

APPENDIX

AA

Traffic Impact Assessment

Part 3 of 4

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

APPENDIX

AA

Traffic Impact Assessment

Appendix H Existing stock routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Map by: MEFL/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

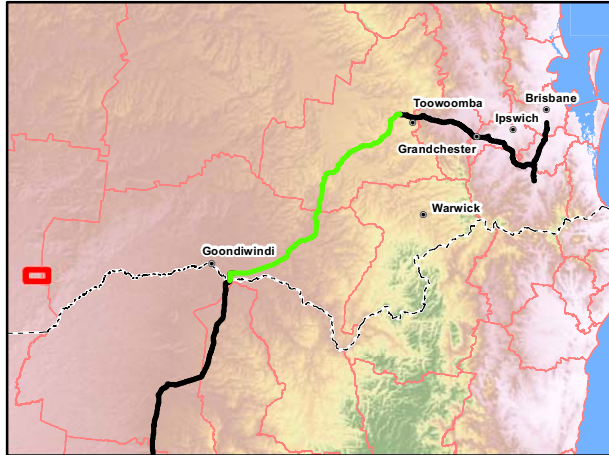


Legend

- Localities
- Stock route
- Construction routes
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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



Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Map by: MEFL/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

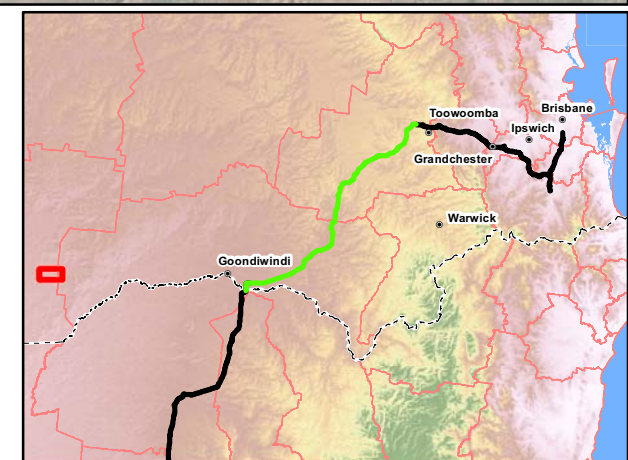


Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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

Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

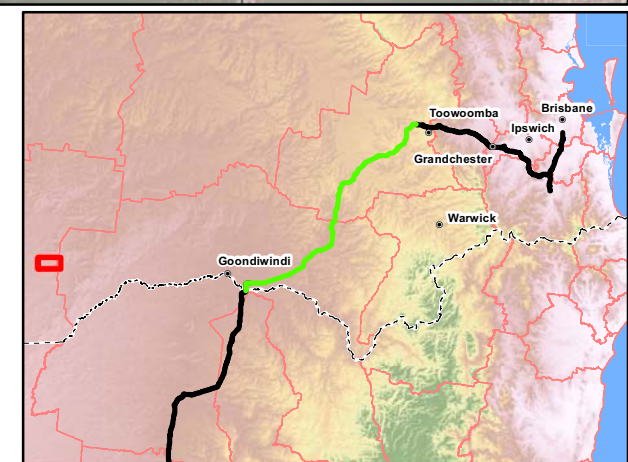


Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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

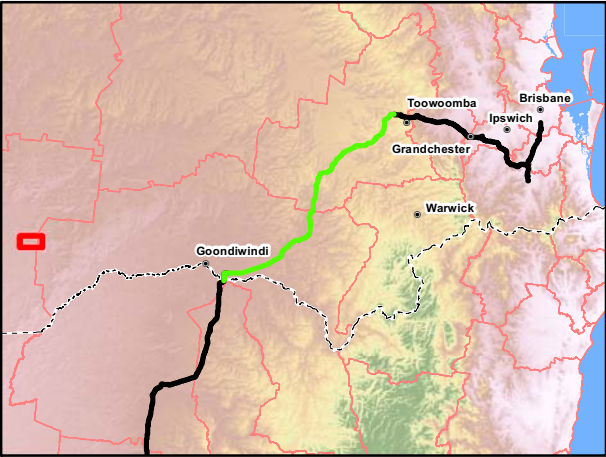


Legend

- Localities
- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

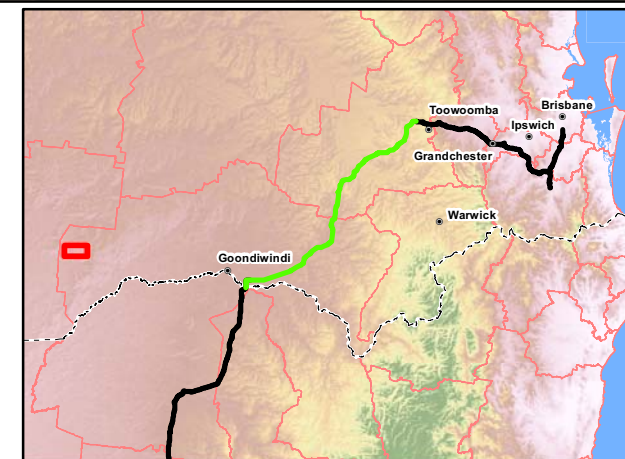


Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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



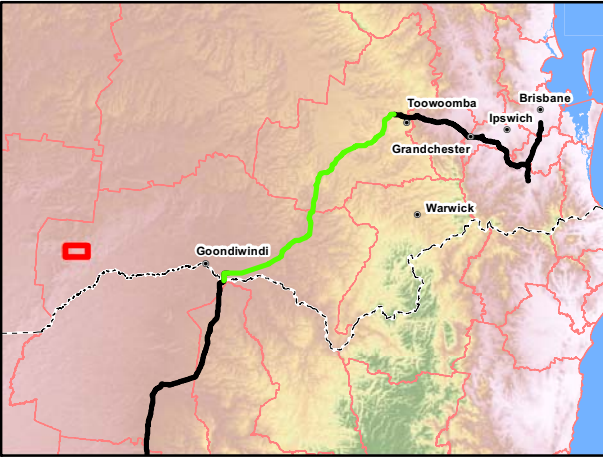
Map by: MEFL/SLAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

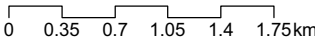
- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route

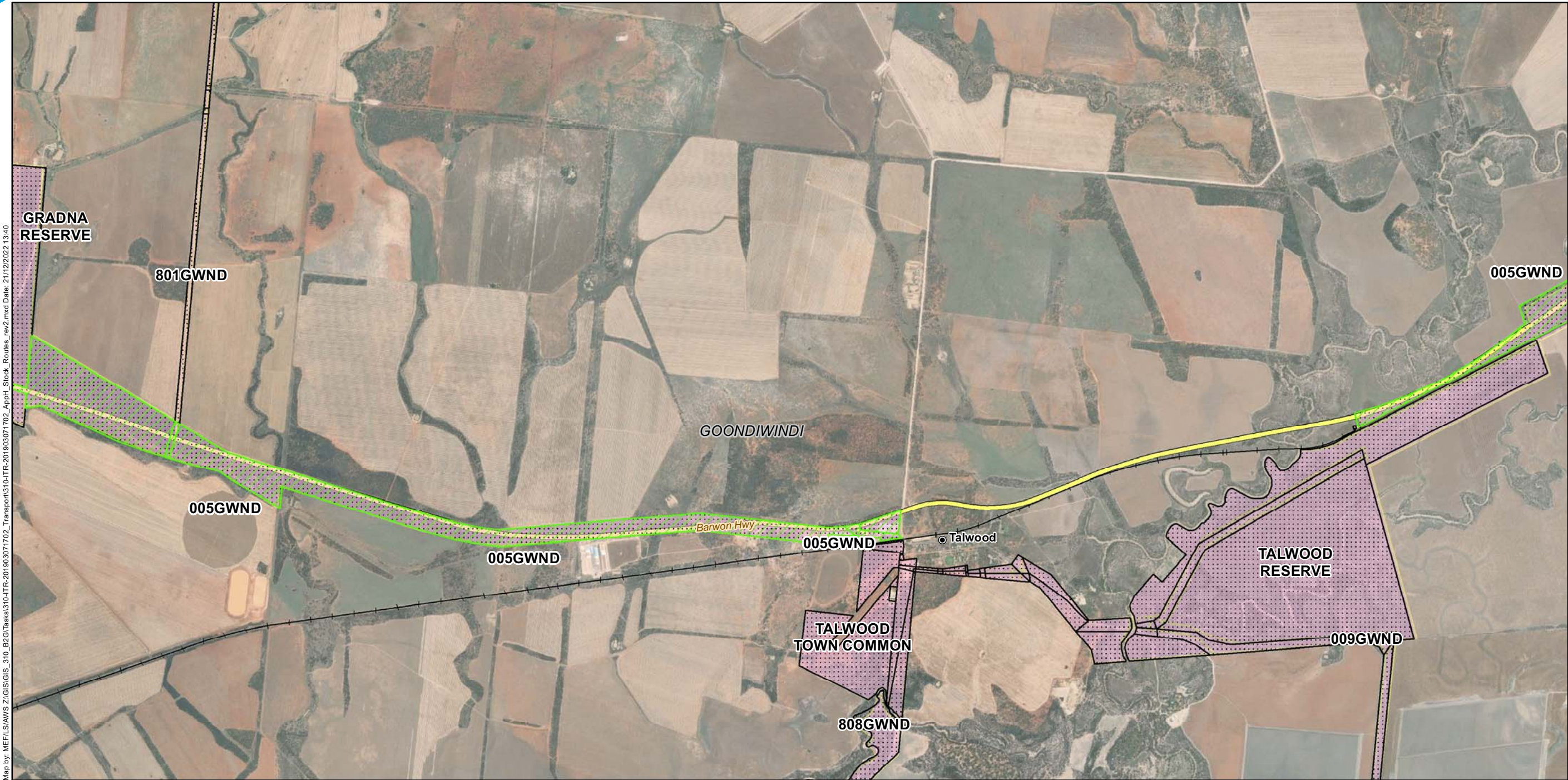


A3 scale: 1:50,000



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



Legend

- Localities
- Stock route
- Construction routes
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route

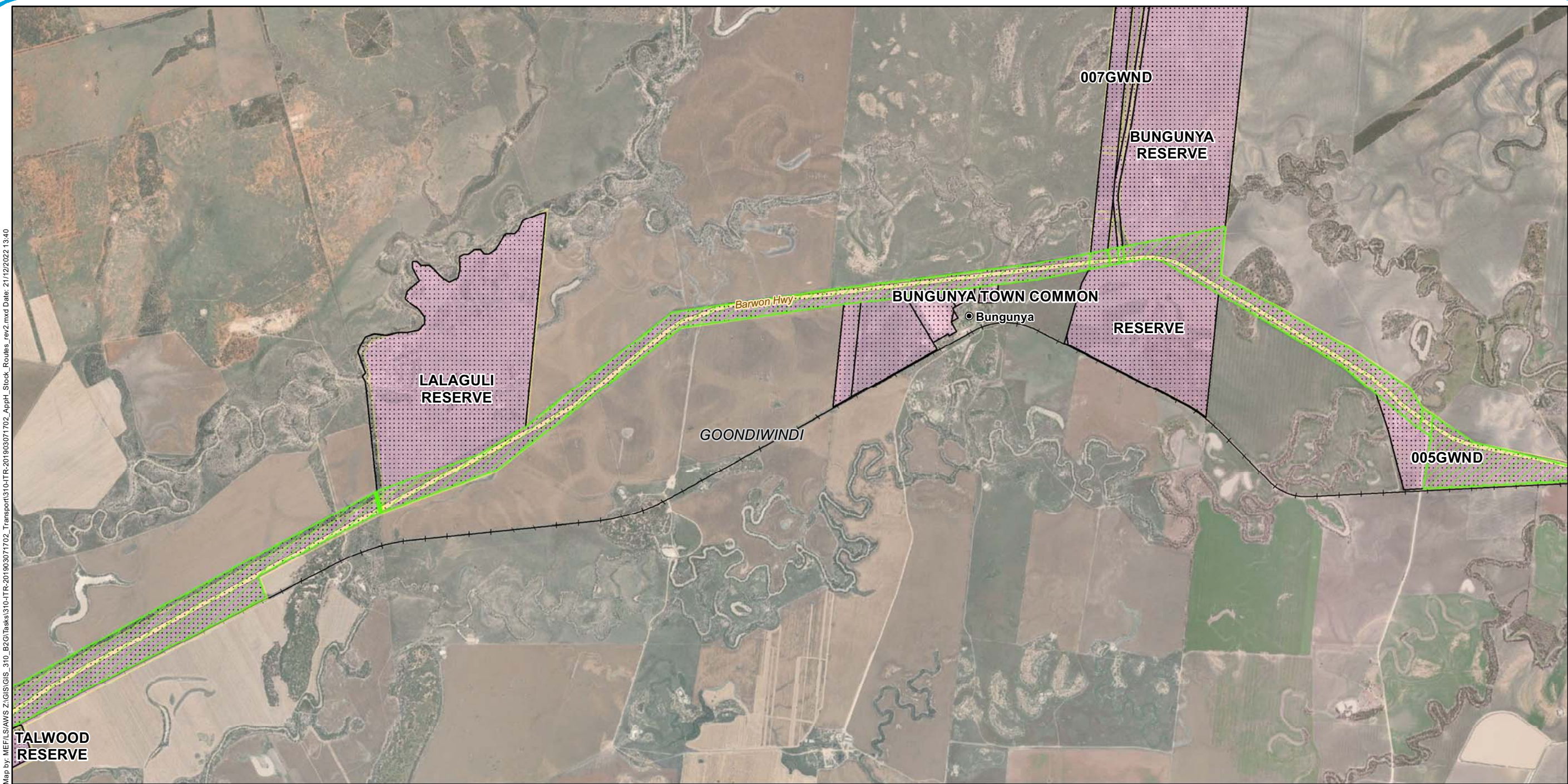


A3 scale: 1:50,000
0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

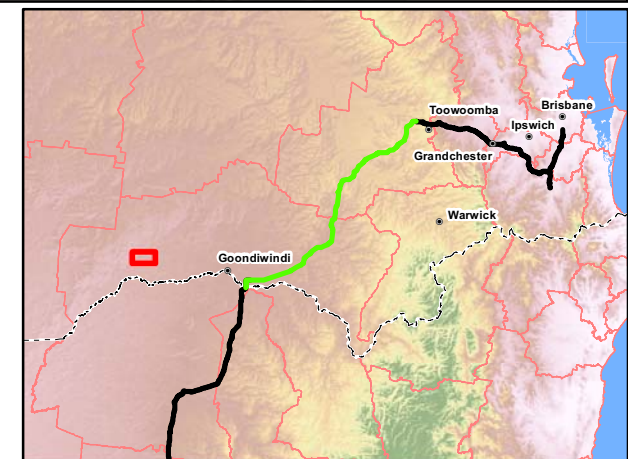


Legend

- Localities
- Stock route
- Construction routes
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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

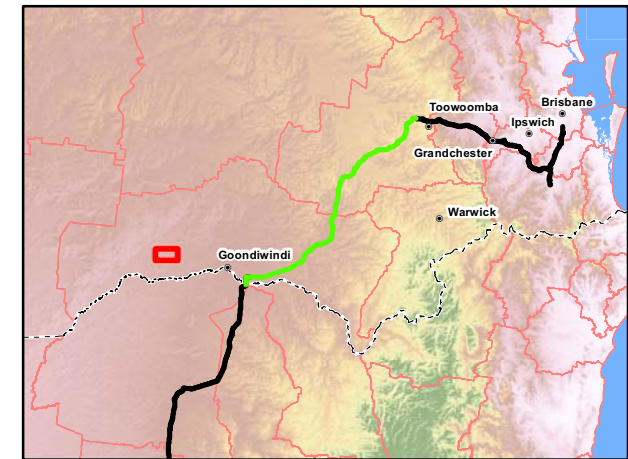


Legend

- Localities
- Stock route
- Construction routes
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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



Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

- Stock route
- Construction routes
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



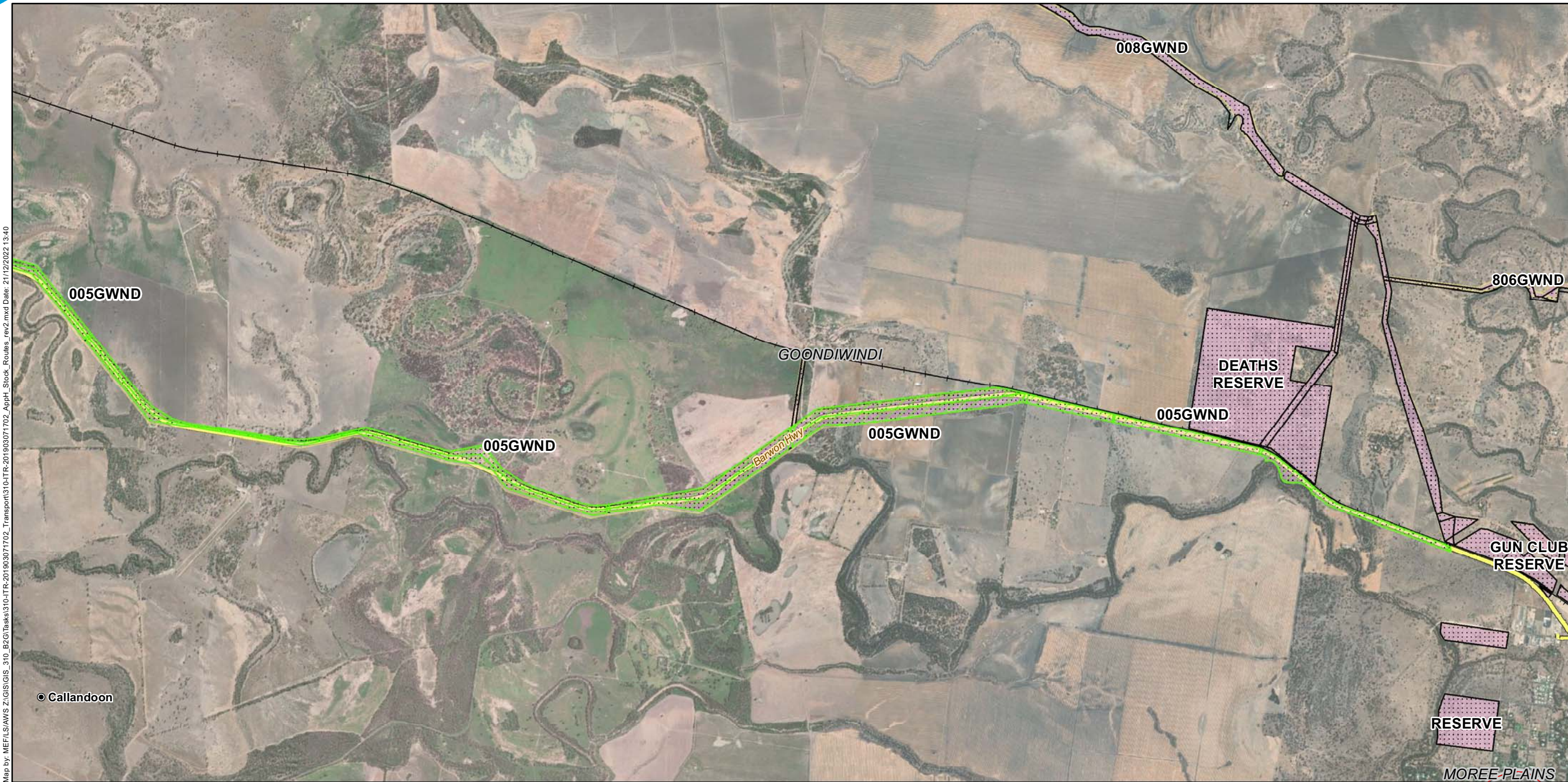
A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

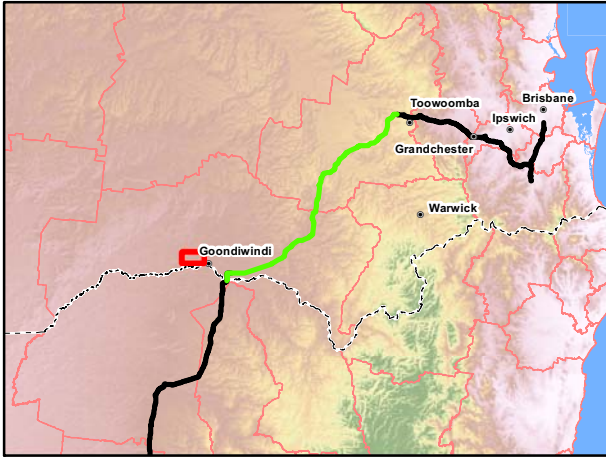


Legend

- Localities
- Stock route
- Construction routes
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

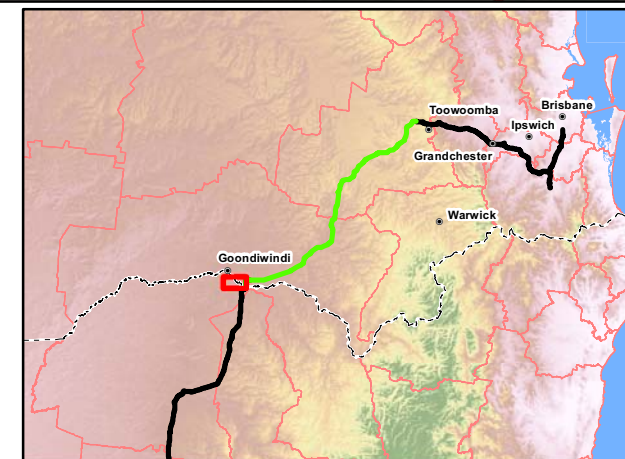


Legend

- Localities
- Stock route
- Construction routes
- North Star to NSW/QLD border alignment
- Existing rail (operational)
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



