scenarios: Construction

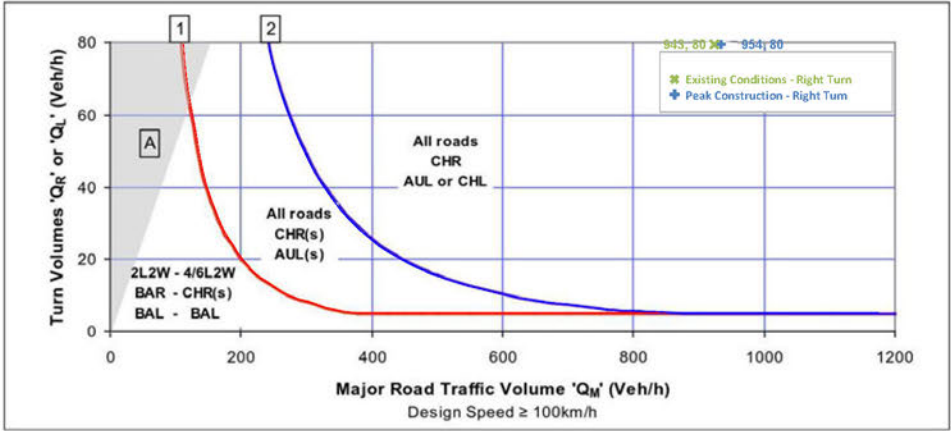
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q_M	Q_R/Q_L
Existing Conditions		
Right	943	80
Left	NA	NA
Peak Construction		
Right	954	80
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Toowoomba Cecil Plains Road/Brimblecombe Road	LT?	Scenario	Toowoomba Cecil Plains Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Brimblecombe Rd (QL)	RT?	Scenario	Toowoomba Cecil Plains Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Brimblecombe Rd (QR)
	N	Existing Volumes			Y	Existing Volumes	438	4
		Forecast Volumes without Project (2024)				Forecast Volumes without Project (2024)	503	5
		Project Traffic				Project Traffic	16	7
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	518	12

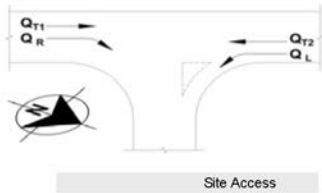
Year: 2024
Major Road: Toowoomba Cecil Plains Road
Minor Road: Brimblecombe Rd
Speed of Major Road: 100
Existing Treatment (LT): -
Existing Treatment (RT): BAR

Intersection: Toowoomba Cecil Plains Road/Brimblecombe Road
Year / Peak: 2024

Scenarios: Construction

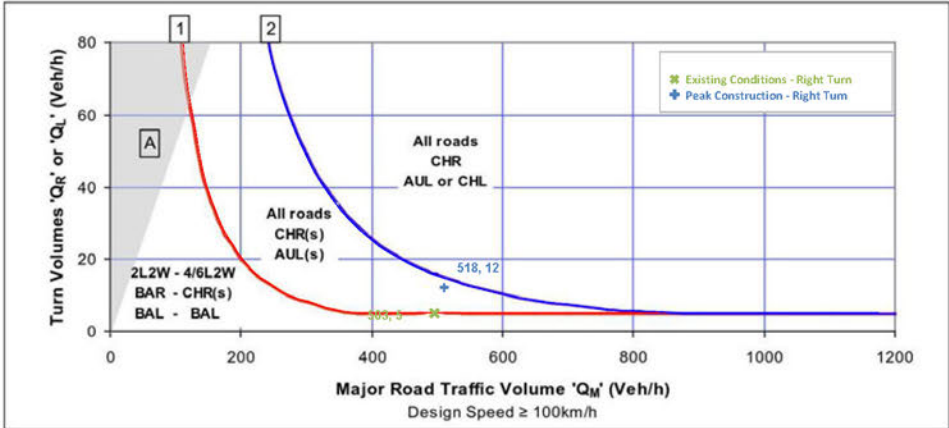
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q_M	Q_R/Q_L
Existing Conditions		
Right	503	5
Left	NA	NA
Peak Construction		
Right	518	12
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Warrego Highway/Leesons Road	LT?	Scenario	Warrego Highway peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Leesons Road (QL)	RT?	Scenario	Warrego Highway peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into Leesons Road (QR)
	N	Existing Volumes			Y	Existing Volumes	2170	3
		Forecast Volumes without Project (2024)				Forecast Volumes without Project (2024)	2493	3
		Project Traffic				Project Traffic	44	12
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	2537	15