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

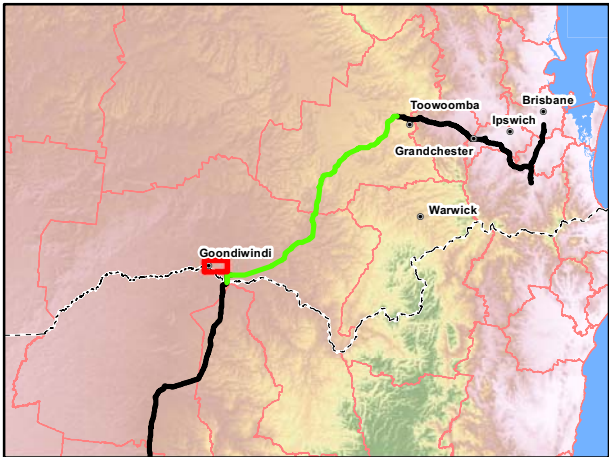


Legend

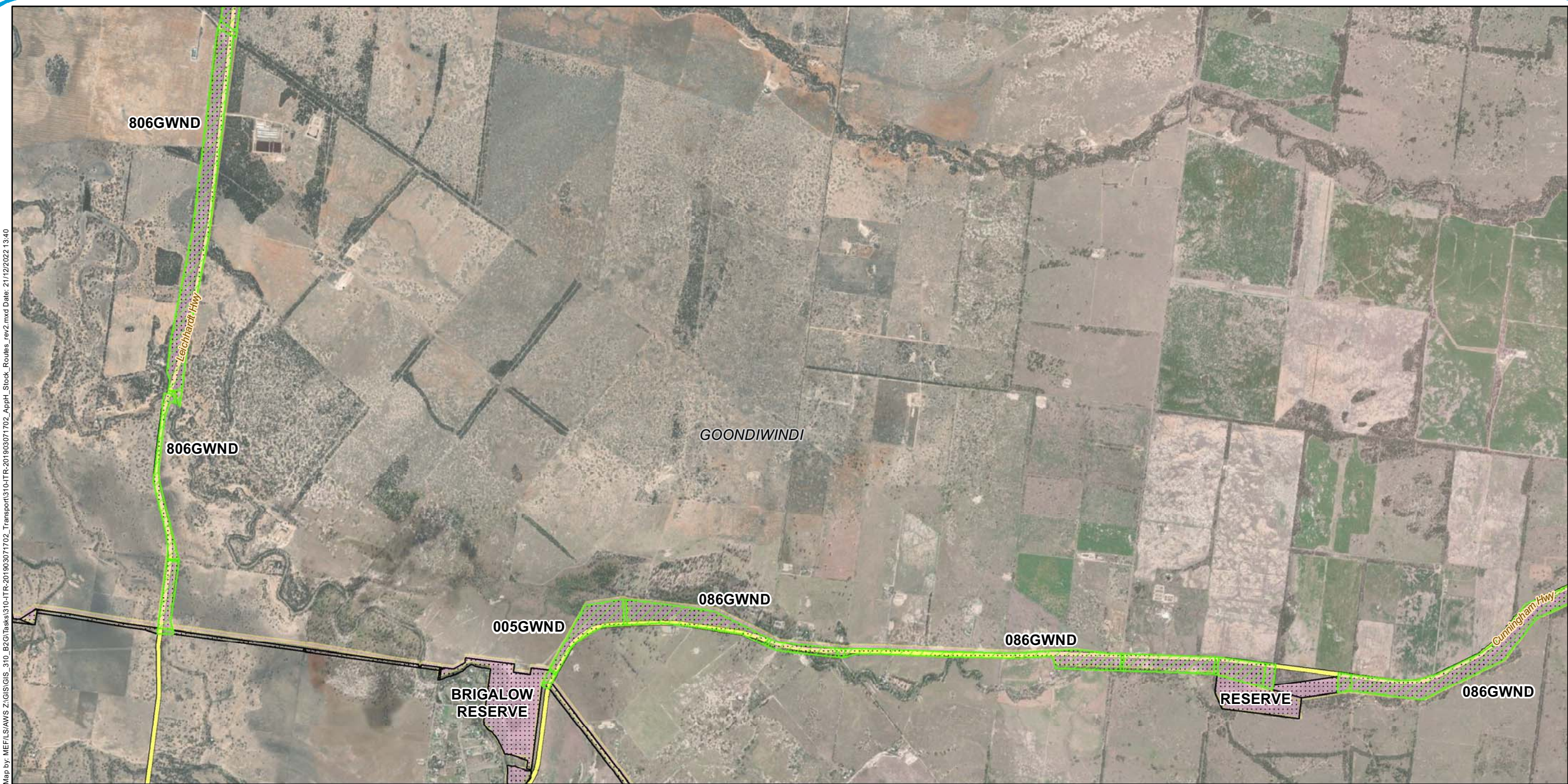
- Localities
- Stock route
- Construction routes
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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



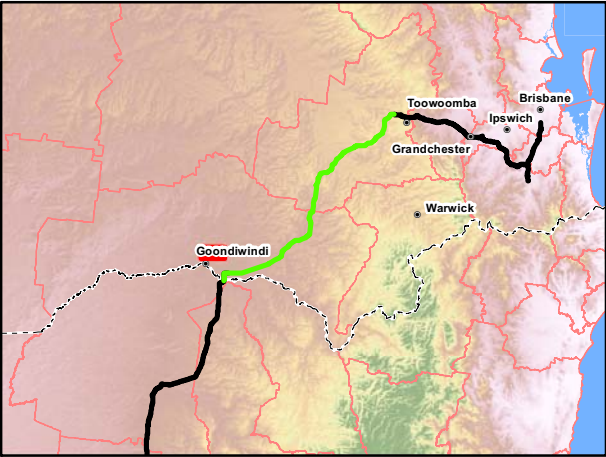
Map by: MEFL/SAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



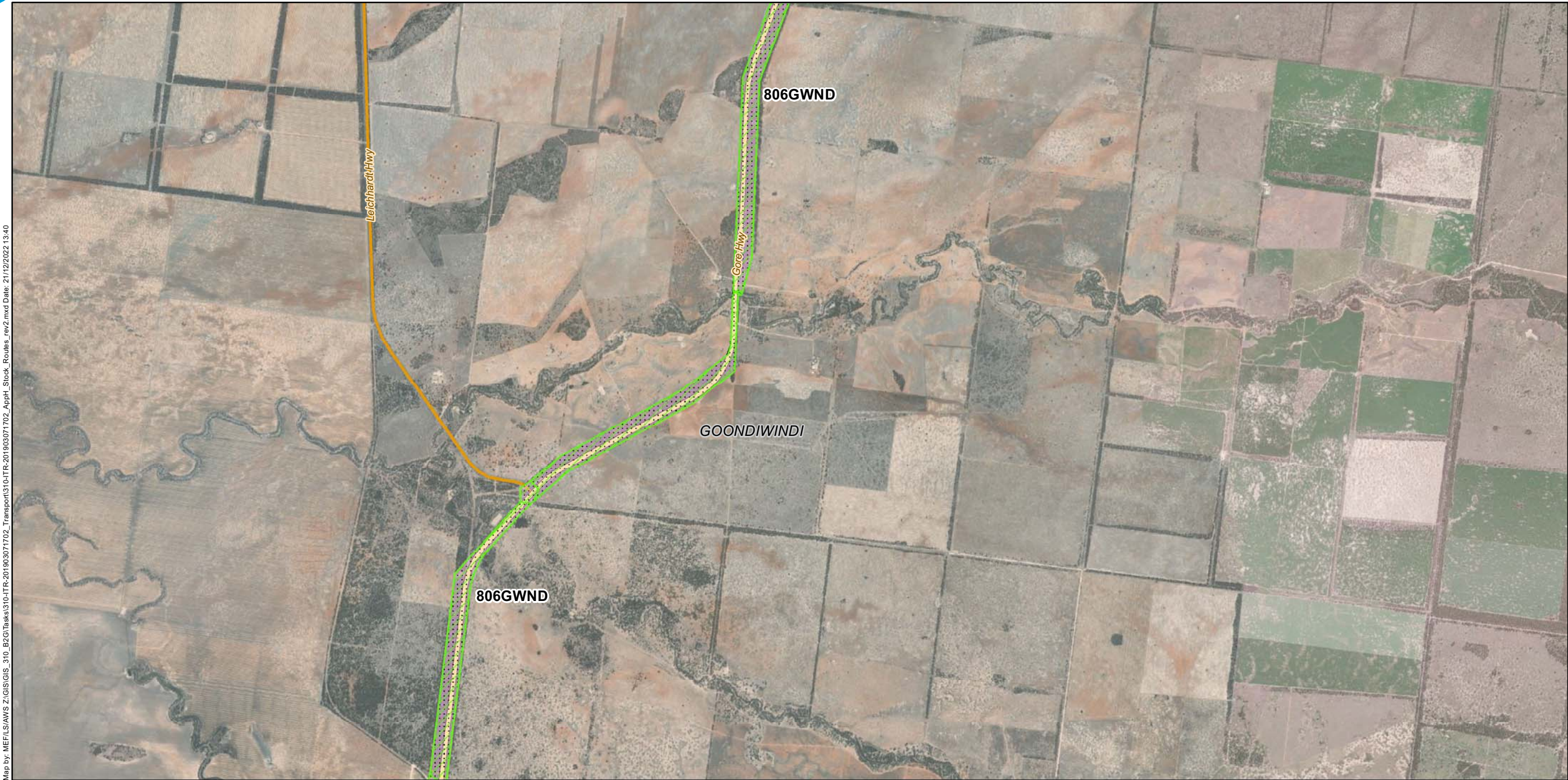
A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

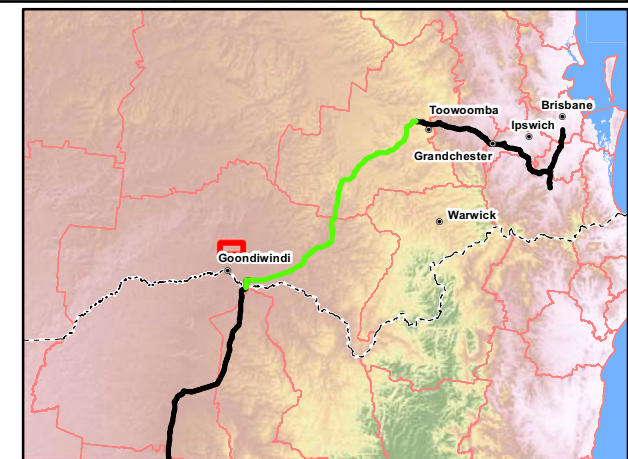


Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



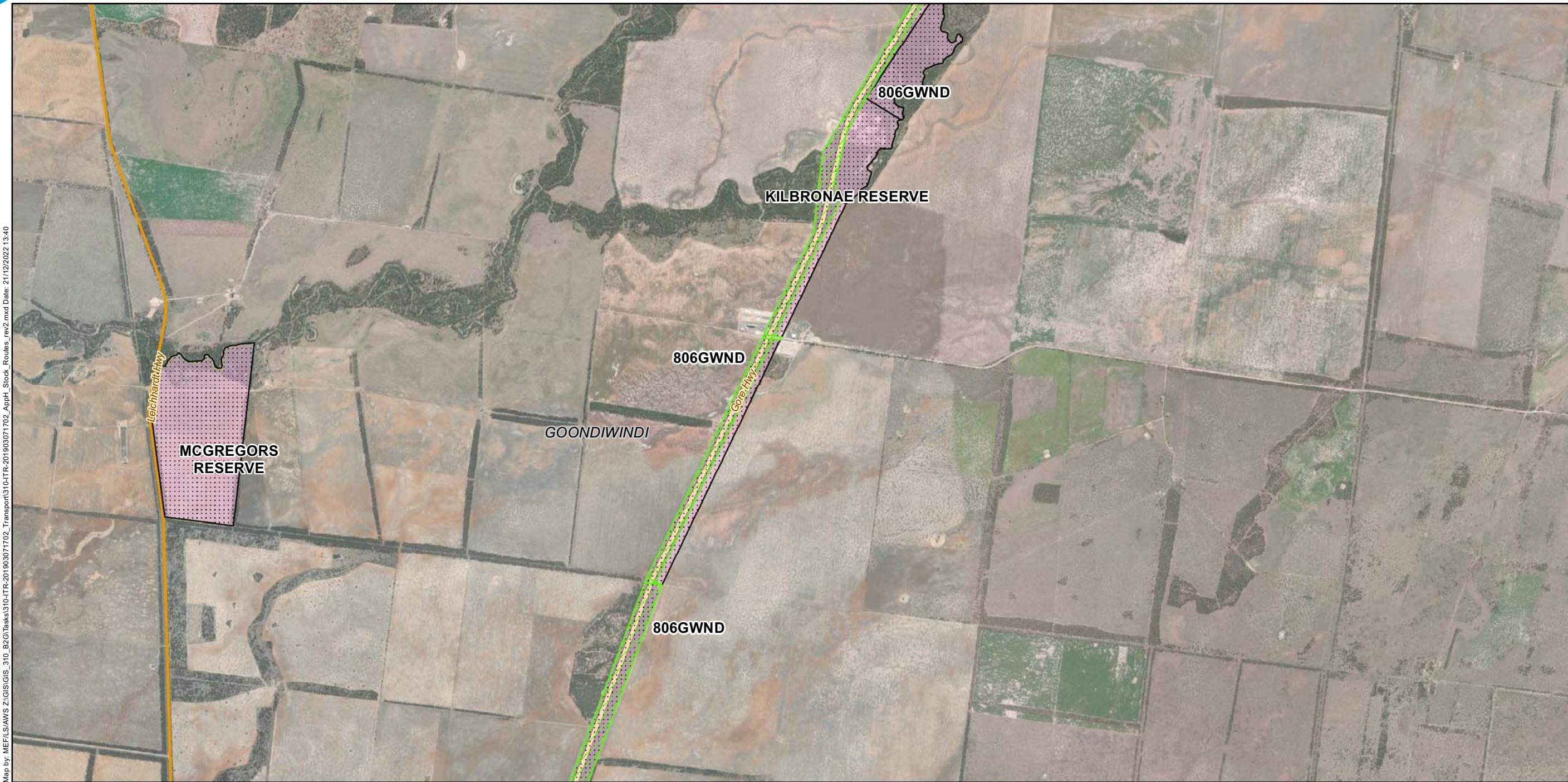
A3 scale: 1:50,000
0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix H15:
Existing stock routes



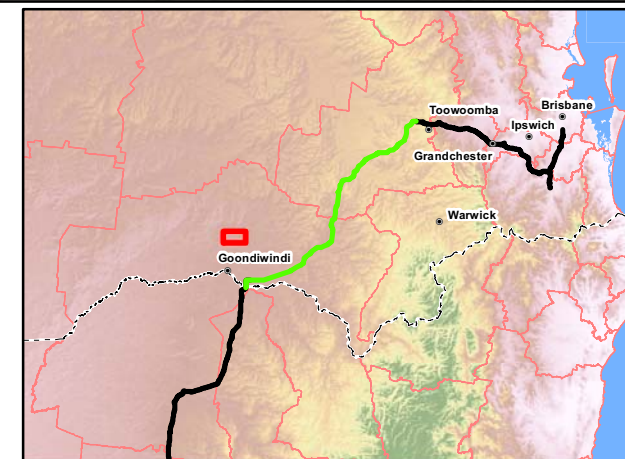
Map by: MEFL/SLAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

-  Stock route
-  Construction routes
-  Major roads
-  Local Government Areas

Stock Routes

-  Stock Routes (All)
-  StockRoutes_ConstructionRoutes
-  Stock route



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

Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

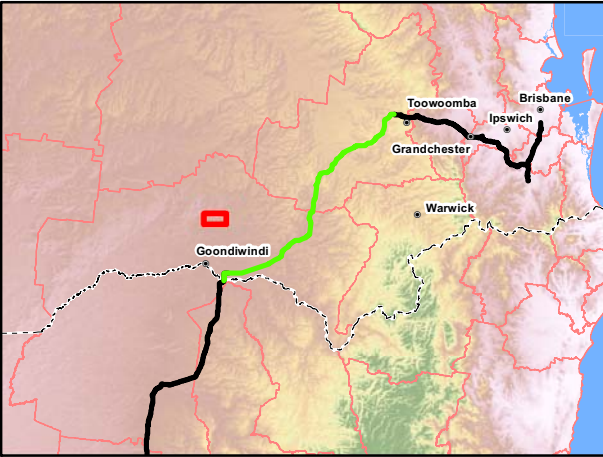


Legend

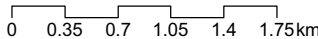
-  Stock route
-  Construction routes
-  Major roads
-  Local Government Areas

Stock Routes

-  Stock Routes (All)
-  StockRoutes_ConstructionRoutes
-  Stock route



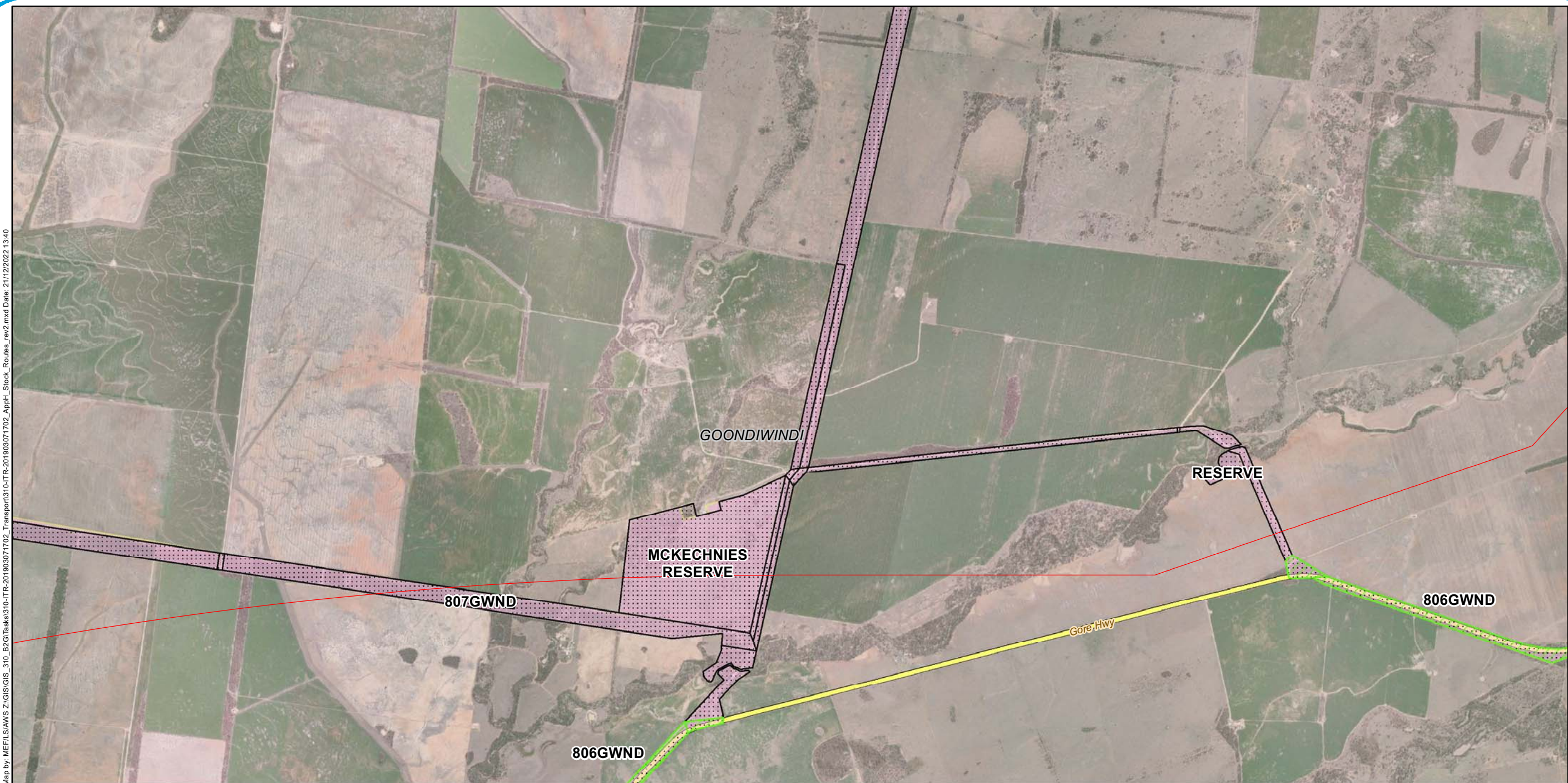
A3 scale: 1:50,000



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

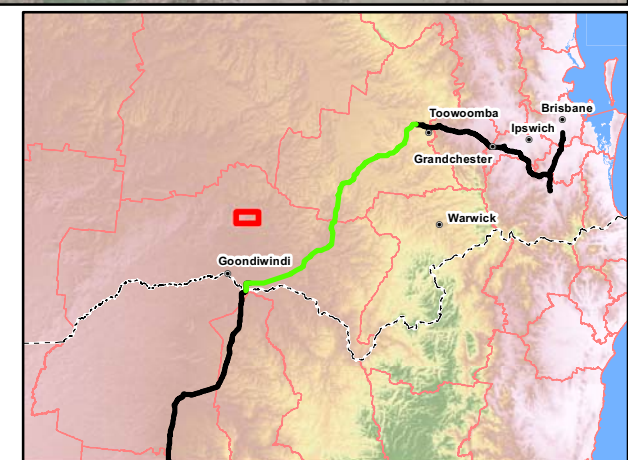


Legend

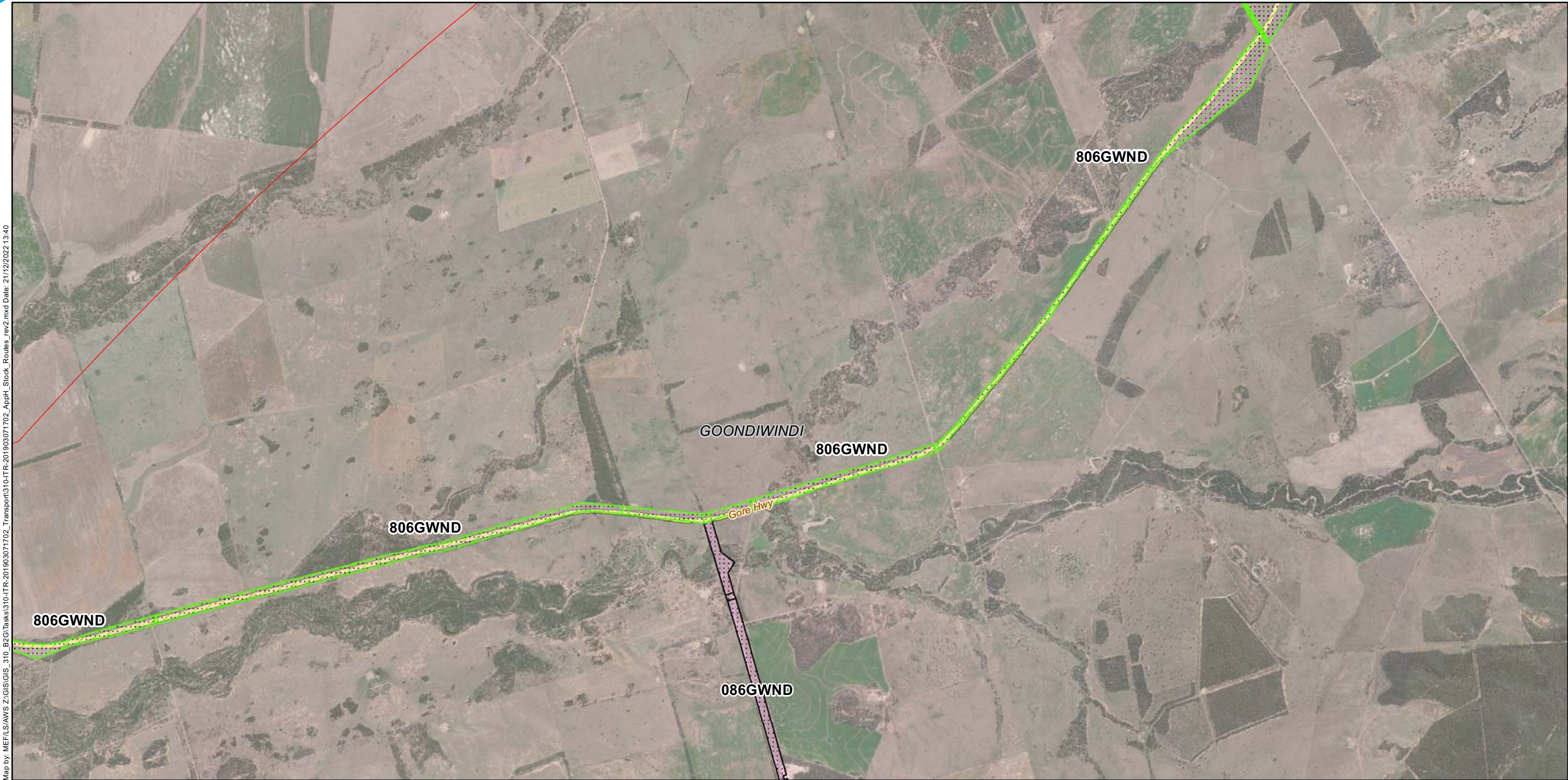
- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



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



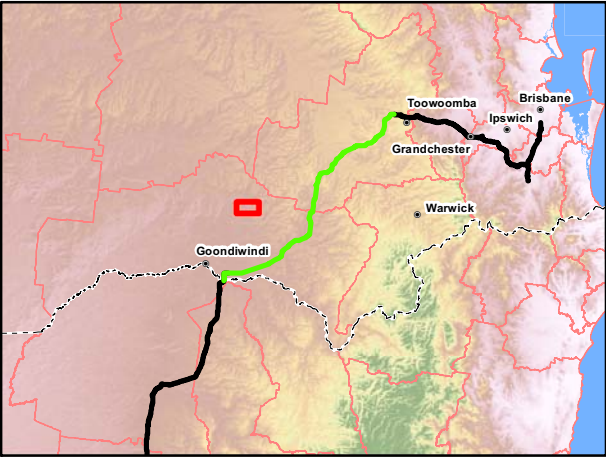
Map by: ME/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

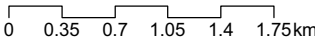
-  Stock route
-  Construction routes
-  Major roads
-  Local Government Areas

Stock Routes

-  Stock Routes (All)
-  StockRoutes_ConstructionRoutes
-  Stock route



A3 scale: 1:50,000



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

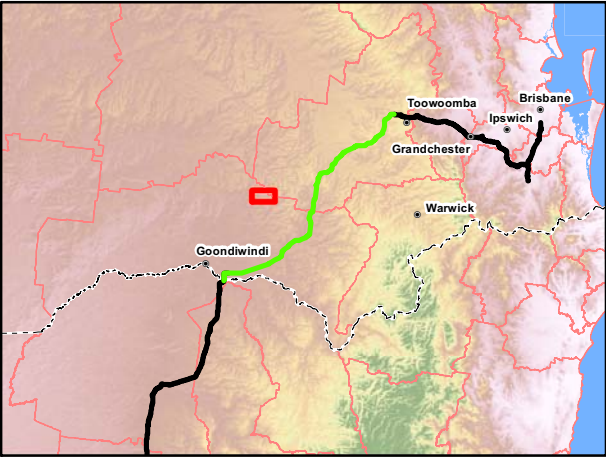


Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km

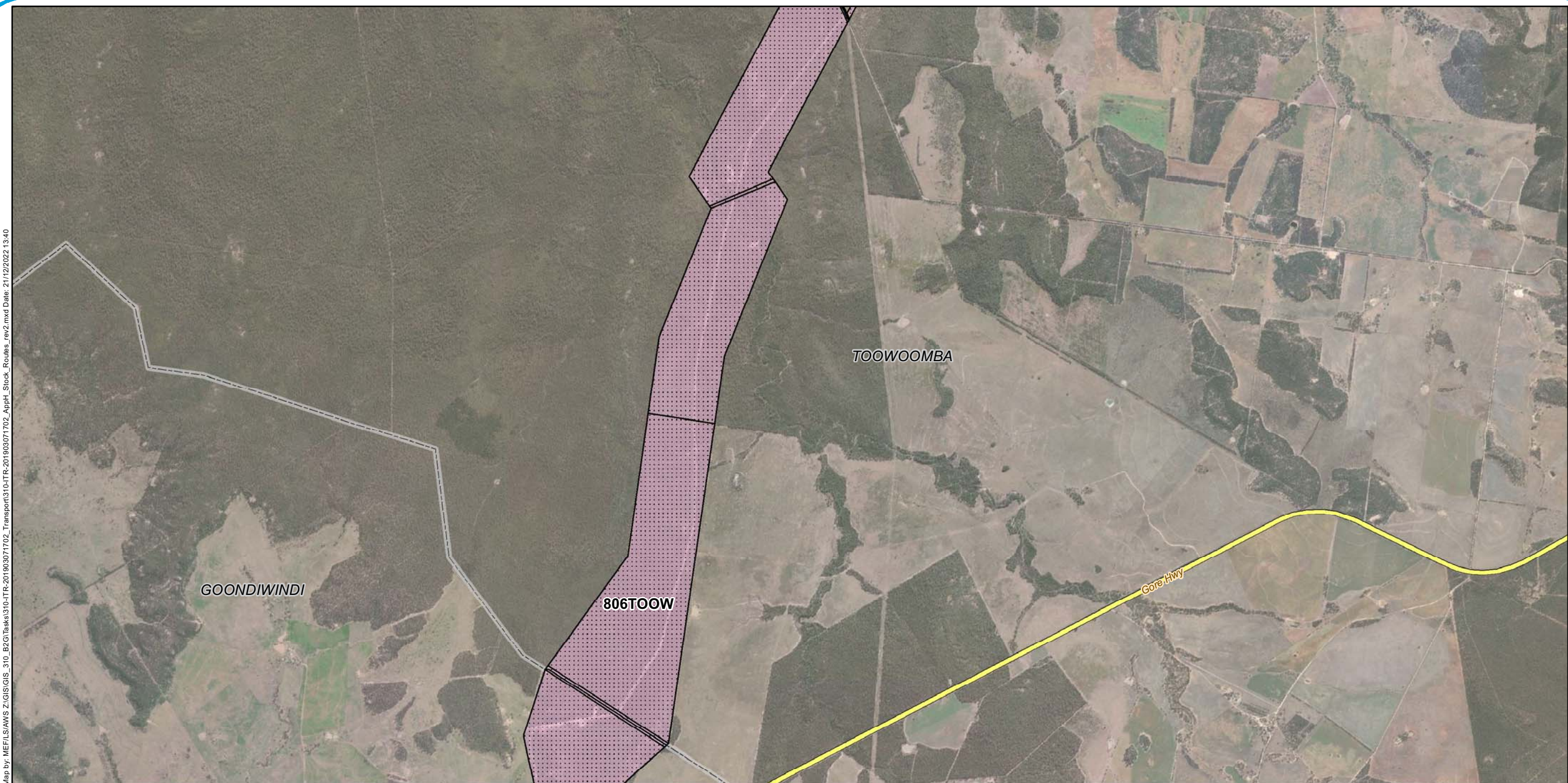


Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix H20:
Existing stock routes

Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

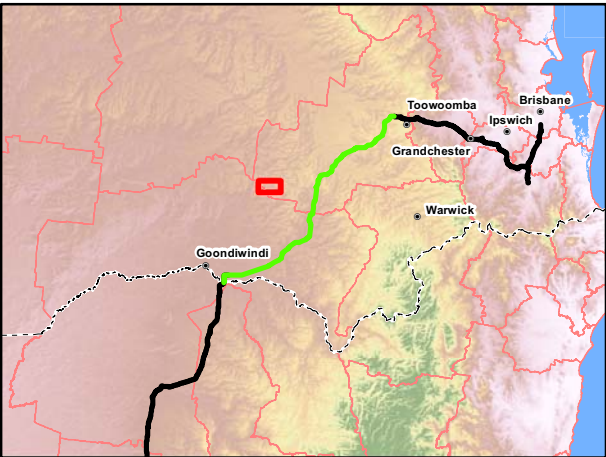


Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- Stock route



A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

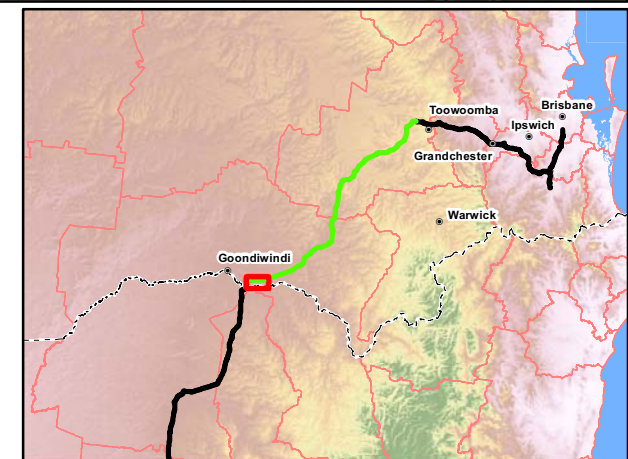


Legend

- Localities
- Stock route
- Construction routes
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Existing rail (operational)
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



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



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



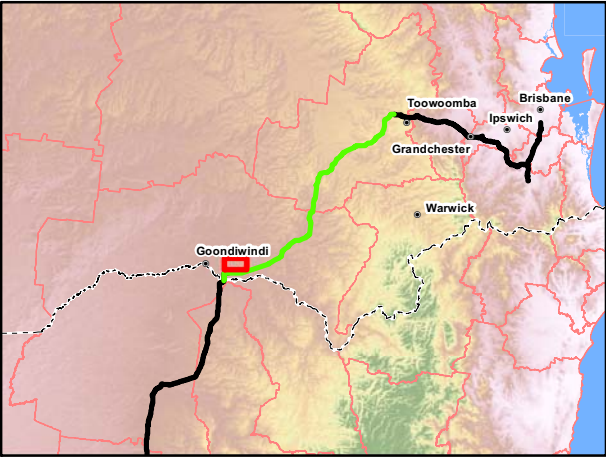
Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



A3 scale: 1:50,000

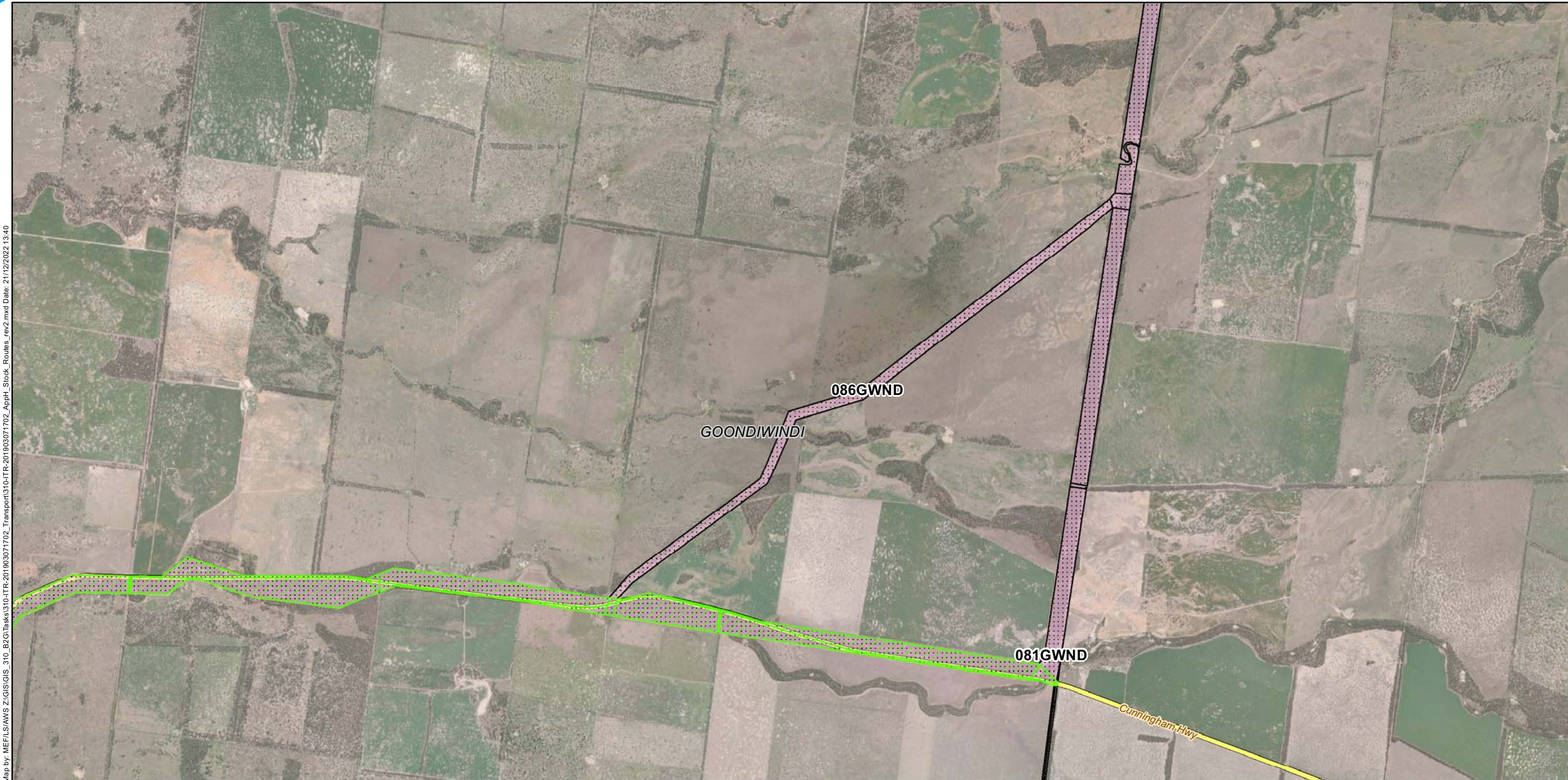
0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

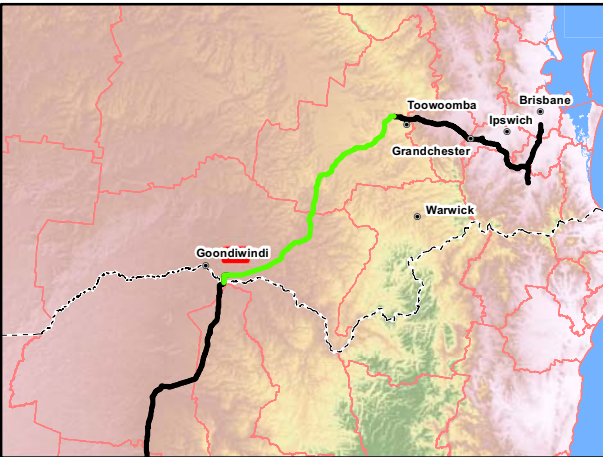


Legend

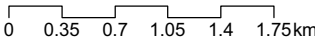
- Stock route
- Construction routes
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route

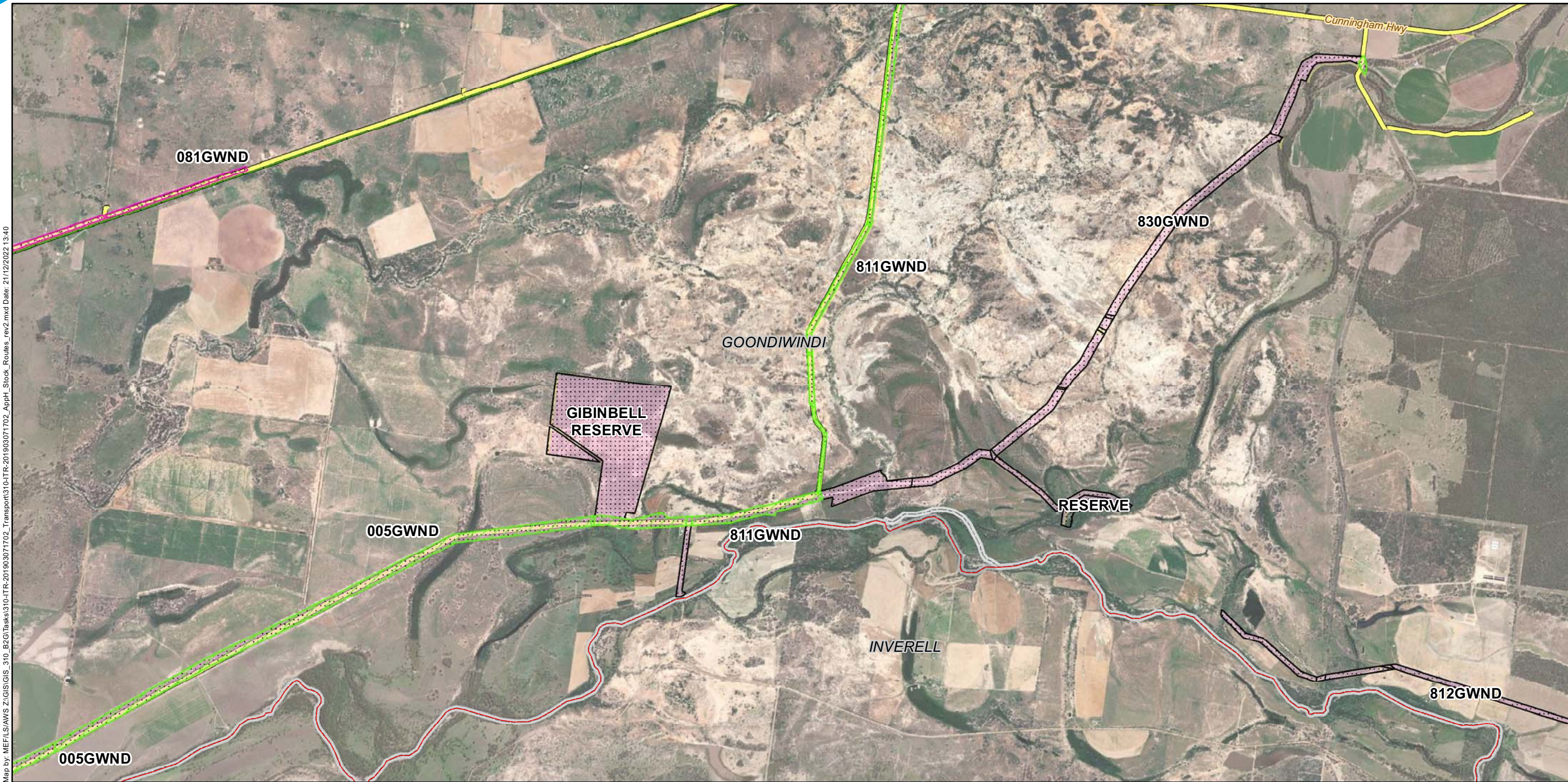


A3 scale: 1:50,000



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



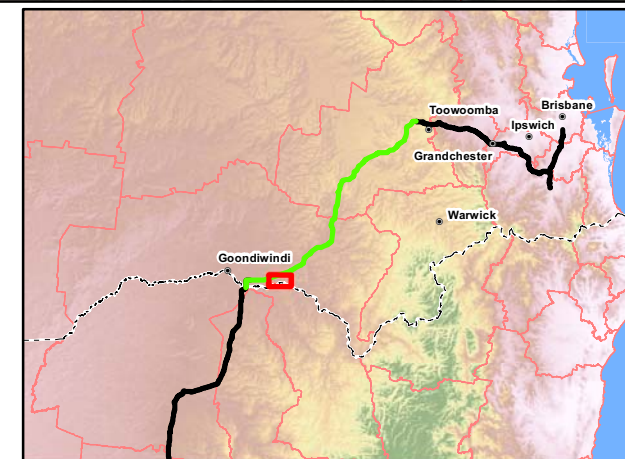
Map by: MEFL/SLAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

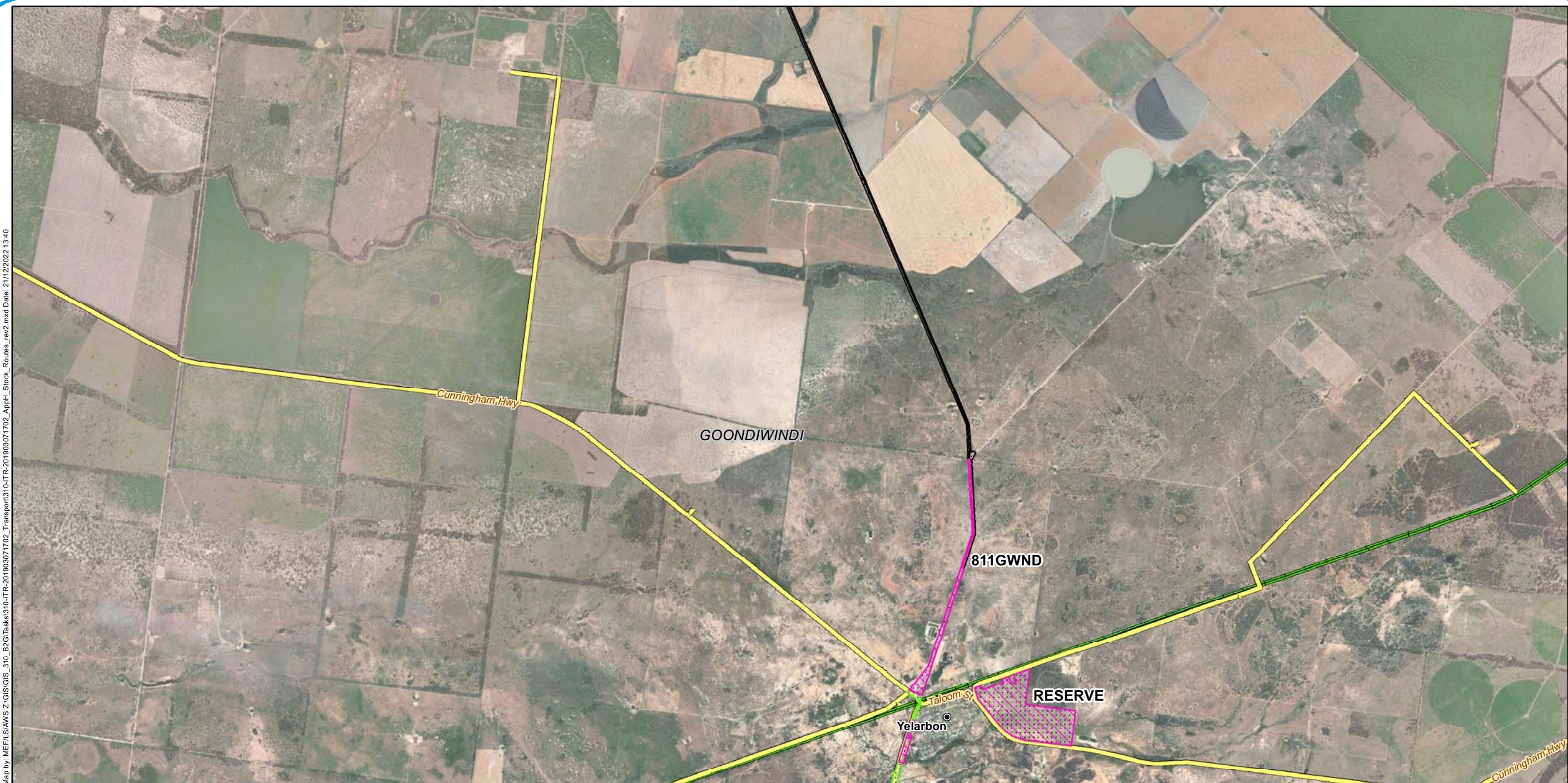
Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- Stock route



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

Map by: MEF/LS/AWS Z:GIS/GIS_310_B2G/Taaka/310-ITR-201903071702_Transport/310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

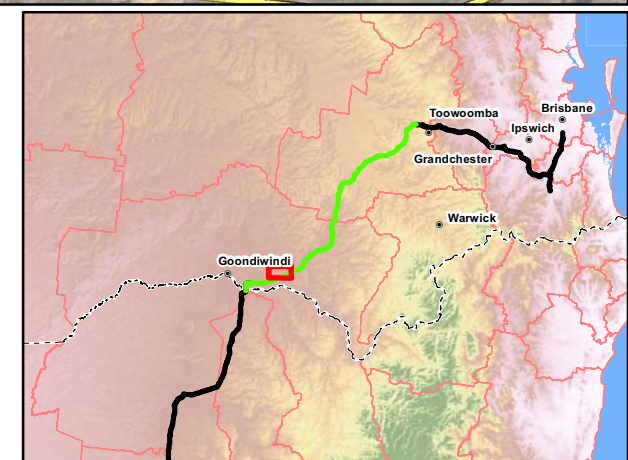


Legend

- Localities
- Stock route
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



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



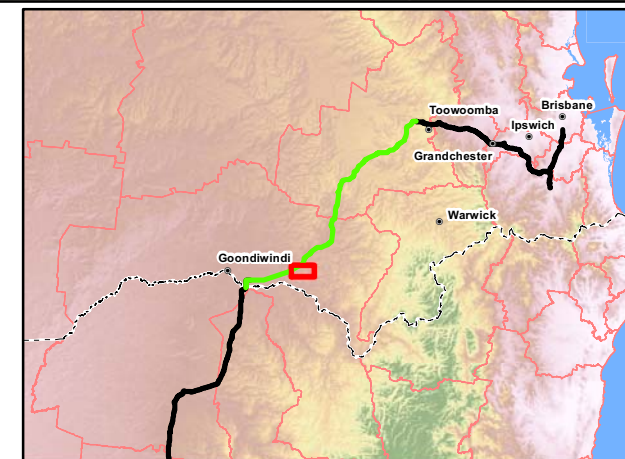
Map by: MEFLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

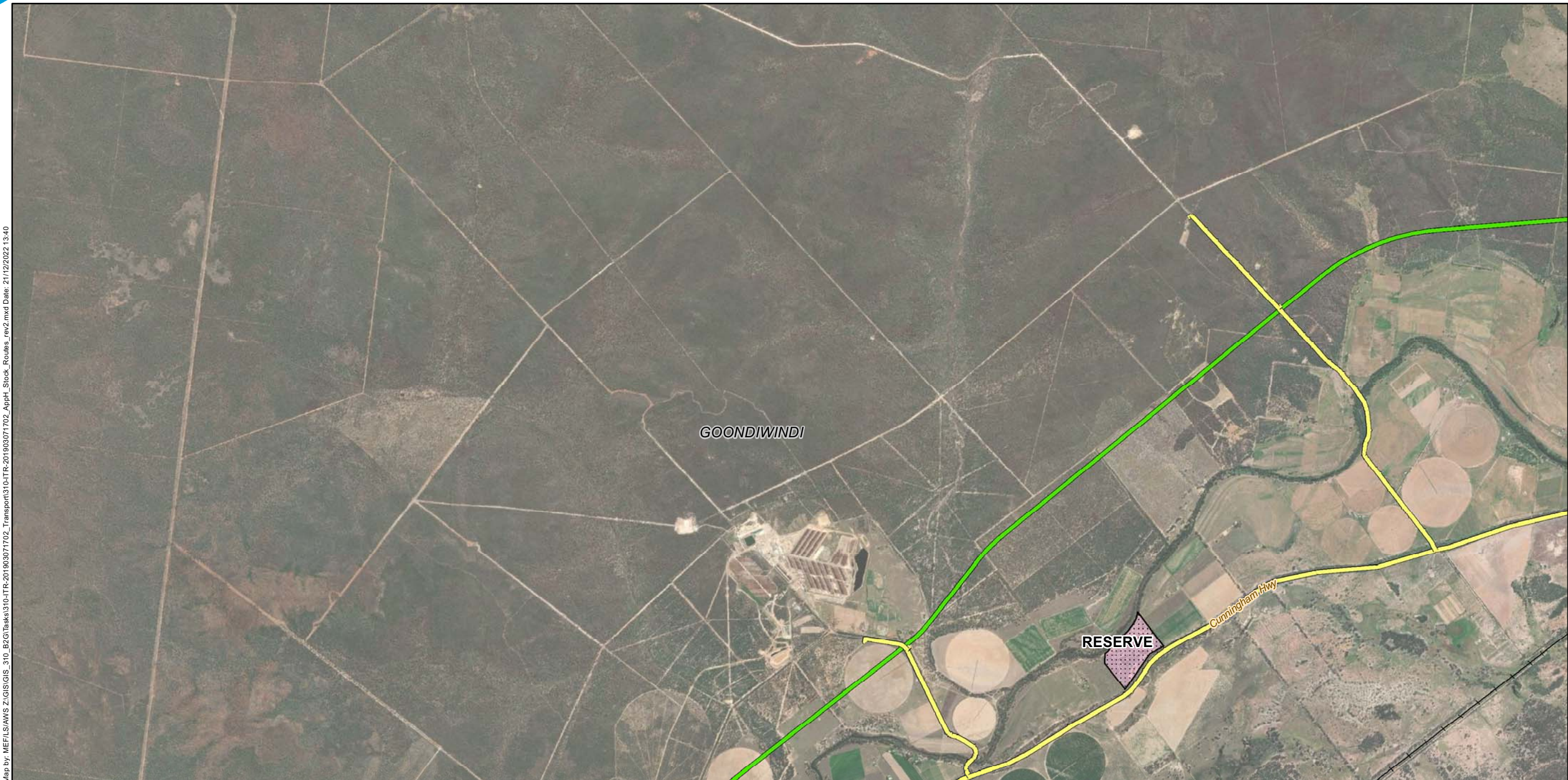
Stock Routes

- Stock Routes (All)
- Stock route



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

Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

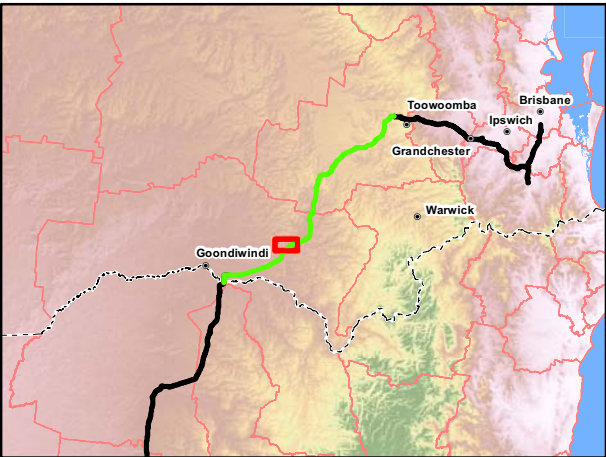


Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- Stock route



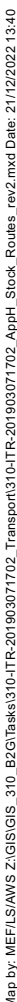
A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



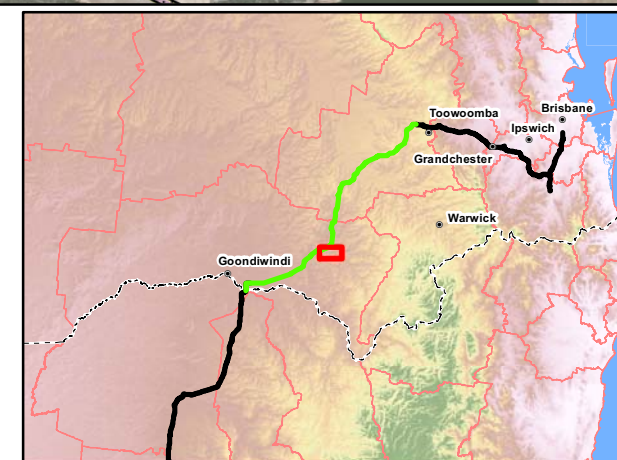
Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



- Localities
- Stock route
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route

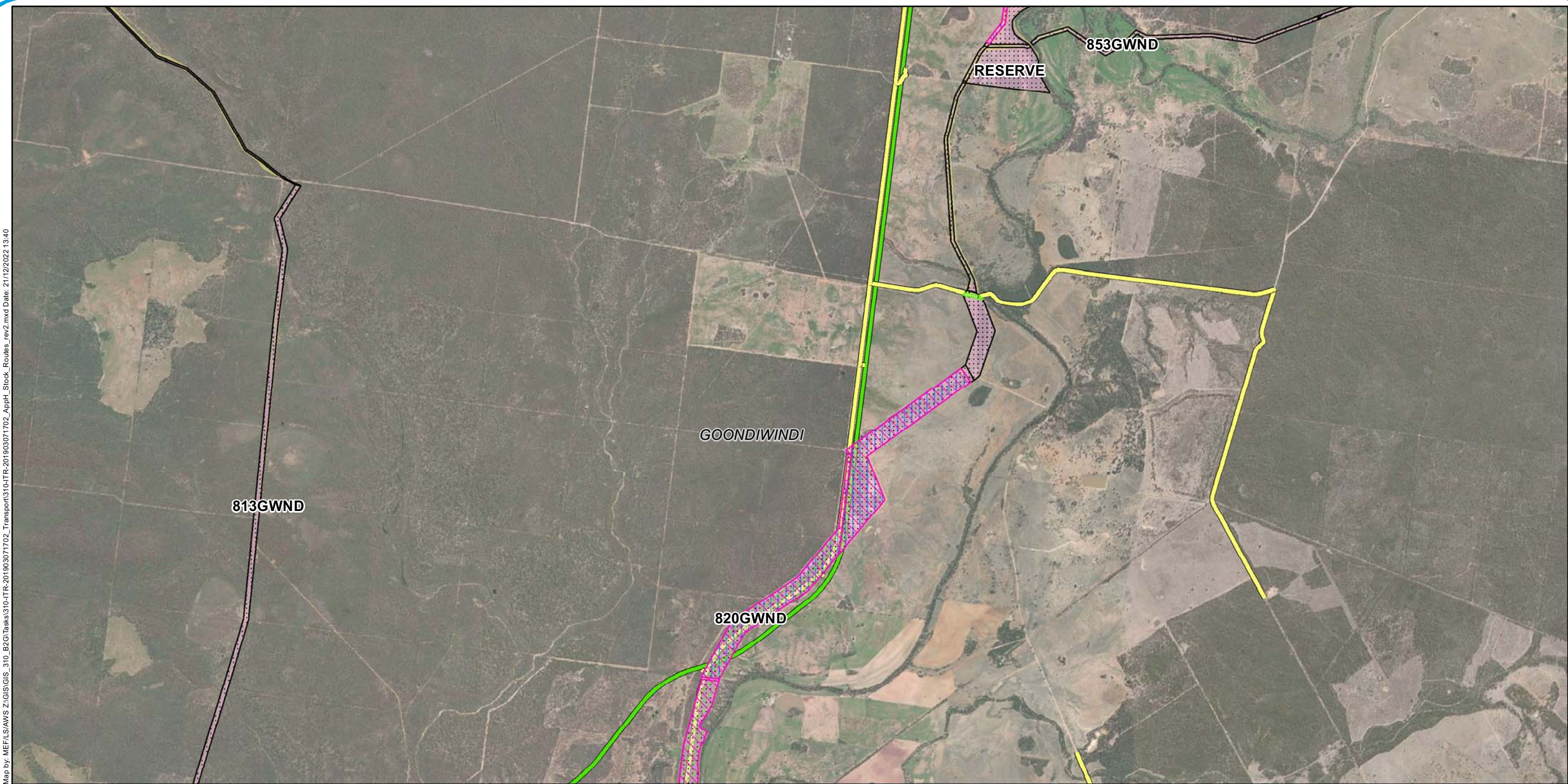


Issue date: 21/12/2022 Version: 2

Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix H29: Existing stock routes

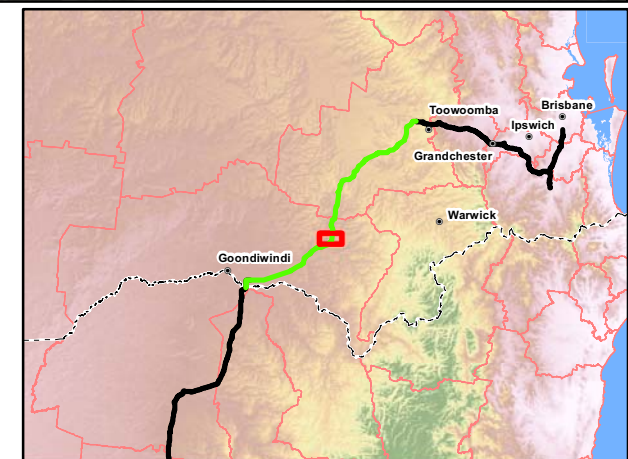


Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Local Government Areas

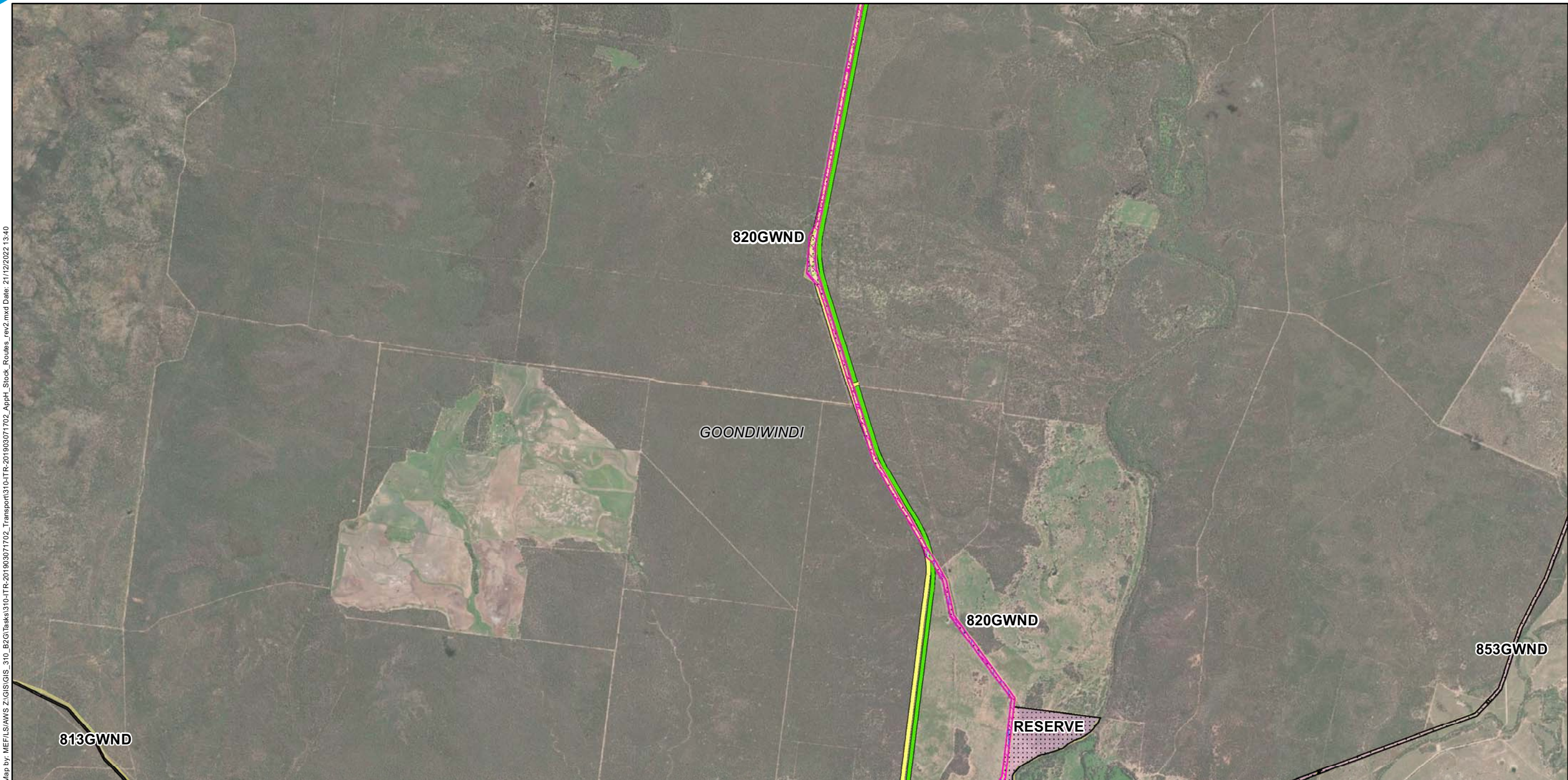
Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



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

Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

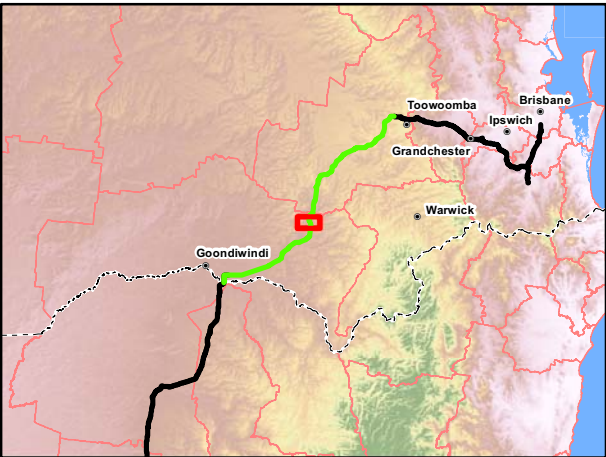


Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km

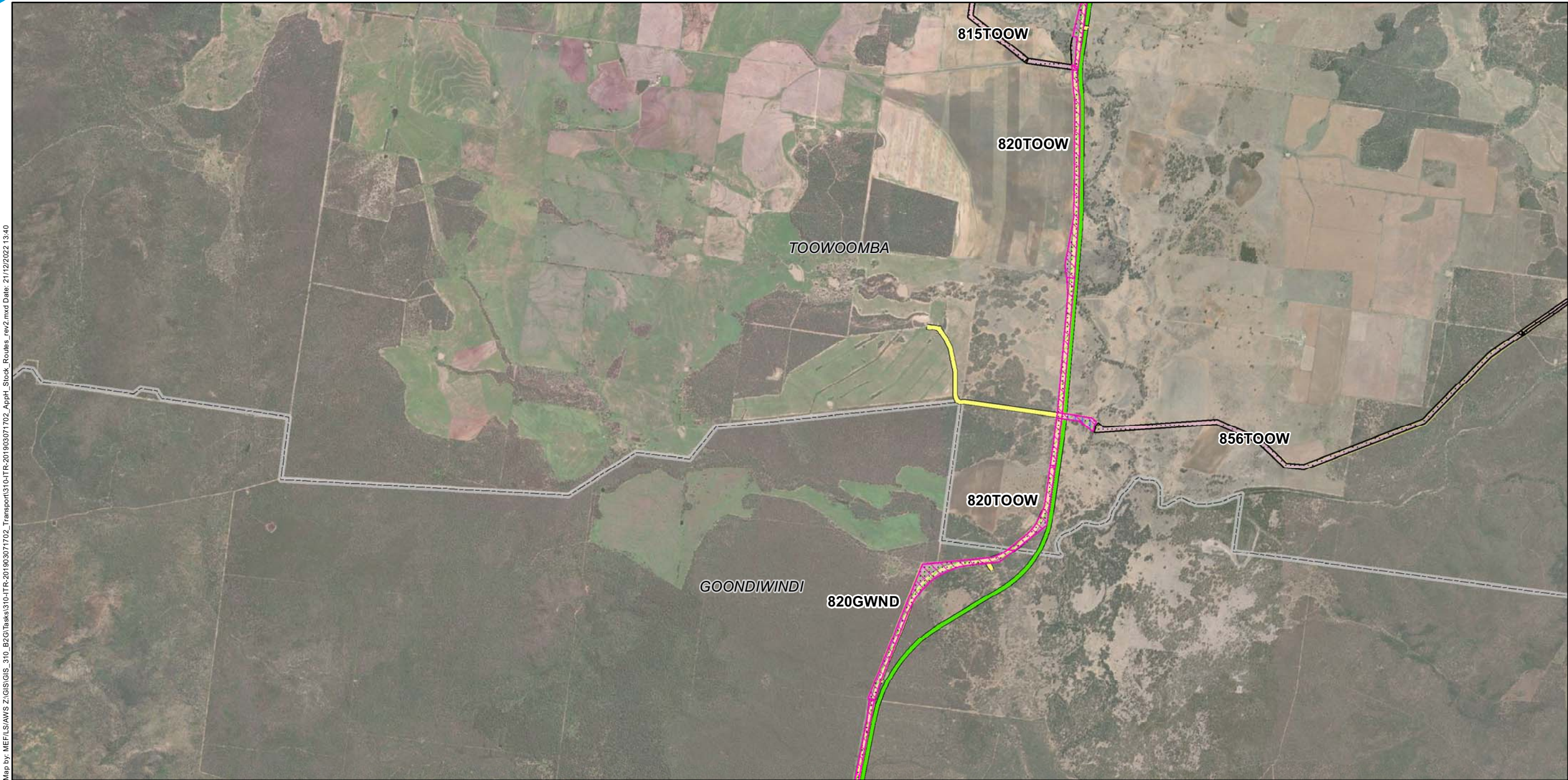


Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix H31:
Existing stock routes

Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

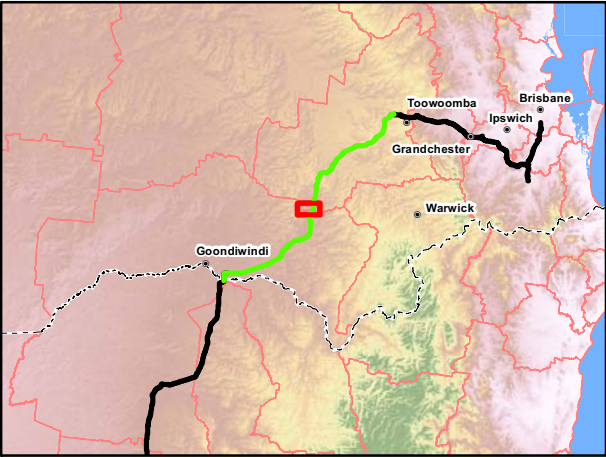


Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



A3 scale: 1:50,000

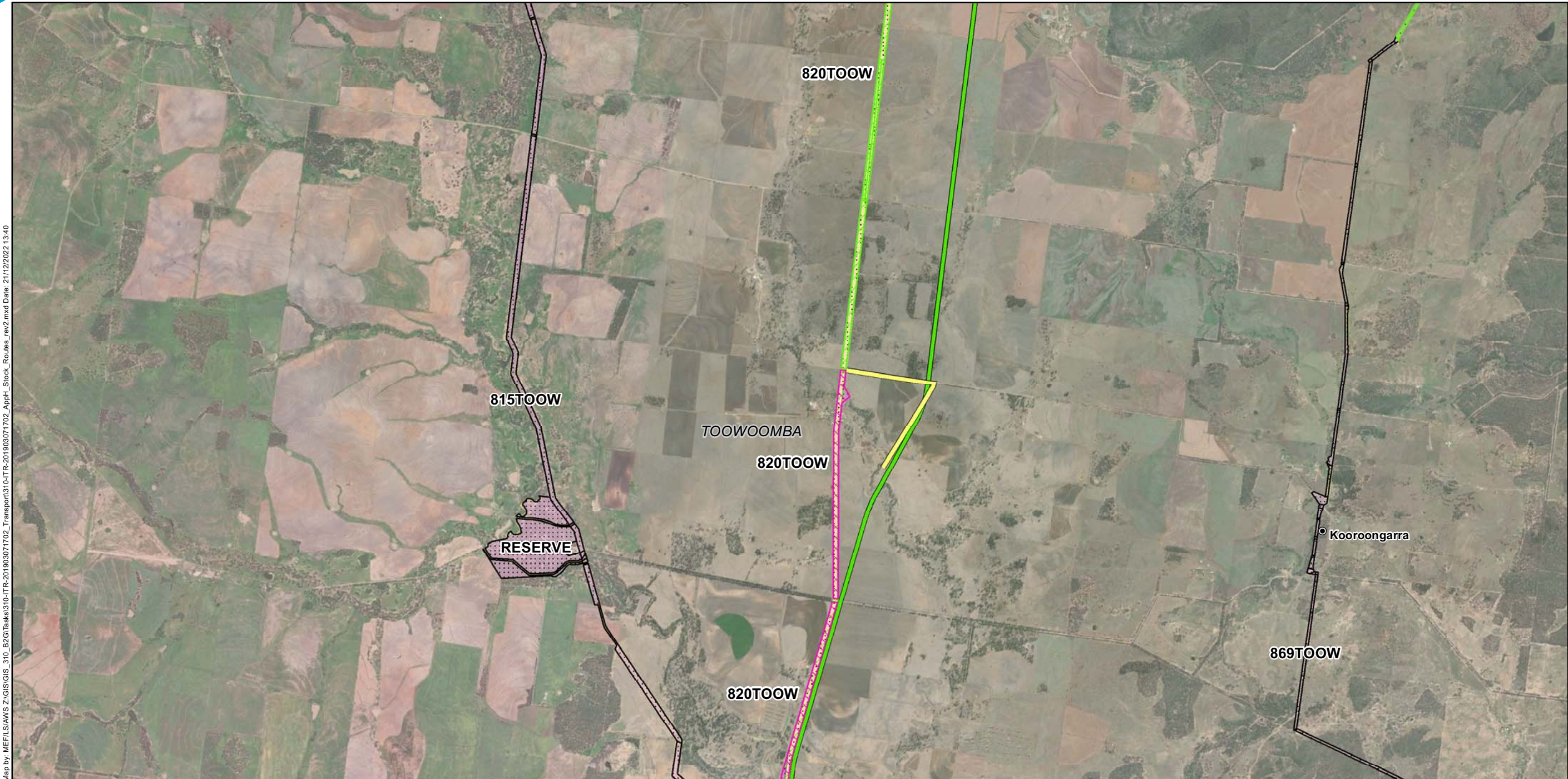
0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

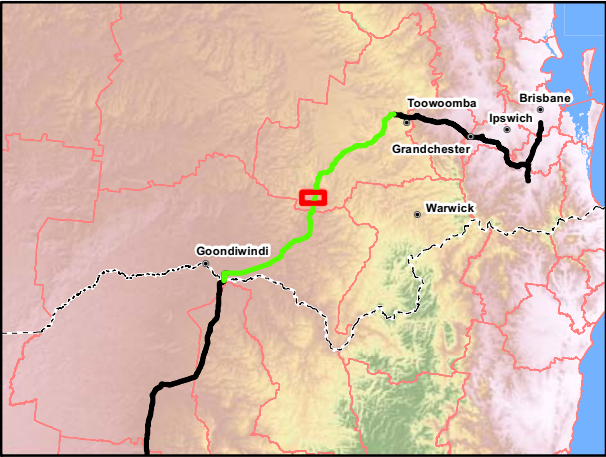


Legend

- Localities
- Stock route
- Construction routes
- Border to Gowrie alignment
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- Stock route



A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix H33:
Existing stock routes

Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

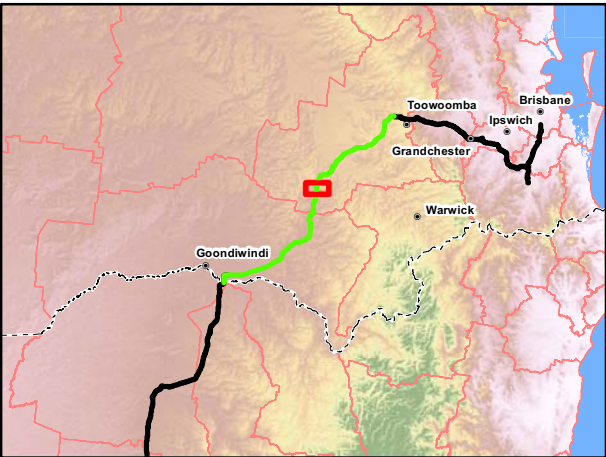


Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



A3 scale: 1:50,000

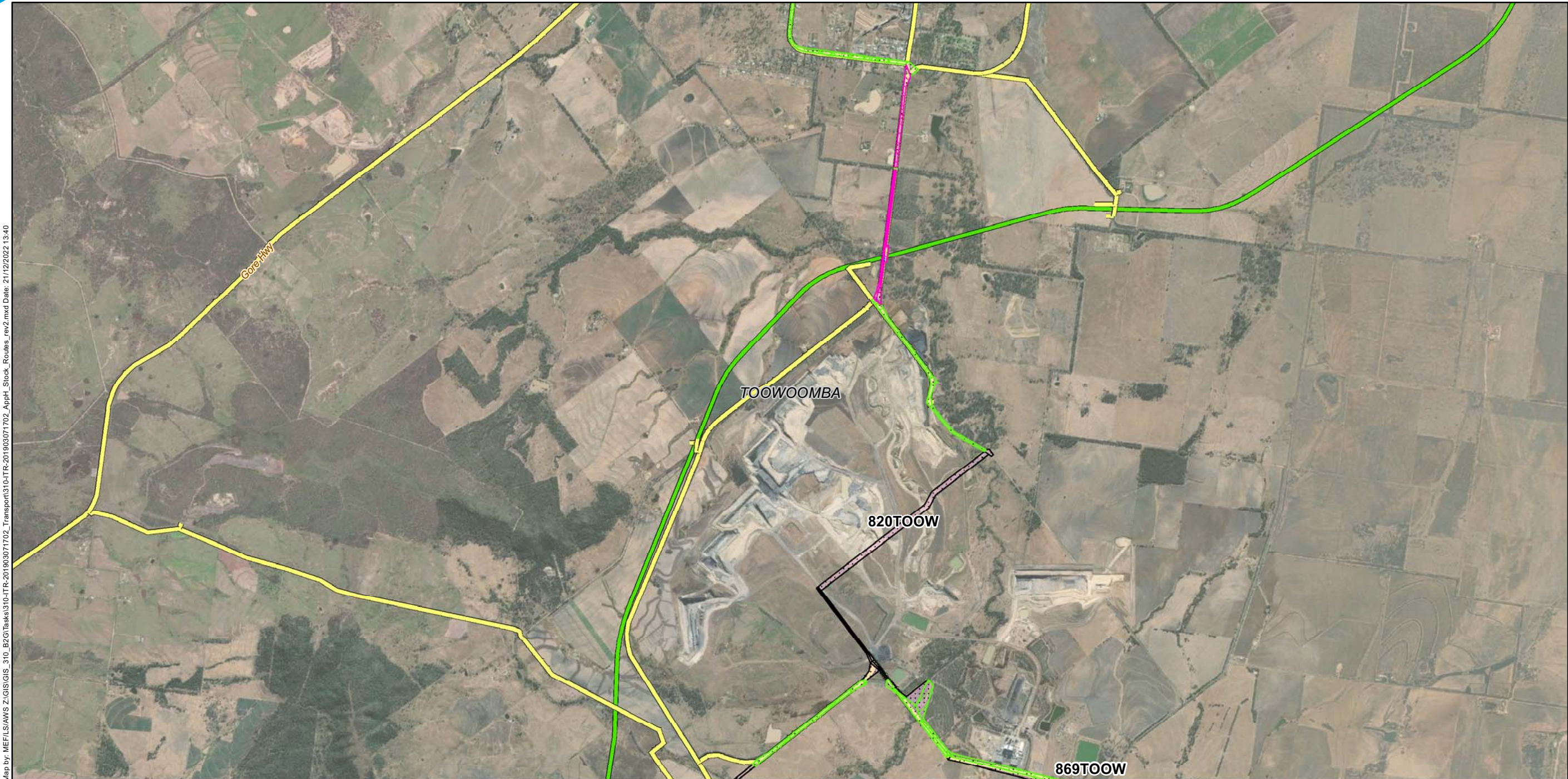
0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

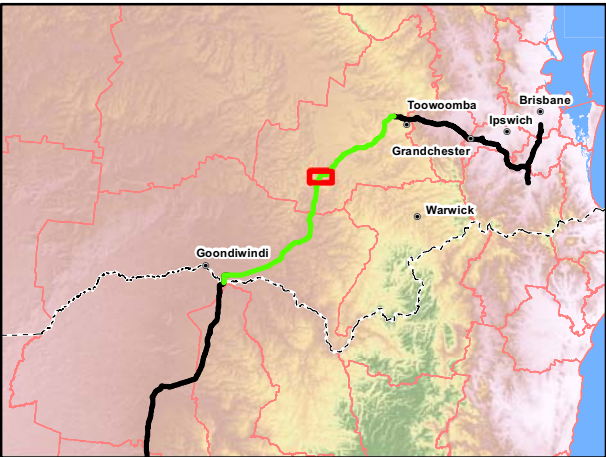


Legend

- Stock route
- Construction routes
- Border to Gowrie alignment
- Existing rail (non-operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

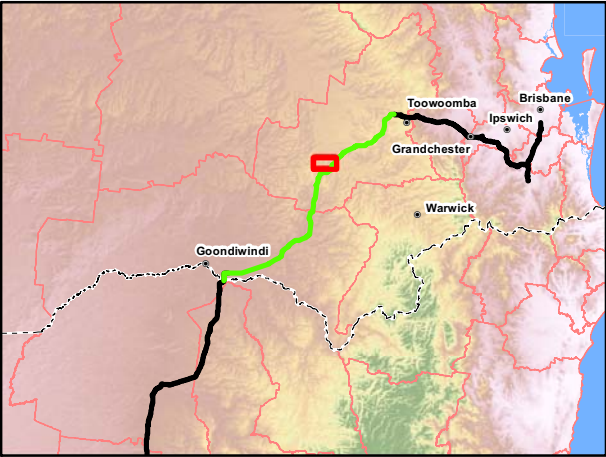


Legend

- Localities
- Stock route
- Construction routes
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

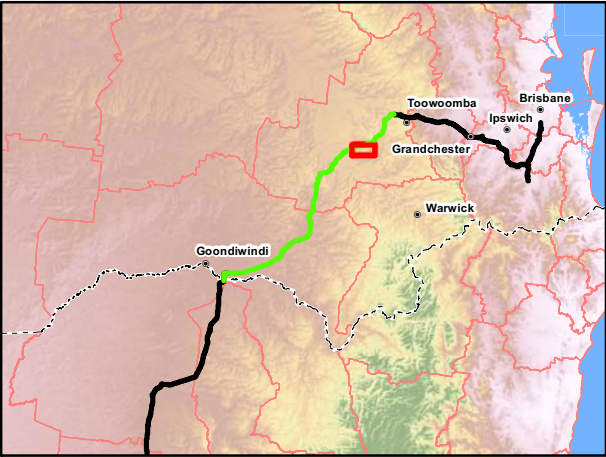


Legend

- Localities
- Stock route
- Construction routes
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstructionRoutes
- Stock route



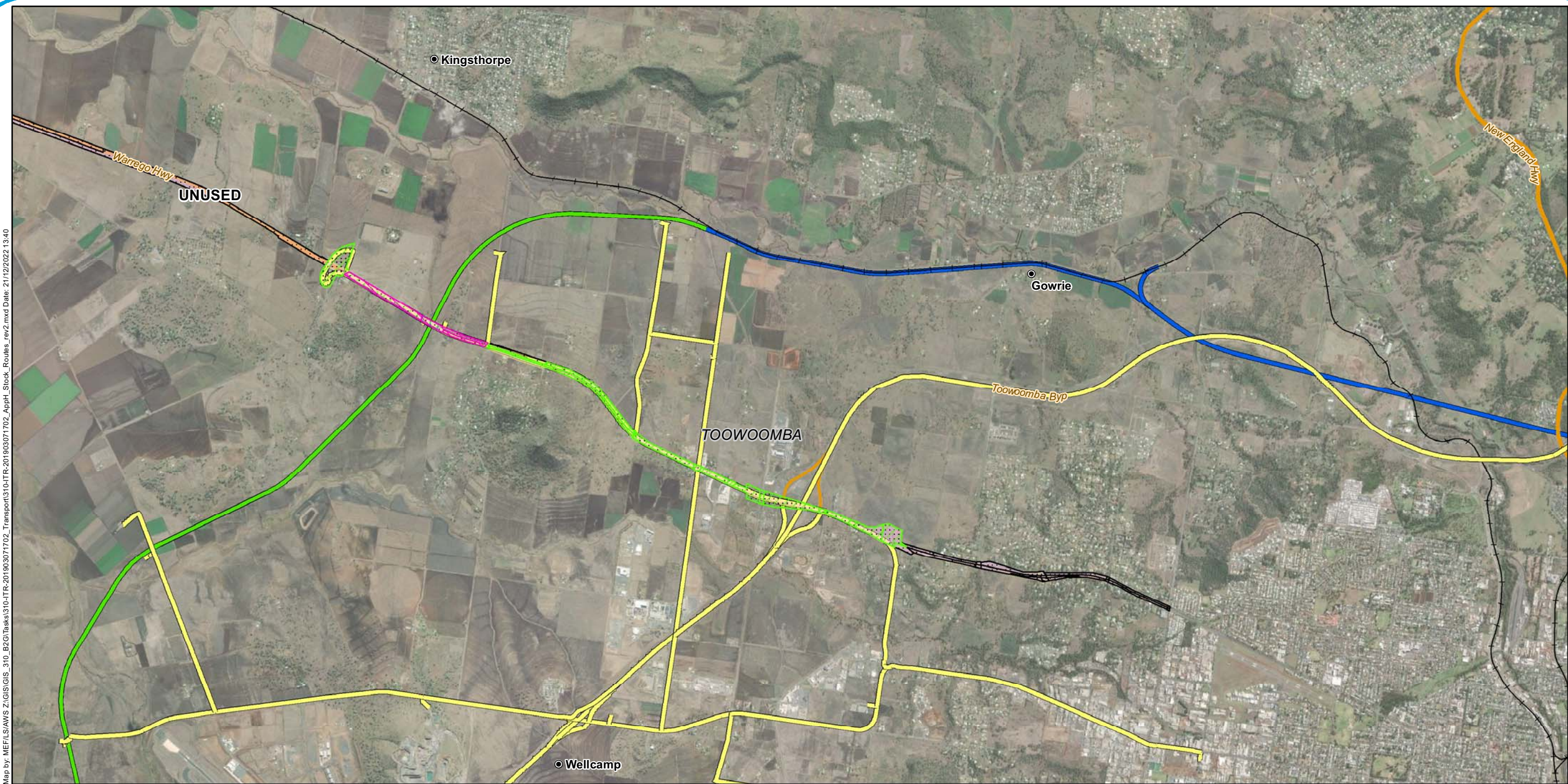
A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



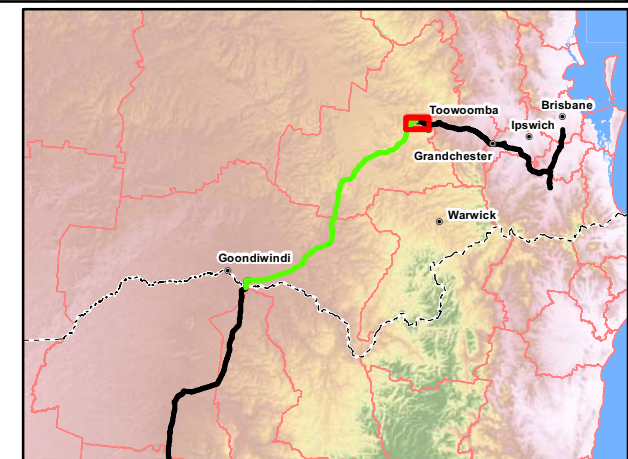
Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

- Localities
- Stock route
- Construction routes
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- StockRoutes_ConstrFootprint
- StockRoutes_ConstructionRoutes
- StockRoutes_QLD_RailAlignment
- Stock route



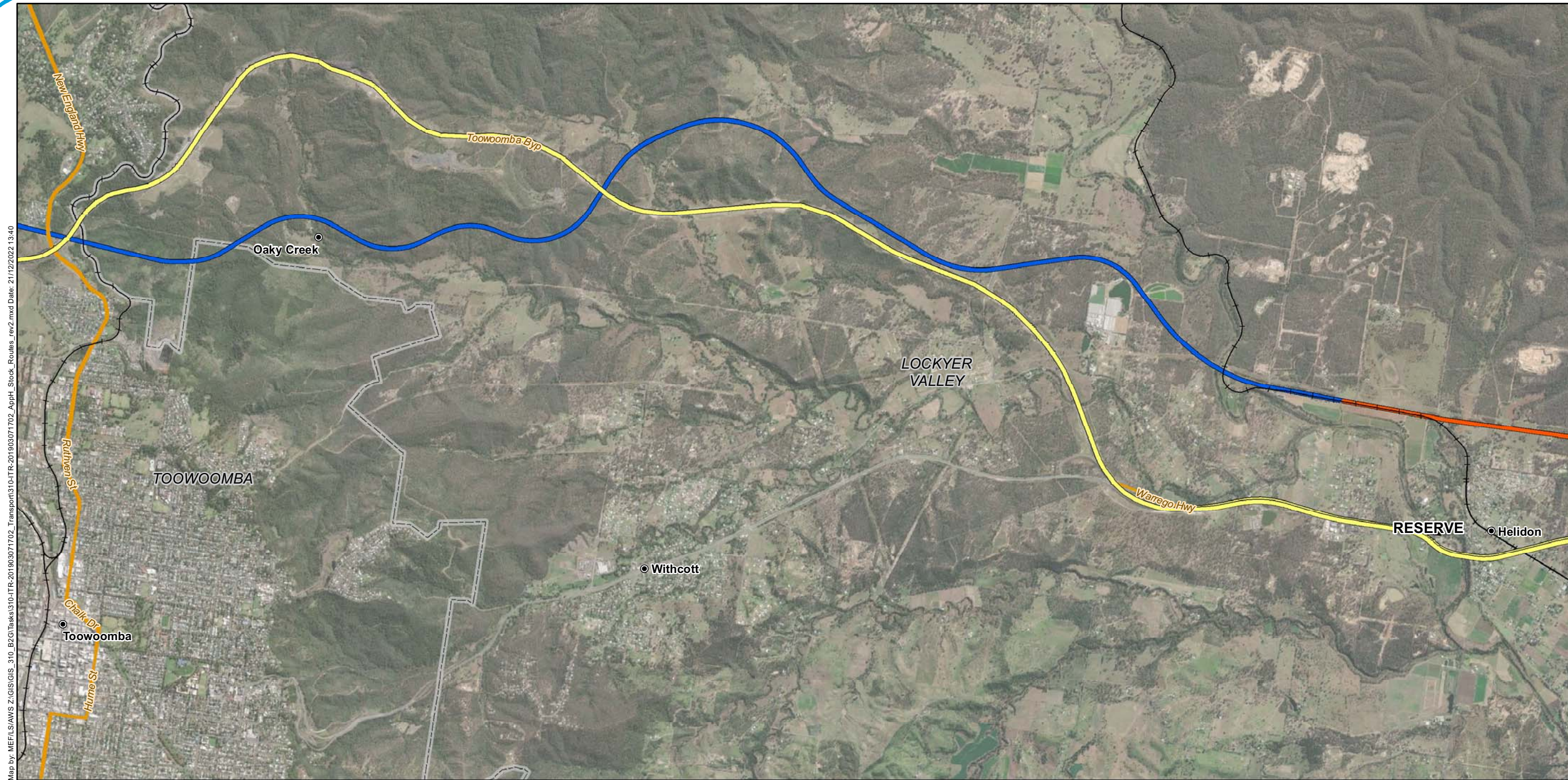
A3 scale: 1:50,000
0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix H38:
Existing stock routes



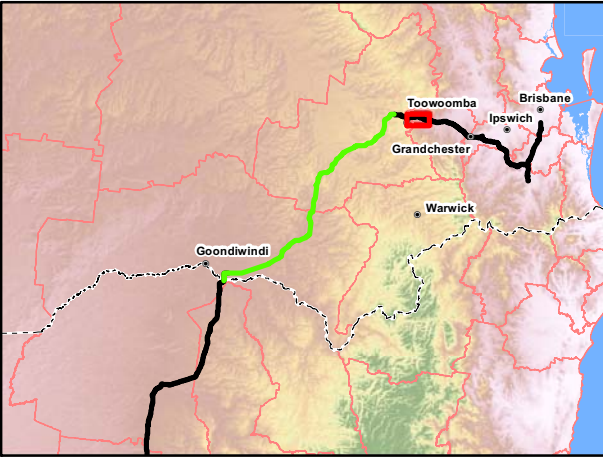
Map by: MEFL/SLAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppH_Stock_Routes_rev2.mxd Date: 21/12/2022 13:40

Legend

- Localities
- Stock route
- Construction routes
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

Stock Routes

- Stock Routes (All)
- Stock route



A3 scale: 1:50,000

0 0.35 0.7 1.05 1.4 1.75km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

APPENDIX

AA

Traffic Impact Assessment

Appendix I Existing State strategic touring routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

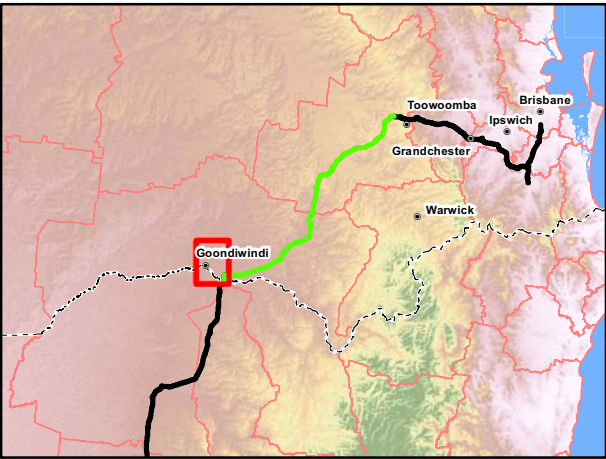
Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_Appl_StateStrategicTouringRoutes_SEQD_2016_rev2.mxd Date: 9/01/2023 09:41



Legend

- Localities
- Construction routes
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Local Government Areas

State Strategic Tourist Route (2016)
— Leichhardt Way



A3 scale: 1:250,000

0 1.5 3 4.5 6 7.5km

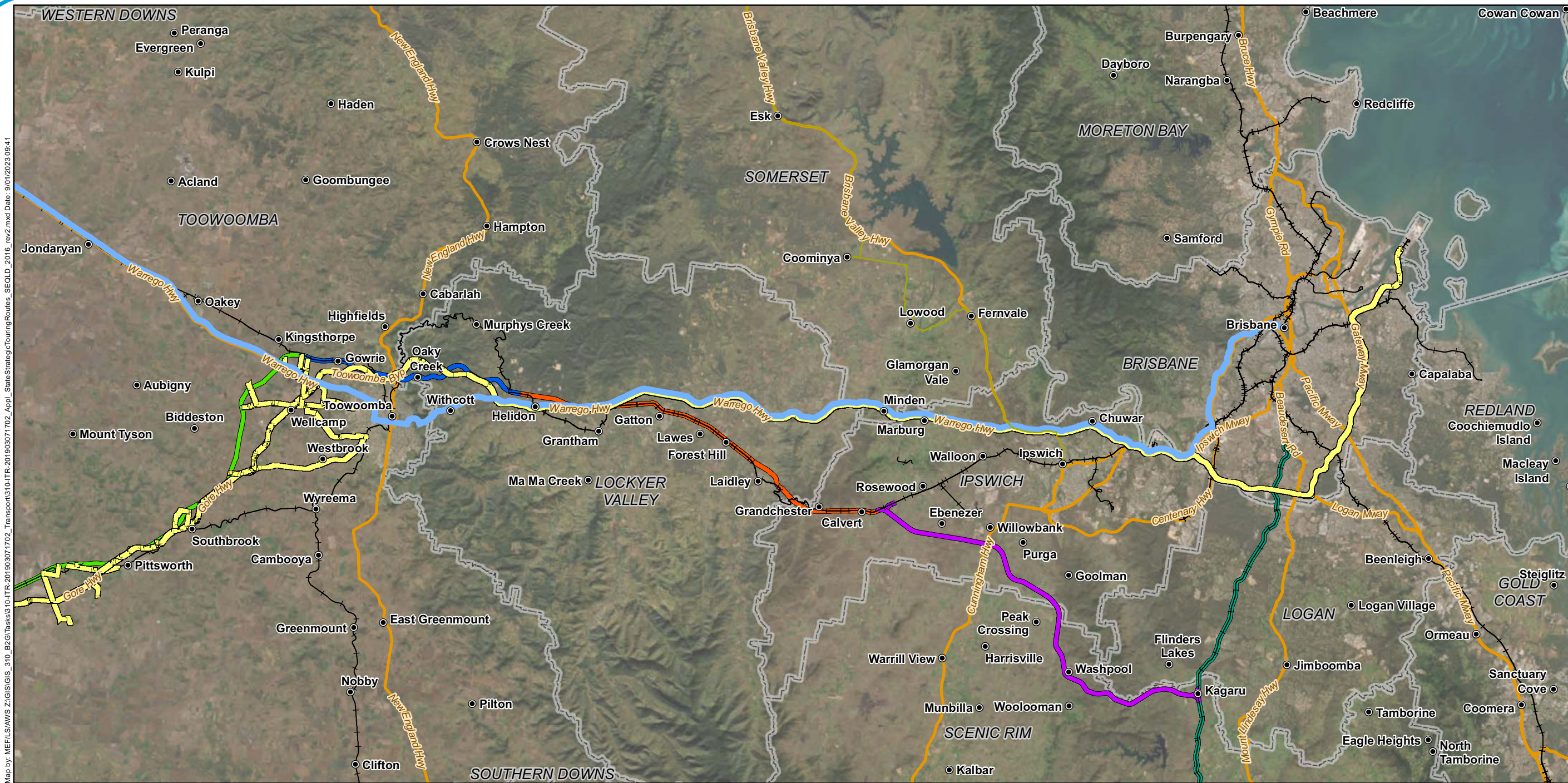


Future Freight
Integrating Community, Environment and Engineering

Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix I1:

Existing state strategic touring routes



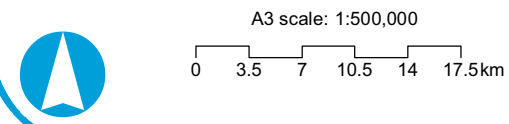
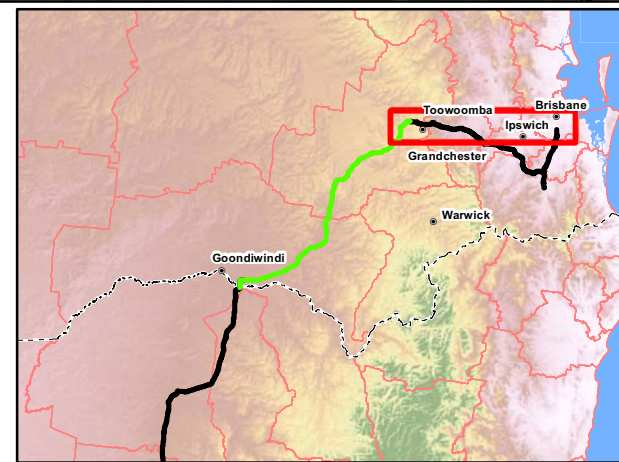
Map by: ME/FLS/AWS Z:GIS/GIS_310_B2GTtask310-ITR-201903071702_Transport310-ITR-201903071702_Appl_StateStrategicTouringRoutes_SEQD_2016_rev2.mxd Date: 9/01/2023 09:41

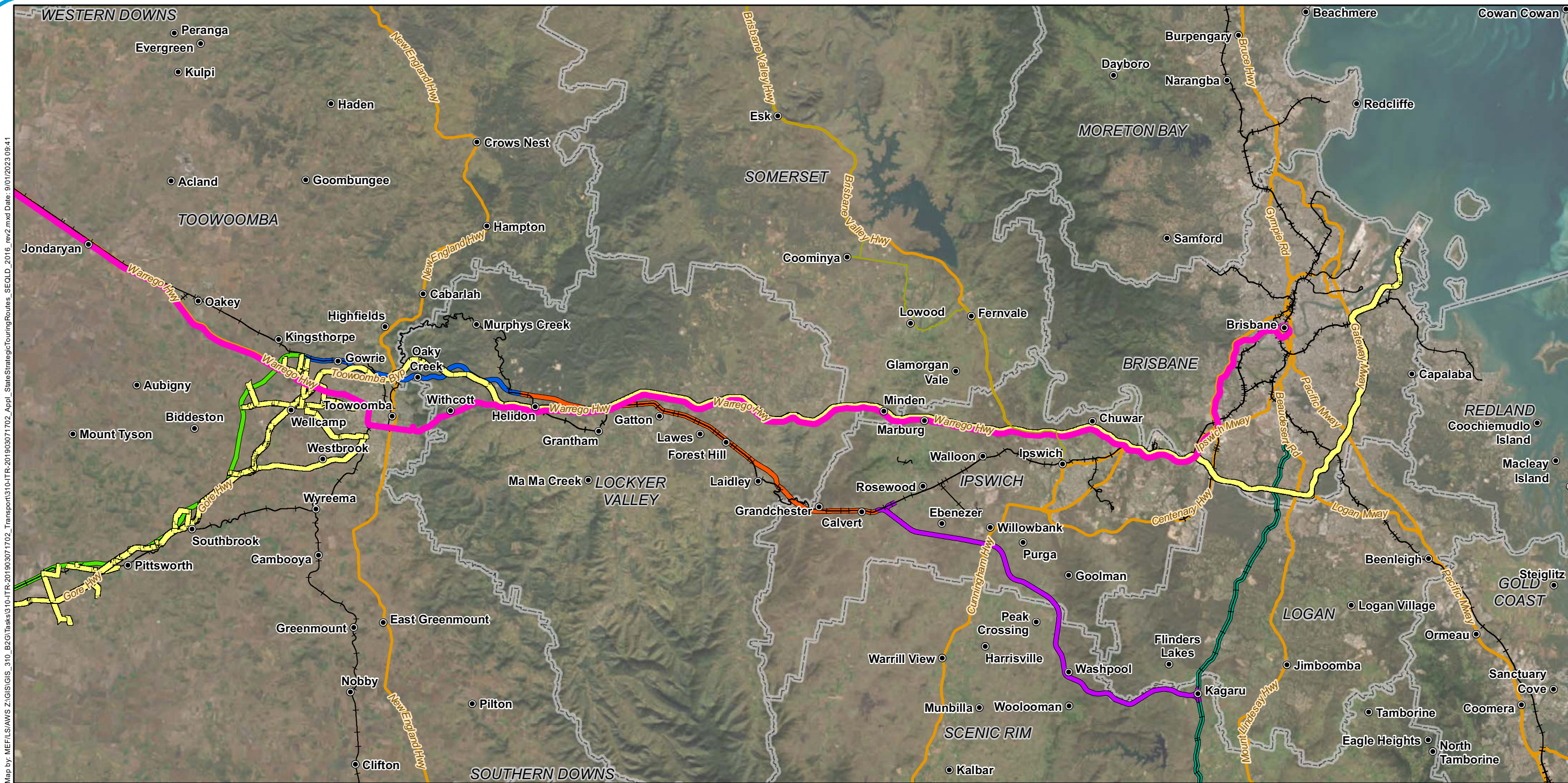
Legend

- 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)
- Major roads
- Local Government Areas

State Strategic Tourist Route (2016)

- Warrego Way





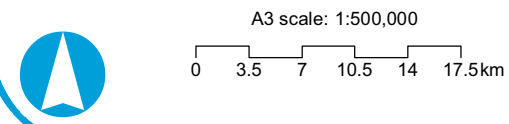
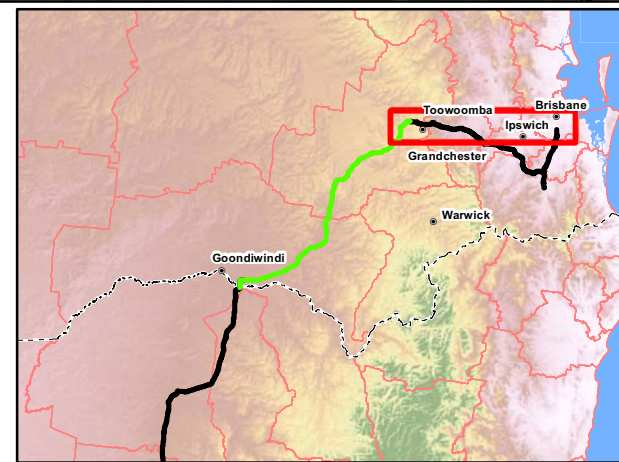
Map by: ME/FLS/AWS Z:GIS/GIS_310_B2GTtask310-ITR-201903071702_Transport310-ITR-201903071702_Appl_StateStrategicTouringRoutes_SEQD_2016_rev2.mxd Date: 9/01/2023 09:41

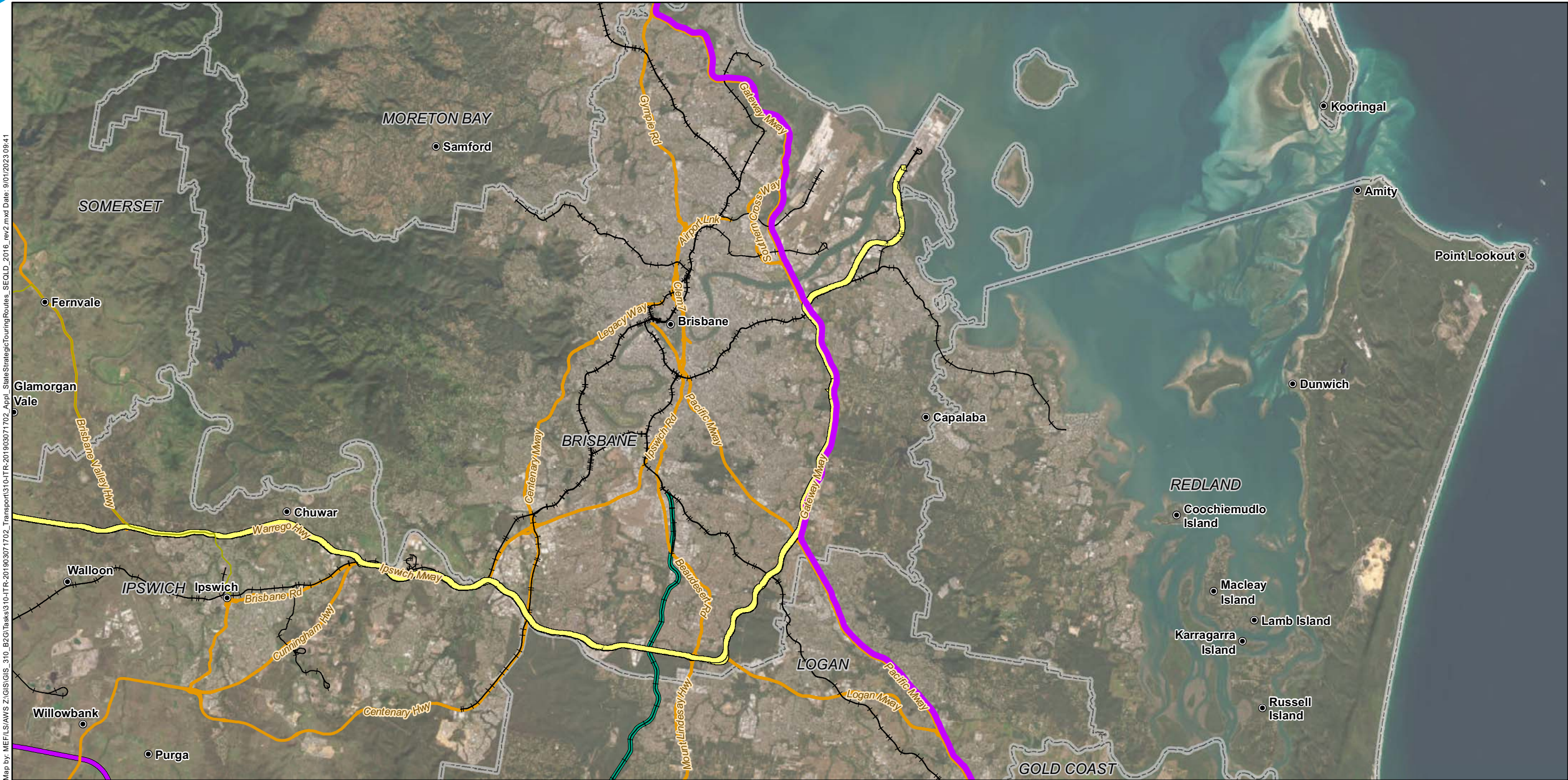
Legend

- 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)
- Major roads
- Local Government Areas

State Strategic Tourist Route (2016)

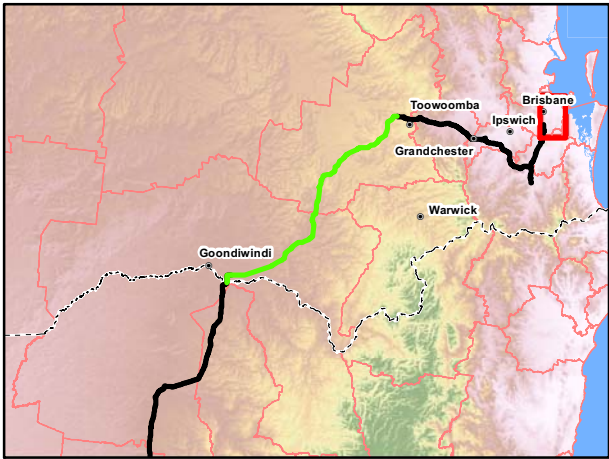
- Adventure Way





Legend

- Localities
 - Construction routes
 - Calvert to Kagaru alignment
 - Kagaru to Acacia Ridge/Bromelton alignment
 - Existing rail (operational)
 - Major roads
 - Local Government Areas
- State Strategic Tourist Route (2016)**
- Pacific Coast Way



A3 scale: 1:250,000
0 1.5 3 4.5 6 7.5km

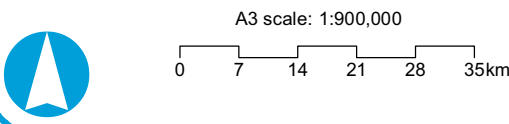
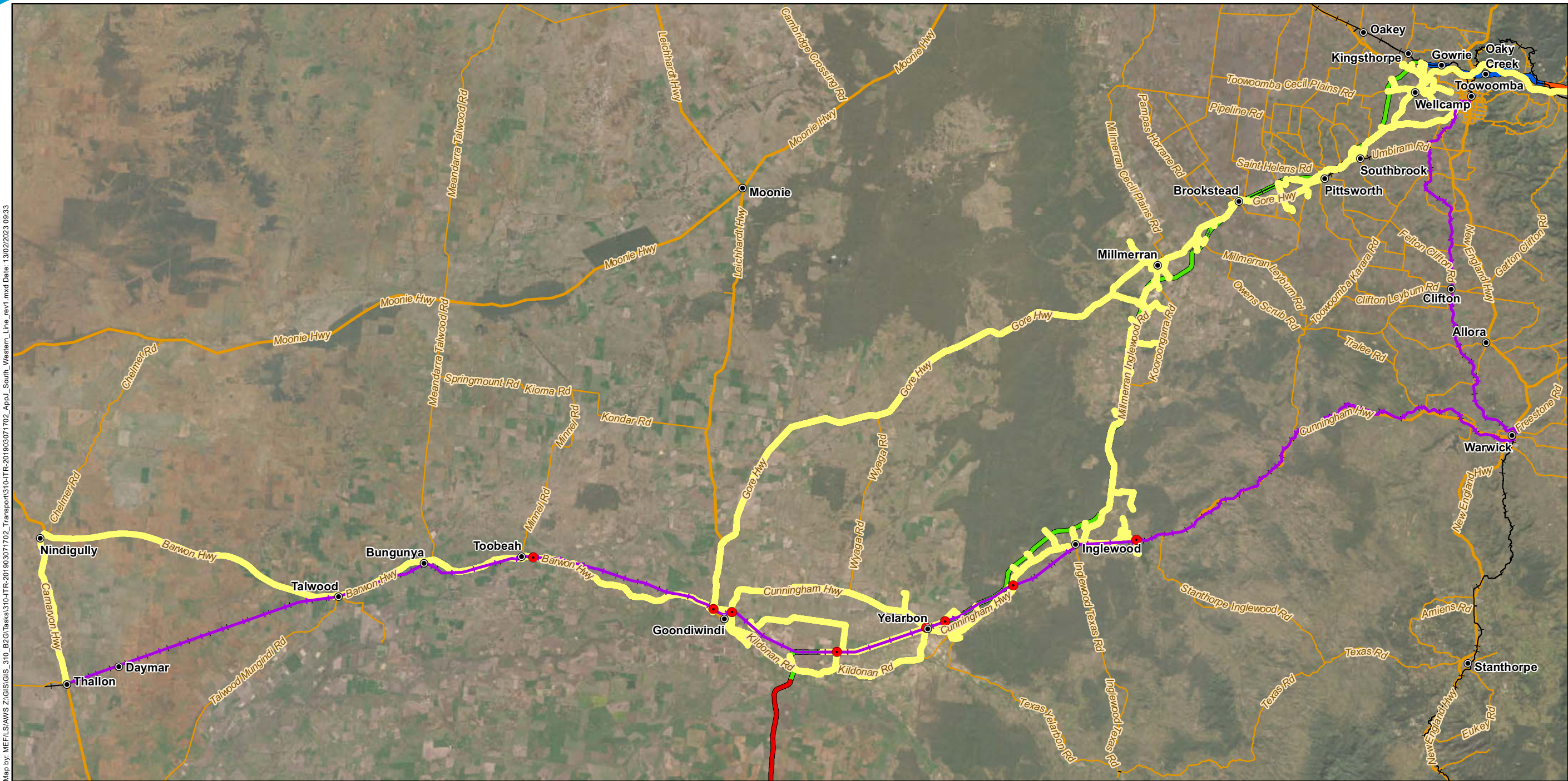
APPENDIX

AA

Traffic Impact Assessment

Appendix J Existing South Western Line

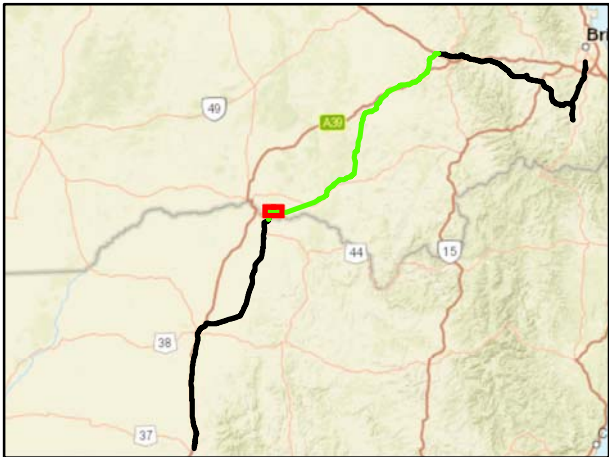
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT





Legend

Existing road rail interface	South Western Line
North Star to NSW/QLD border alignment	Existing rail (operational)
Border to Gowrie alignment	Construction routes
	Minor roads

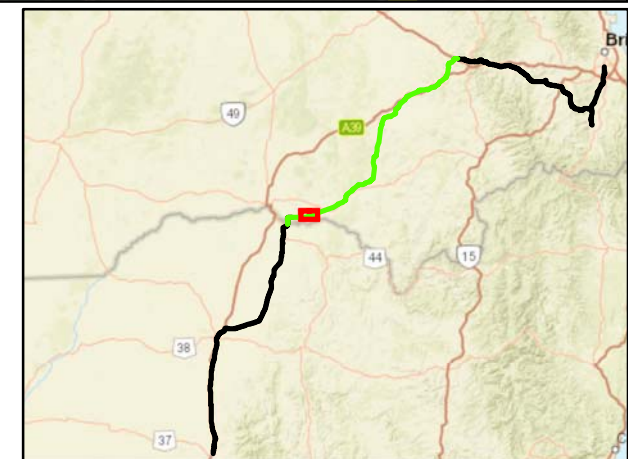


A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km

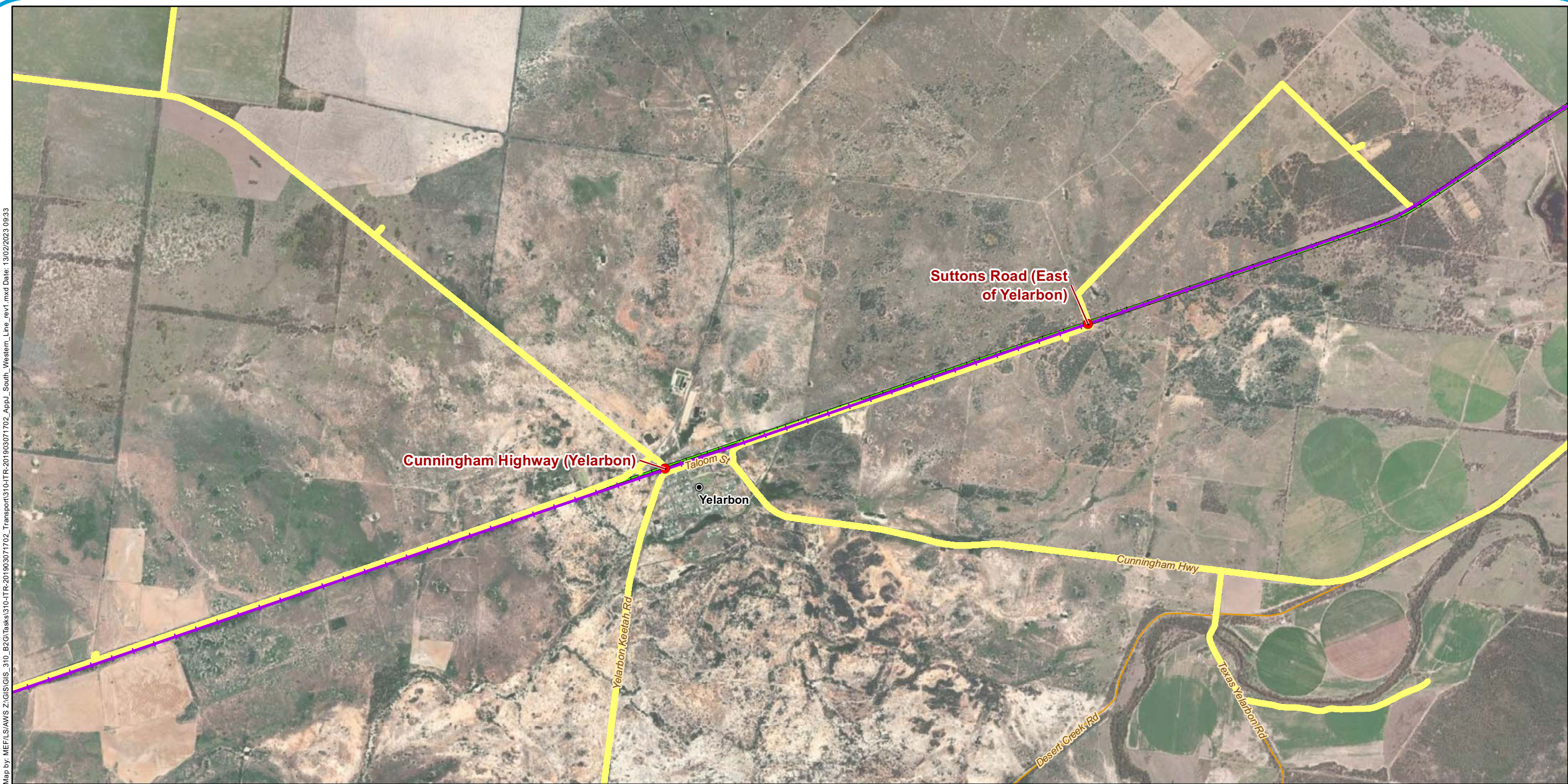


Legend

- Existing road rail interface
- Border to Gowrie alignment
- South Western Line
- Existing rail (operational)
- Construction routes
- Minor roads



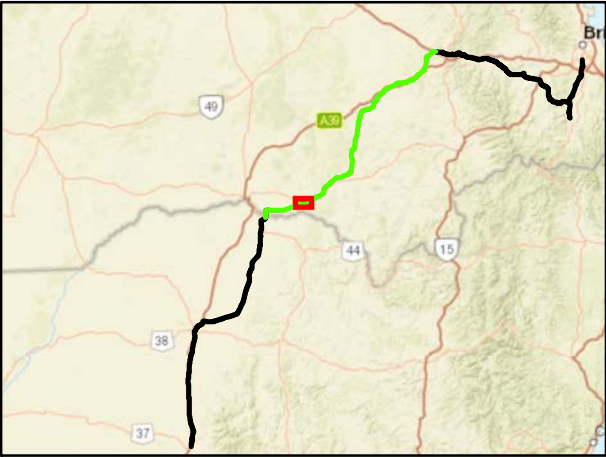
A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



Map by: MEFL/SAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_South_Western_Line_rev1.mxd Date: 13/02/2023 09:33

Legend

● Localities	— South Western Line
● Existing road rail interface	— Existing rail (operational)
— Border to Gowrie alignment	— Construction routes
	— Major roads
	— Minor roads

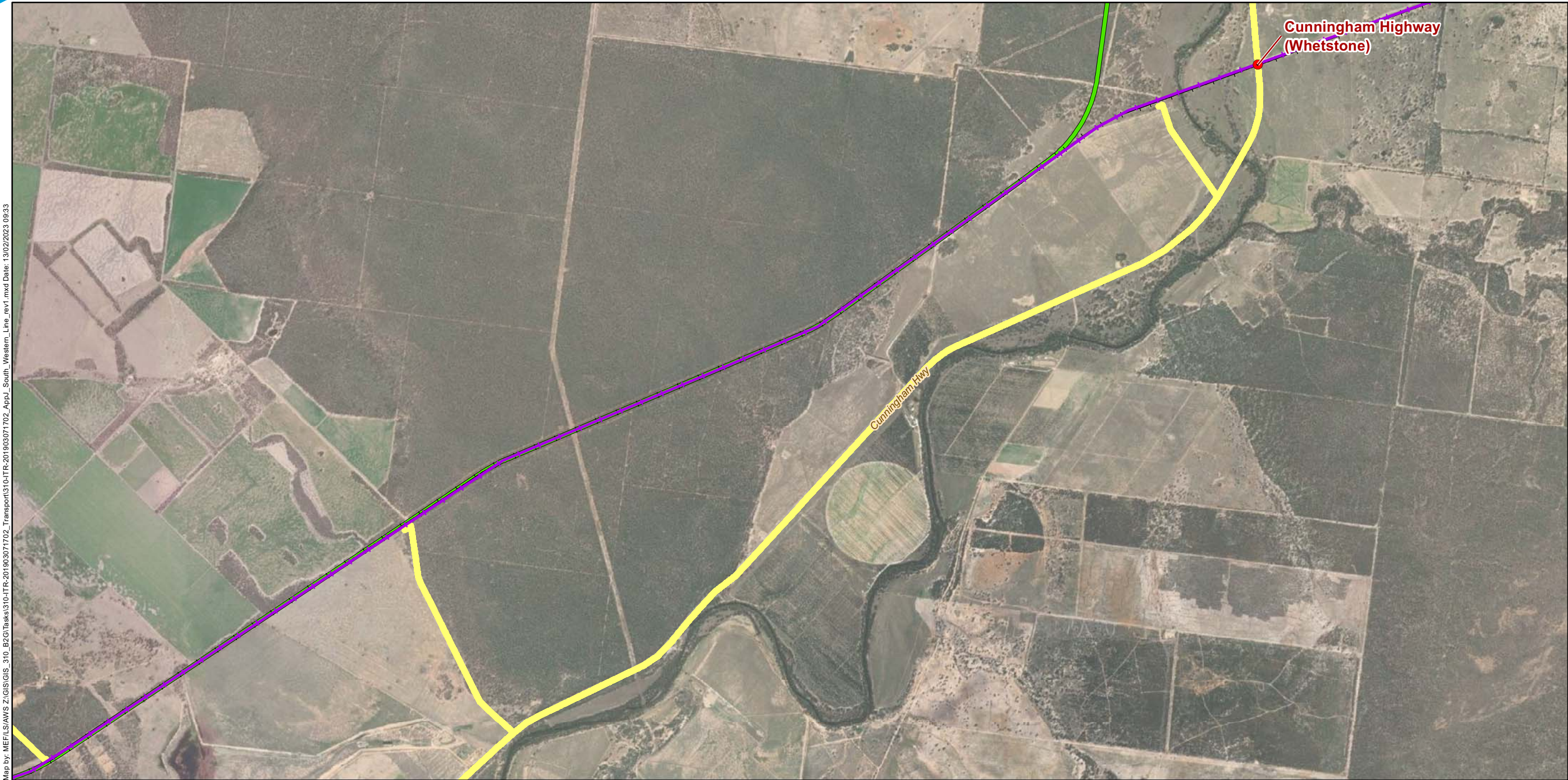


A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



Future Freight
Integrating Community, Environment and Engineering

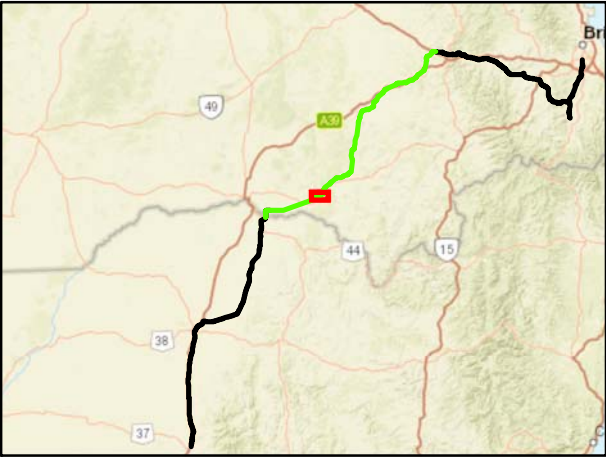
Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56



Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_App\South_Western_Line_rev1.mxd Date: 13/02/2023 09:33

Legend

- Existing road rail interface
- Border to Gowrie alignment
- South Western Line
- Existing rail (operational)
- Construction routes
- Major roads



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



Future Freight
Integrating Community, Environment and Engineering

Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

APPENDIX

AA

Traffic Impact Assessment

Appendix K Existing Millmerran Branch Line

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

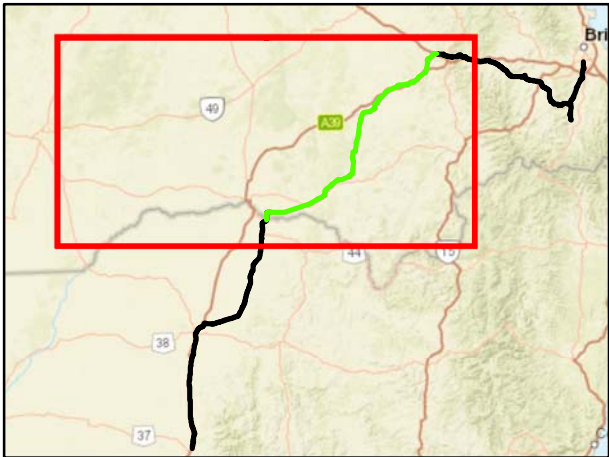


Legend

- Localities
- Existing road rail interface
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Millmerran Branch Line
- Existing rail (operational)
- Existing rail (non-operational)
- Construction routes
- Major roads
- Minor roads

Scale: 1:900,000

0 7 14 21 28 35km

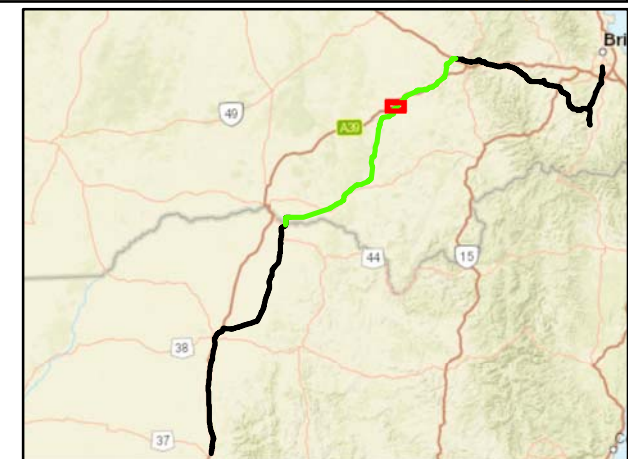




Map by: MEFL/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppK_Millmerran_Branch_Line_rev1.mxd Date: 13/02/2023 10:18

Legend

- Existing road rail interface
- Border to Gowrie alignment
- Millmerran Branch Line
- - - Existing rail (non-operational)
- Construction routes
- Major roads
- Minor roads

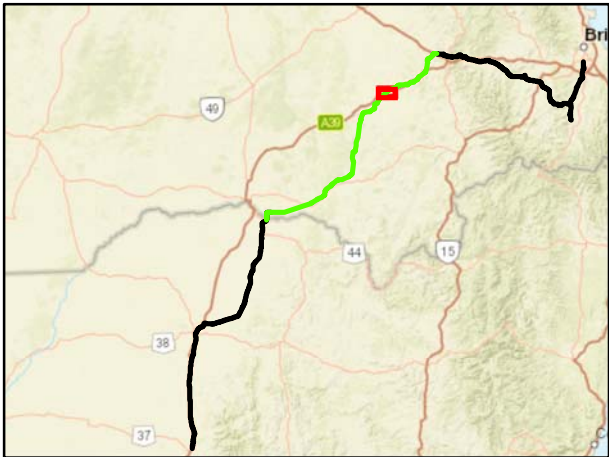


A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



Legend

- Localities
- Existing road rail interface
- Border to Gowrie alignment
- Millmerran Branch Line
- Existing rail (operational)
- - - Existing rail (non-operational)
- Construction routes
- Major roads
- Minor roads



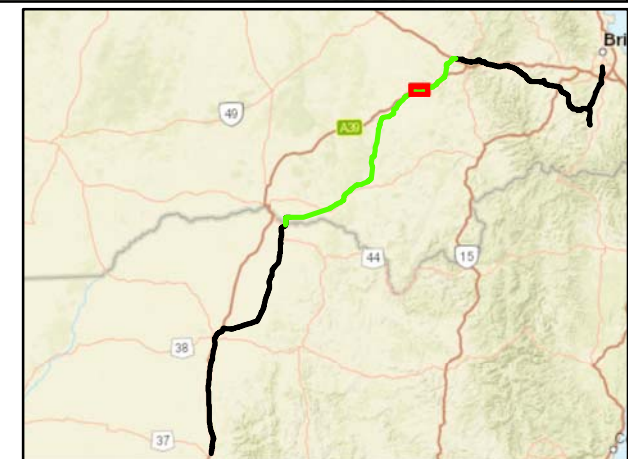
A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



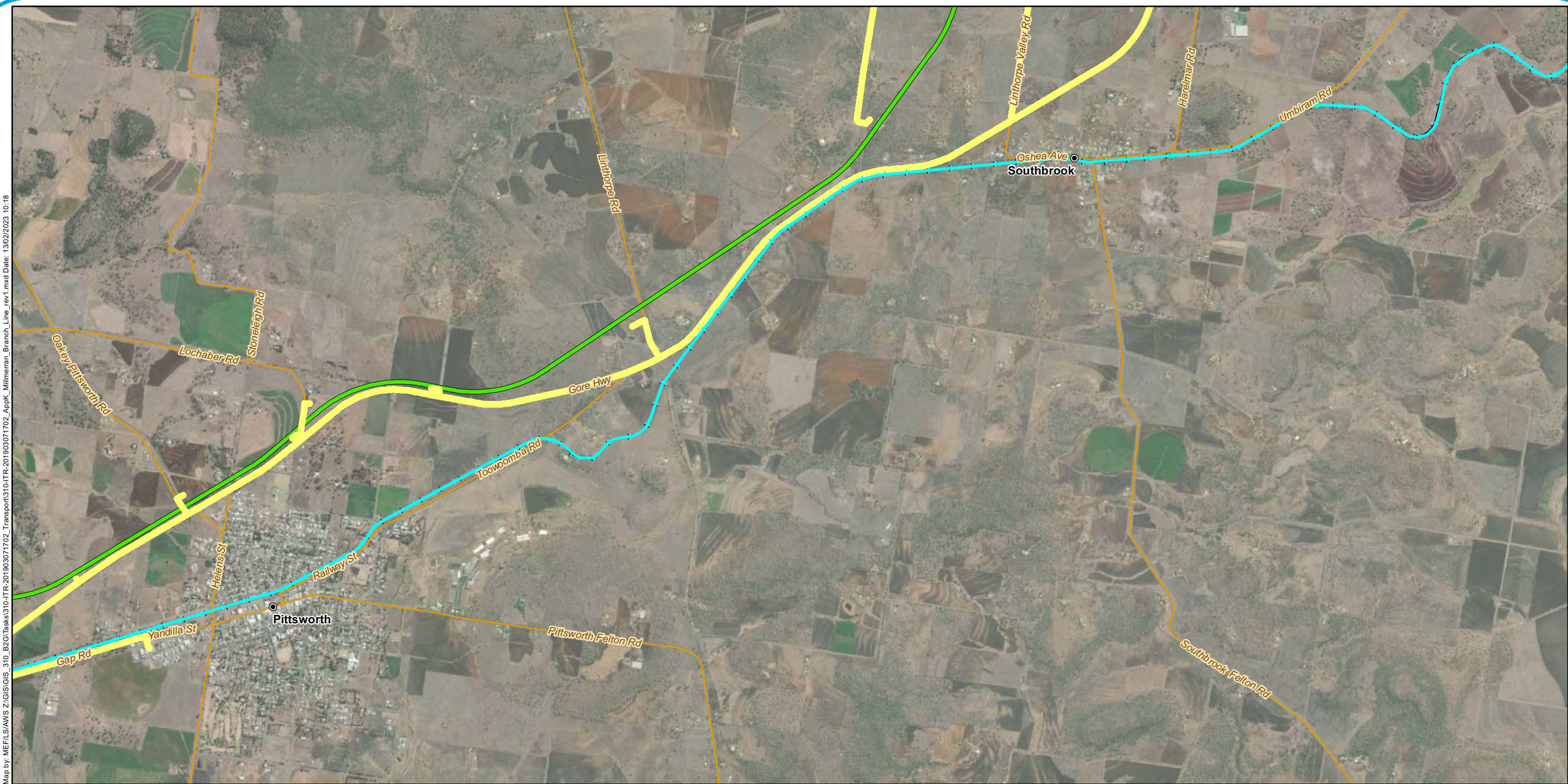
Map by: MEFL/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppK_Millmerran_Branch_Line_rev1.mxd Date: 13/02/2023 10:18

Legend

- Existing road rail interface
- Border to Gowrie alignment
- Millmerran Branch Line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



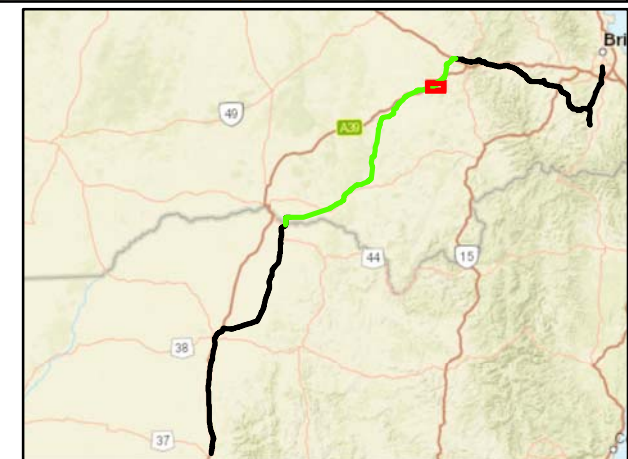
A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



Map by: MEFL/SAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppK_Millmerran_Branch_Line_rev1.mxd Date: 13/02/2023 10:18

Legend

- Localities
- Existing road rail interface
- Border to Gowrie alignment
- Millmerran Branch Line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



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



Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

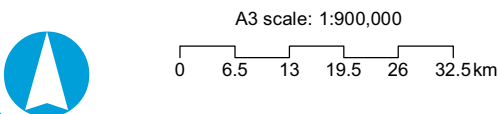
APPENDIX

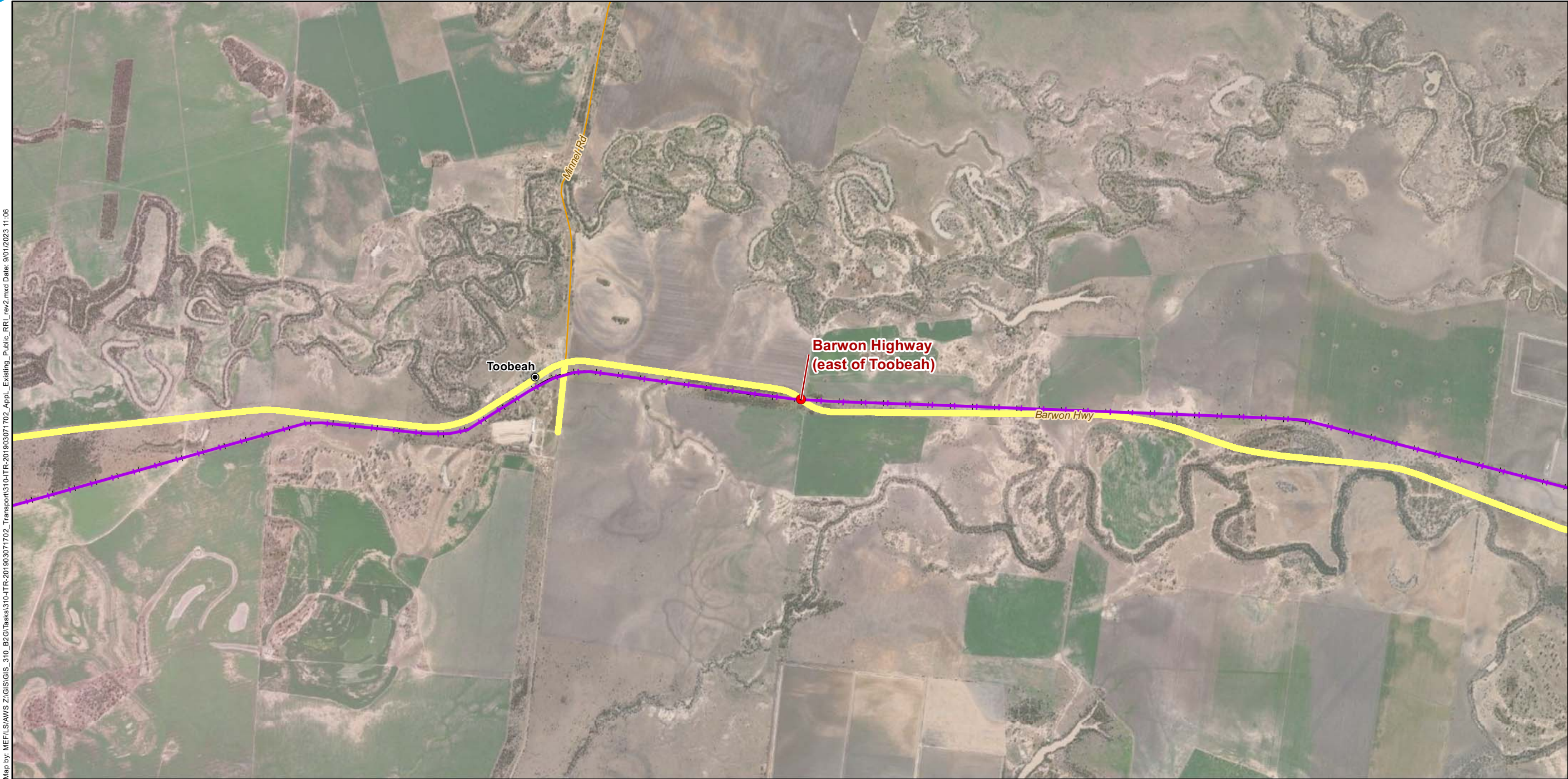
AA

Traffic Impact Assessment

Appendix L Existing public road-rail interfaces

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

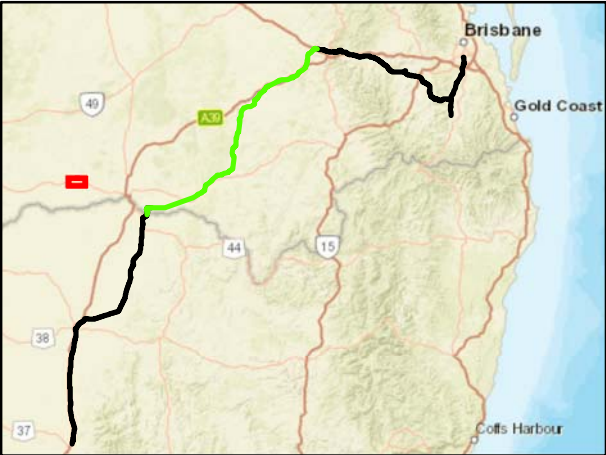




Map by: MEFL/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_Applic_Existing_Public_RRI_rev2.mxd Date: 9/01/2023 11:06

Legend

- Road rail interface
- Localities
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



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

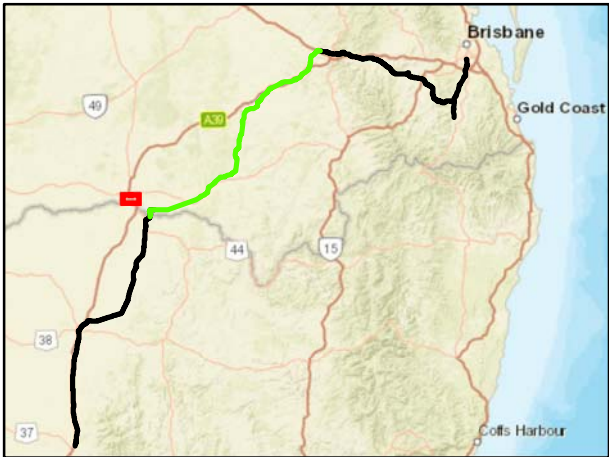


Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



Legend

- Road rail interface
- Localities
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



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



Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix L3:

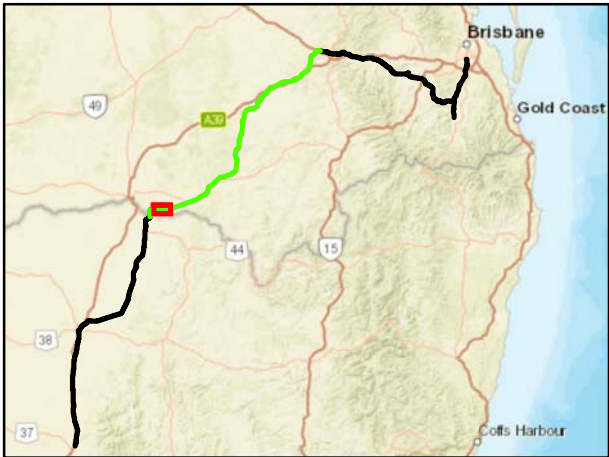
Existing public road rail interfaces

Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_Appt_Existing_Public_RRI_rev2.mxd Date: 9/01/2023 11:06

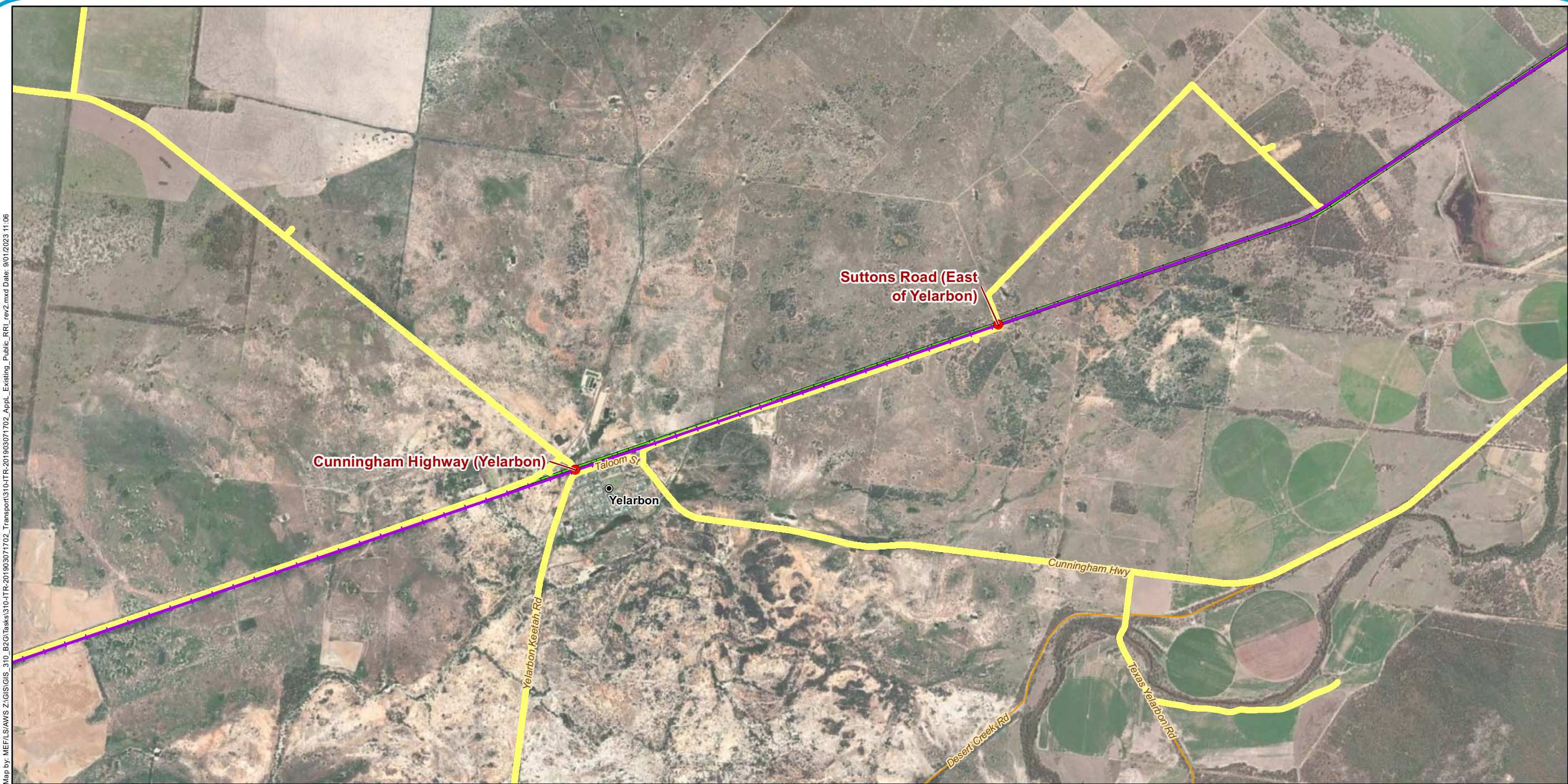


Legend

- Road rail interface
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Minor roads

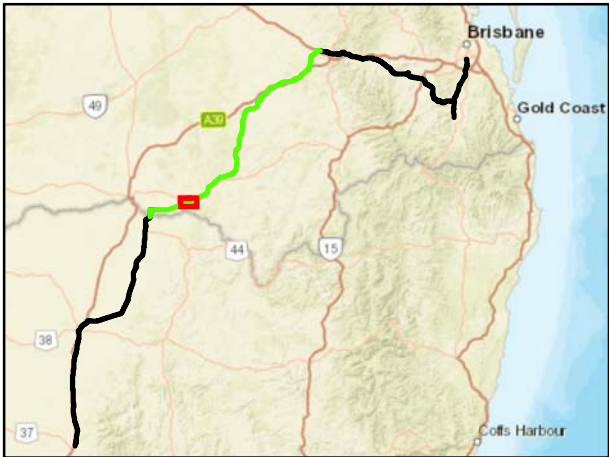


A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



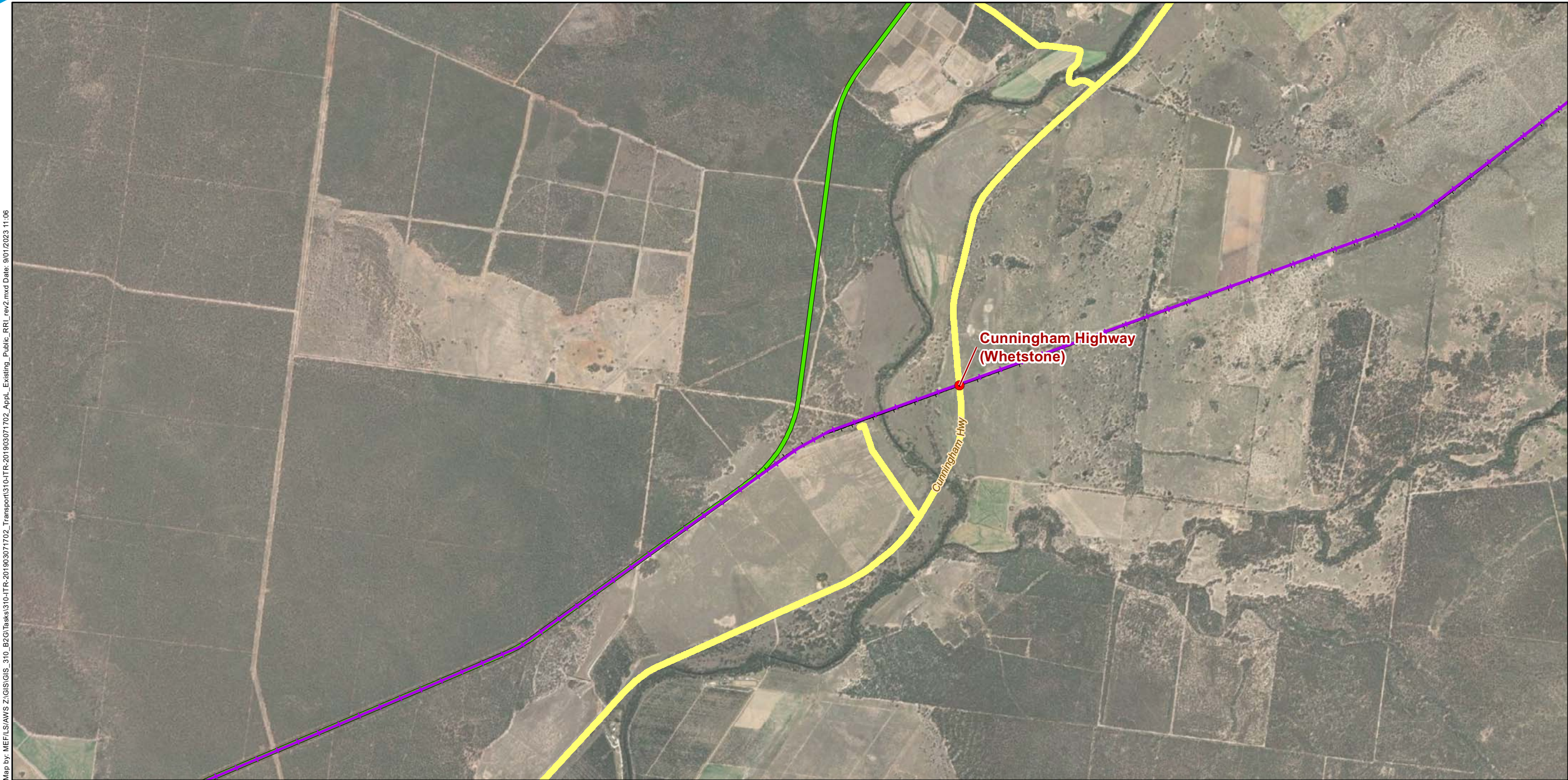
Legend

● Road rail interface	— Millmerran branch line
● Localities	— South western line
— Border to Gowrie alignment	— Existing rail (operational)
	— Construction routes
	— Major roads
	— Minor roads



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

Map by: MEFL/SAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_Appt_Existing_Public_RRI_rev2.mxd Date: 9/01/2023 11:06



Legend

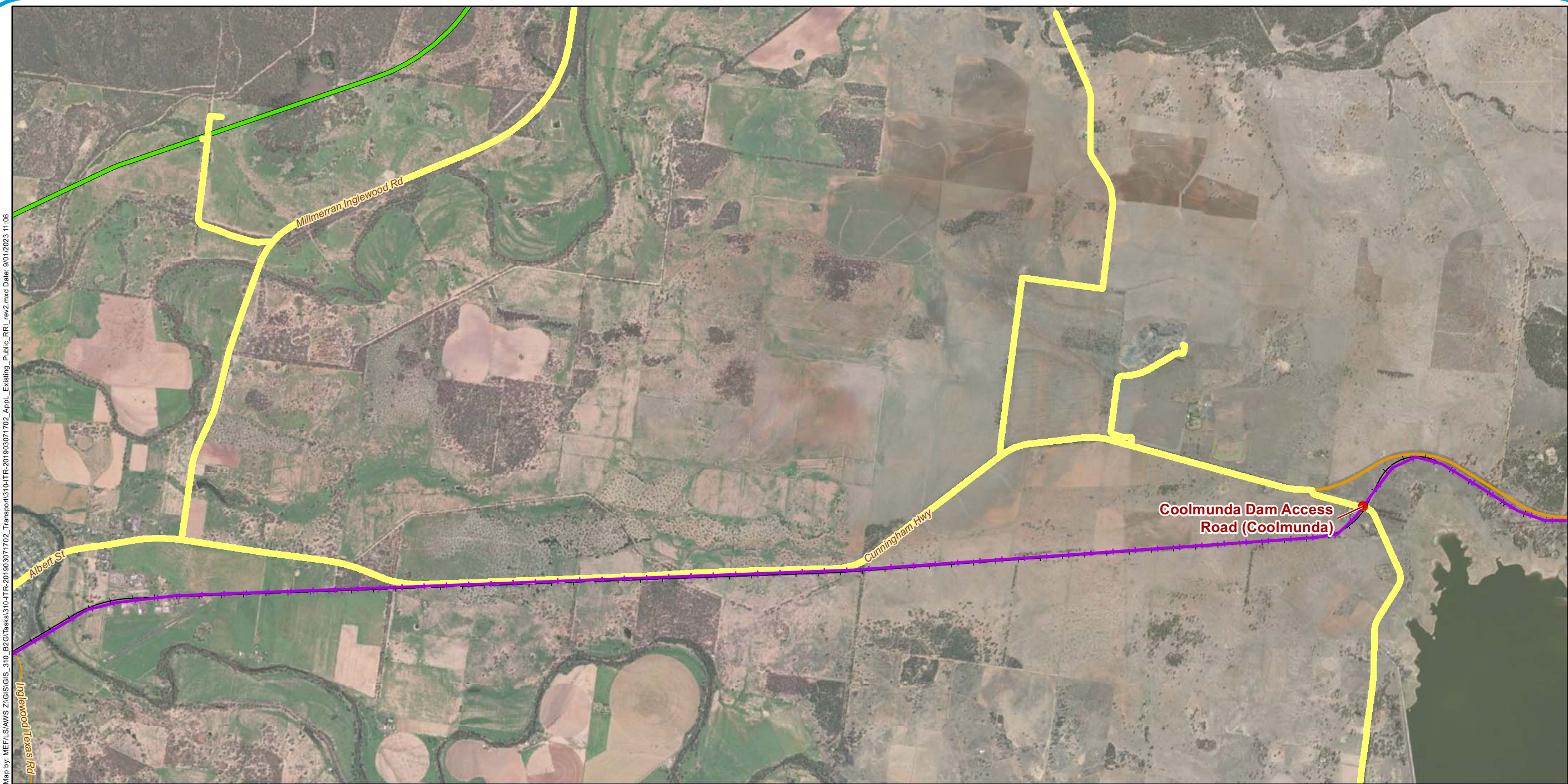
- Road rail interface
- Border to Gowrie alignment
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Major roads



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



Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

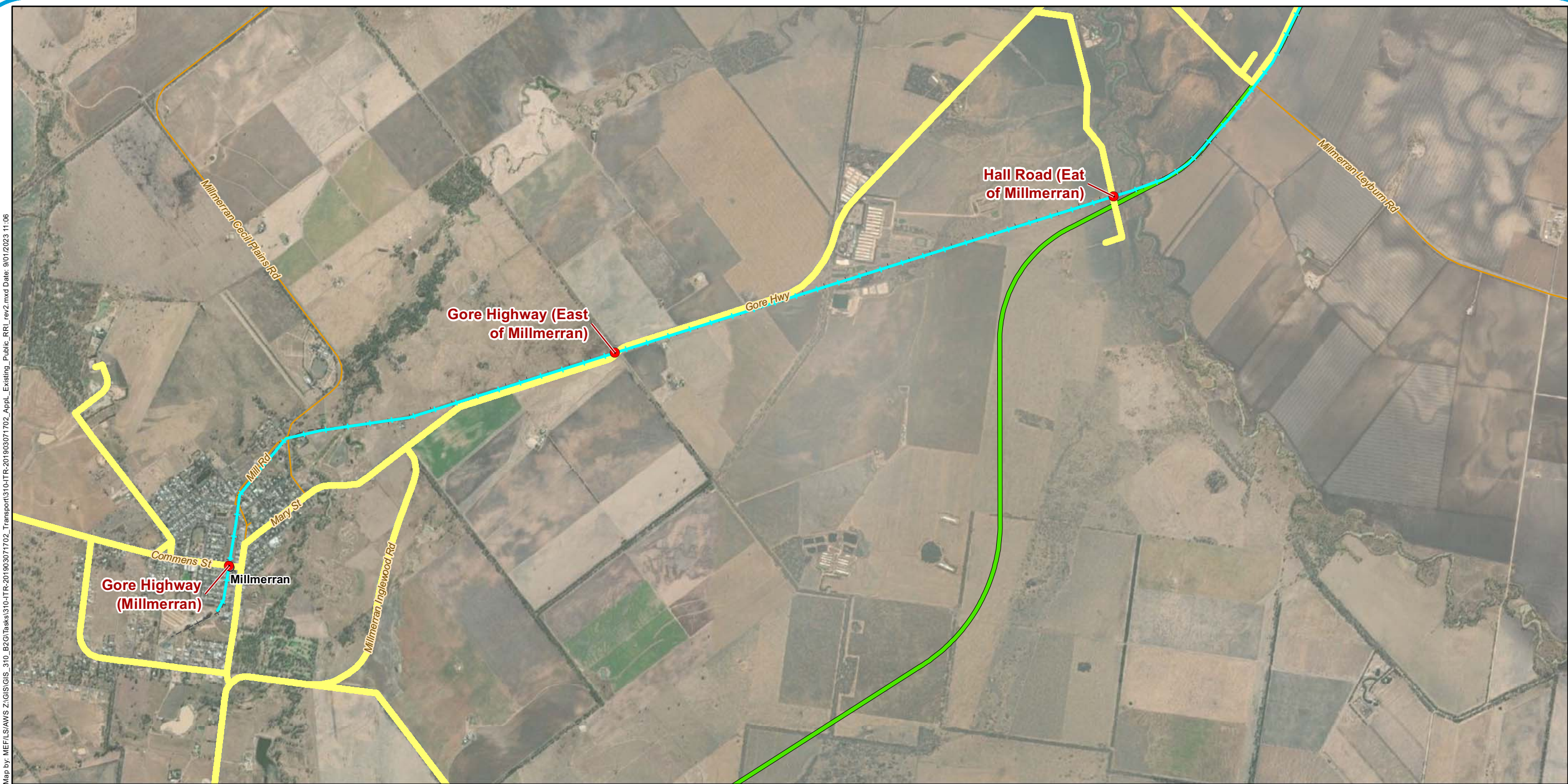


Legend

- Road rail interface
- Border to Gowrie alignment
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

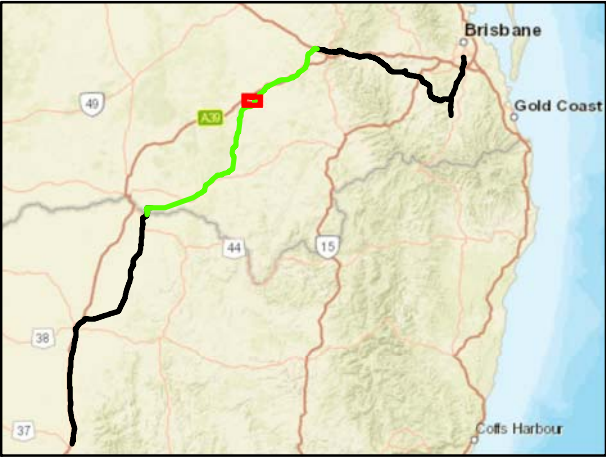


A3 scale: 1:40,000
0 0.3 0.6 0.9 1.2 1.5km



Legend

- Road rail interface
- Localities
- Border to Gowrie alignment
- Millmerran branch line
- South western line
- - - Existing rail (non-operational)
- Construction routes
- Major roads
- Minor roads



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



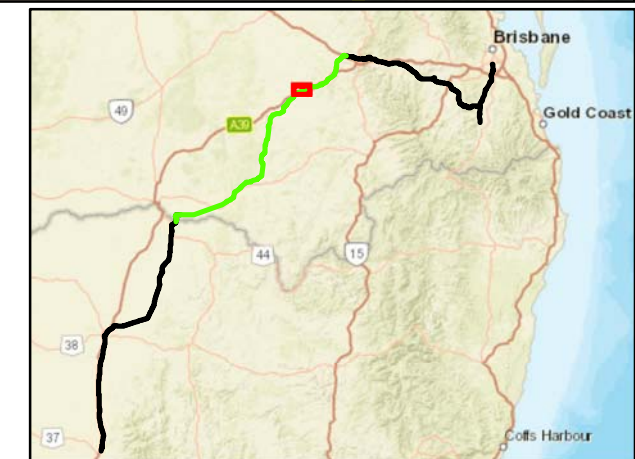
Future Freight
Integrating Community, Environment and Engineering

Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



Legend

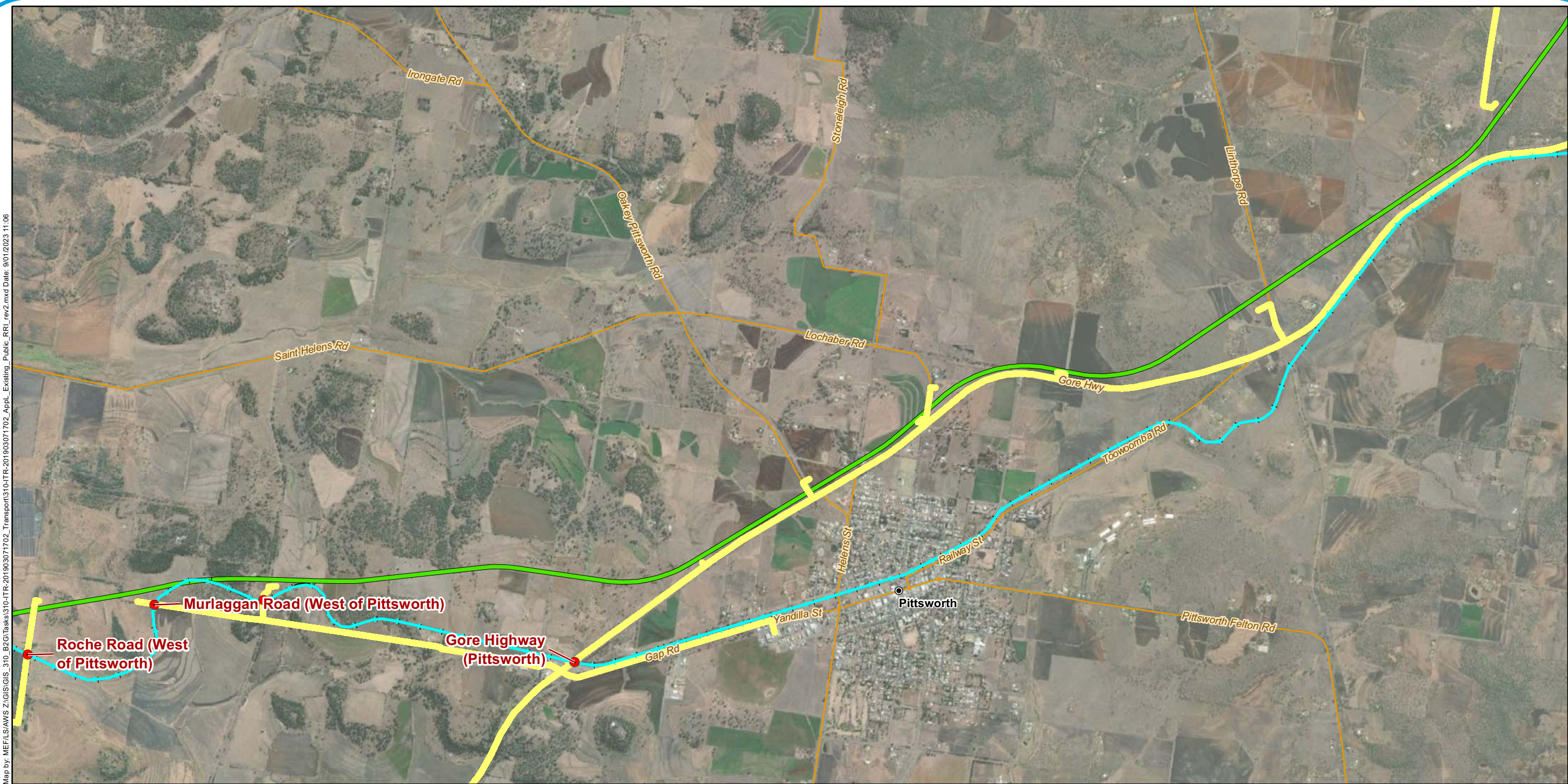
- Road rail interface
- Localities
- Border to Gowrie alignment
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



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



Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_Appl_Existing_Public_RRL_rev2.mxd Date: 9/01/2023 11:06

Legend