Year: 2024
Major Road: Warrego Highway
Minor Road: Leesons Road
Speed of Major Road: 100
Existing Treatment (LT): -
Existing Treatment (RT): CHR

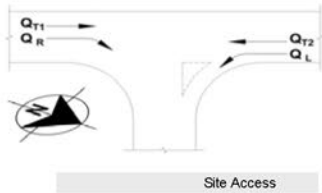
Intersection:
Year / Peak:

Warrego Highway/Leesons Road
2024

Scenarios: Construction

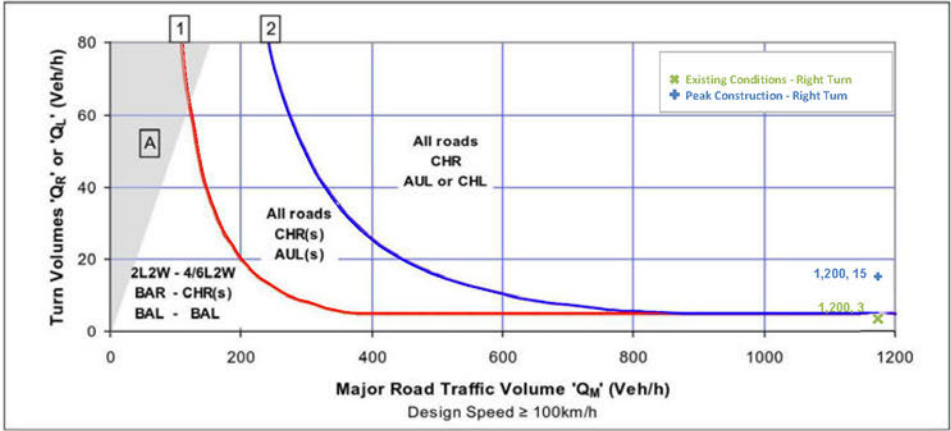
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	1,200	3
Left	NA	NA
Peak Construction		
Right	1,200	15
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Greenwattle Street/Alderley Street	LT?	Scenario	Greenwattle Street peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Alderley Street (QL)	RT?	Scenario	Greenwattle Street peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Alderley Street (QR)
	N	Existing Volumes			Y	Existing Volumes	723	234
		Forecast Volumes without Project (2023)				Forecast Volumes without Project (2023)	881	279
		Project Traffic				Project Traffic	5	5
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	886	285

Year: 2023
 Major Road: Greenwattle Street
 Minor Road: Alderley Street
 Speed of Major Road: 50
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

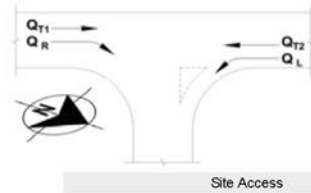
Intersection:
 Year / Peak:

Greenwattle Street/Alderley Street
 2023

Scenarios: **Construction**

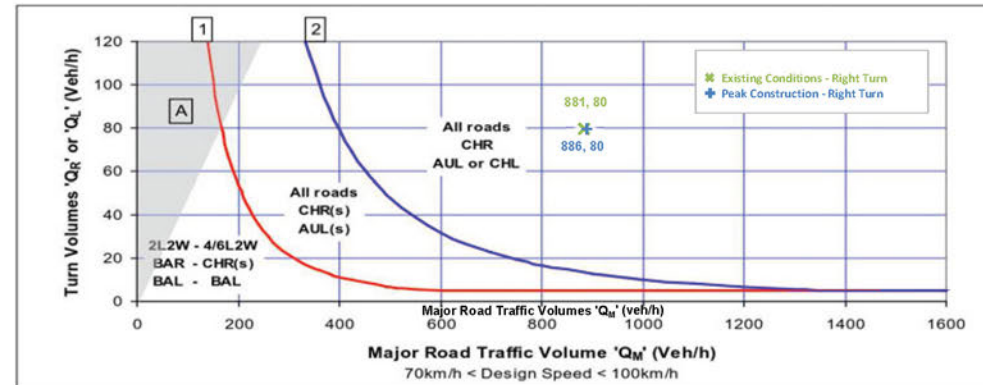
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	881	80
Left	NA	NA
Peak Construction		
Right	886	80
Left	NA	NA

(b)



Recommended treatments:

Right Turn	CHR
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Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Bunkers Hill School Road/Blackwell Road	LT?	Scenario	Bunkers Hill School Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Blackwell Road (QL)	RT?	Scenario	Bunkers Hill School Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Blackwell Road (QR)
	Y	Existing Volumes	39	1	N	Existing Volumes		
		Forecast Volumes without Project (2025)	46	1		Forecast Volumes without Project (2025)		
		Project Traffic	0	19		Project Traffic		
		Volumes for Treatment Assessment	46	20		Volumes for Treatment Assessment		

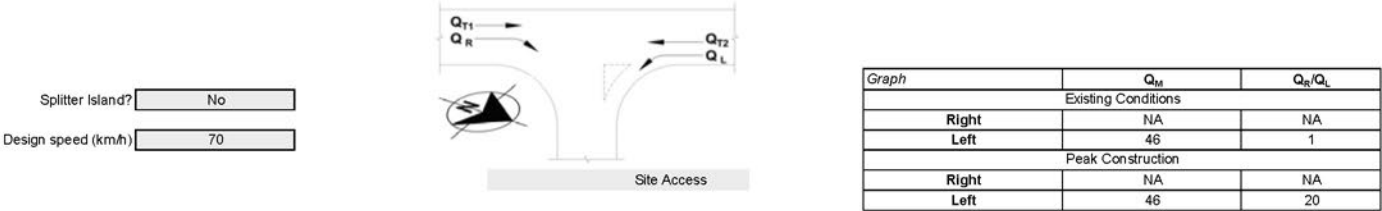
Year: 2025
Major Road: Bunkers Hill School Road
Minor Road: Blackwell Road
Speed of Major Road: 70
Existing Treatment (LT): BAL
Existing Treatment (RT): -

Intersection:
Year / Peak:

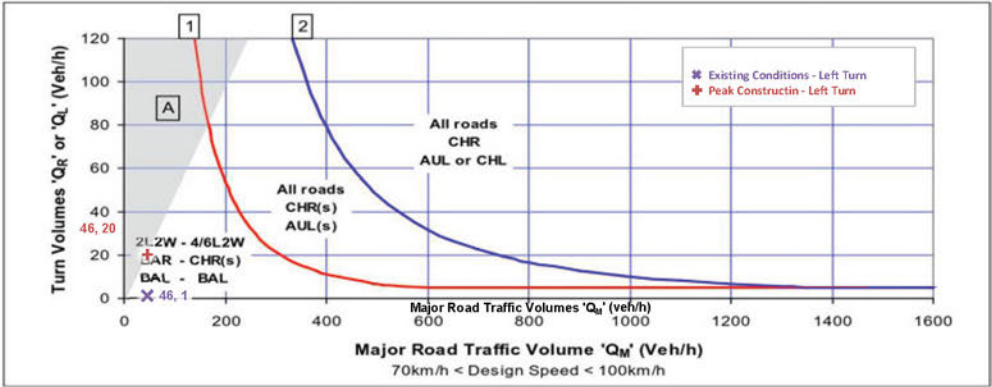
Bunkers Hill School Road/Blackwell Road
2025

Scenarios: Construction

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.



(b)



Recommended treatments:

Left Turn	BAL
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Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Drayton Wellcamp Road/Wellcamp Westbrook Road	LT?	Scenario	Wellcamp Westbrook Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into Drayton Wellcamp Road (QL)	RT?	Scenario	Wellcamp Westbrook Road peak hour volume (QM for Right Turn Movement)	Peak hour left turn volume into Drayton Wellcamp Road (QR)
	Y	Existing Volumes	54	81	N	Existing Volumes		
		Forecast Volumes without Project (2024)	62	97		Forecast Volumes without Project (2024)		
		Project Traffic	0	6		Project Traffic		
		Volumes for Treatment Assessment	62	103		Volumes for Treatment Assessment		

Year: 2024
Major Road: Wellcamp Westbrook Road
Minor Road: Drayton Wellcamp Road
Speed of Major Road: 50
Existing Treatment (LT): BAL
Existing Treatment (RT): -

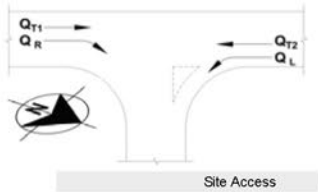
Intersection:
Year / Peak:

Drayton Wellcamp Road/Wellcamp Westbrook Road
2024

Scenarios: Construction

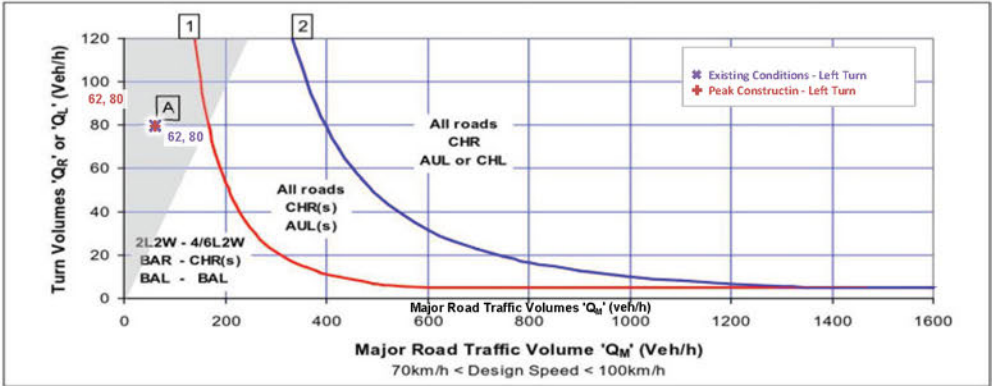
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
Design speed (km/h)



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	NA	NA
Left	62	80
Peak Construction		
Right	NA	NA
Left	62	80

(b)



Recommended treatments:

Left Turn	BAL
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Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

North Star/North Star Road	LT?	Scenario	North Star Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into North Star Road (QL)	RT?	Scenario	North Star Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into North Star Road (QR)
	N	Existing Volumes			Y	Existing Volumes	41	10
		Forecast Volumes without Project (2023)				Forecast Volumes without Project (2023)	46	11
		Project Traffic				Project Traffic	13	11
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	59	23

Year: 2023
Major Road: North Star Road
Minor Road: North Star Road
Speed of Major Road: 100
Existing Treatment (LT): -
Existing Treatment (RT): BAR

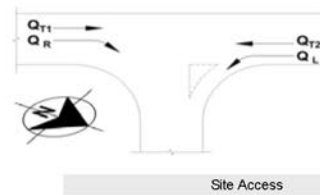
Intersection:
Year / Peak:

North Star/North Star Road
2023

Scenarios: Construction

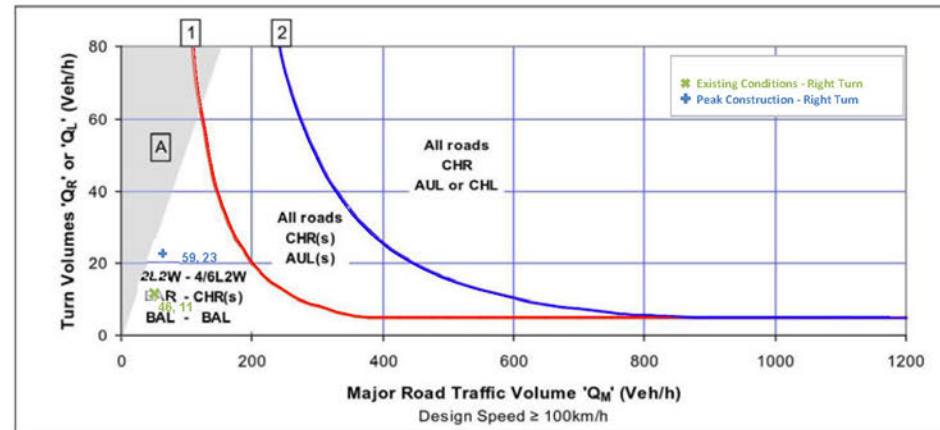
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	46	11
Left	NA	NA
Peak Construction		
Right	59	23
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

North Star Road/Edwards Street	LT?	Scenario	North Star Road peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into North Star Road (QL)	RT?	Scenario	North Star Road peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into North Star Road (QR)
	N	Existing Volumes			Y	Existing Volumes	41	10
		Forecast Volumes without Project (2023)				Forecast Volumes without Project (2023)	46	11
		Project Traffic				Project Traffic	0	11
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	46	23

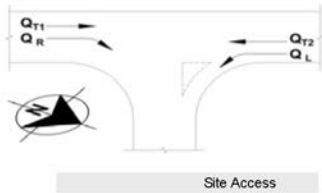
Year: 2023
Major Road: North Star Road
Minor Road: North Star Road
Speed of Major Road: 100
Existing Treatment (LT): -
Existing Treatment (RT): BAR

Intersection: North Star Road/Edwards Street
Year / Peak: 2023

Scenarios: Construction

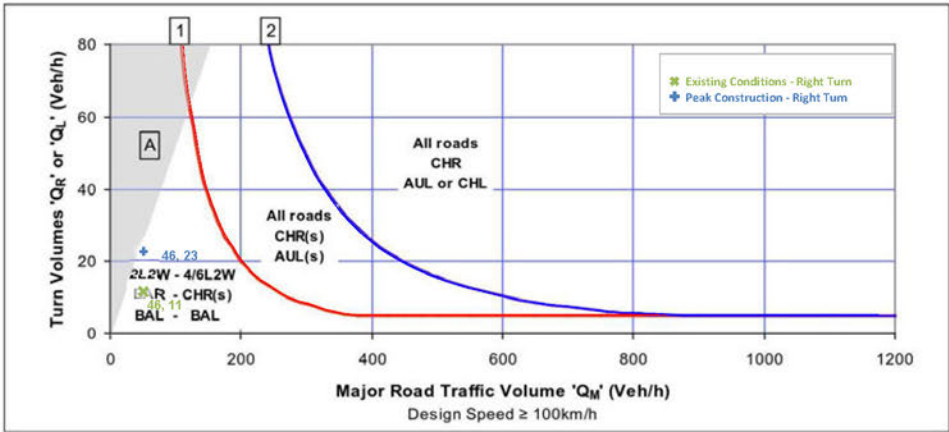
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island? No
Design speed (km/h) 100



Graph	Q _M	Q _R /Q _L
Existing Conditions		
Right	46	11
Left	NA	NA
Peak Construction		
Right	46	23
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Intersection

Bruxner Way/North Star Road	LT?	Scenario	Bruxner Way peak hour volume (QM for Left Turn Movement)	Peak hour left turn volume into North Star Road (QL)	RT?	Scenario	Bruxner Way peak hour volume (QM for Right Turn Movement)	Peak hour right turn volume into North Star Road (QR)
	N	Existing Volumes			Y	Existing Volumes	41	11
		Forecast Volumes without Project (2018)				Forecast Volumes without Project (2018)	41	11
		Project Traffic				Project Traffic	13	13
		Volumes for Treatment Assessment				Volumes for Treatment Assessment	54	24

Year: 2018
 Major Road: Bruxner Way
 Minor Road: North Star Road
 Speed of Major Road: 100
 Existing Treatment (LT): -
 Existing Treatment (RT): BAR

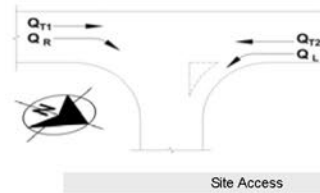
Intersection:
 Year / Peak:

Bruxner Way/North Star Road
 2018

Scenarios: **Construction**

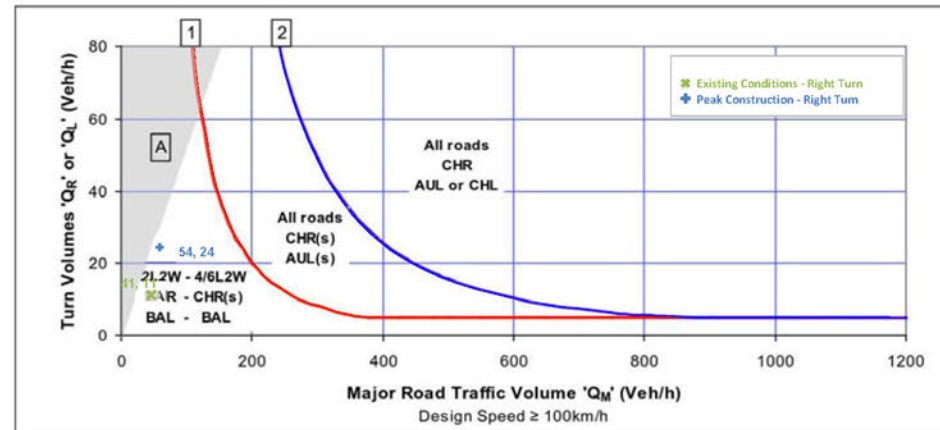
Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (April 2015). This warrant assessment applies only to turning movements from the major road only.

Splitter Island?
 Design speed (km/h)



Graph	QM	QR/QL
Existing Conditions		
Right	41	11
Left	NA	NA
Peak Construction		
Right	54	24
Left	NA	NA

(a)



Recommended treatments:

Right Turn	#REF!
	#VALUE!

Legend

BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn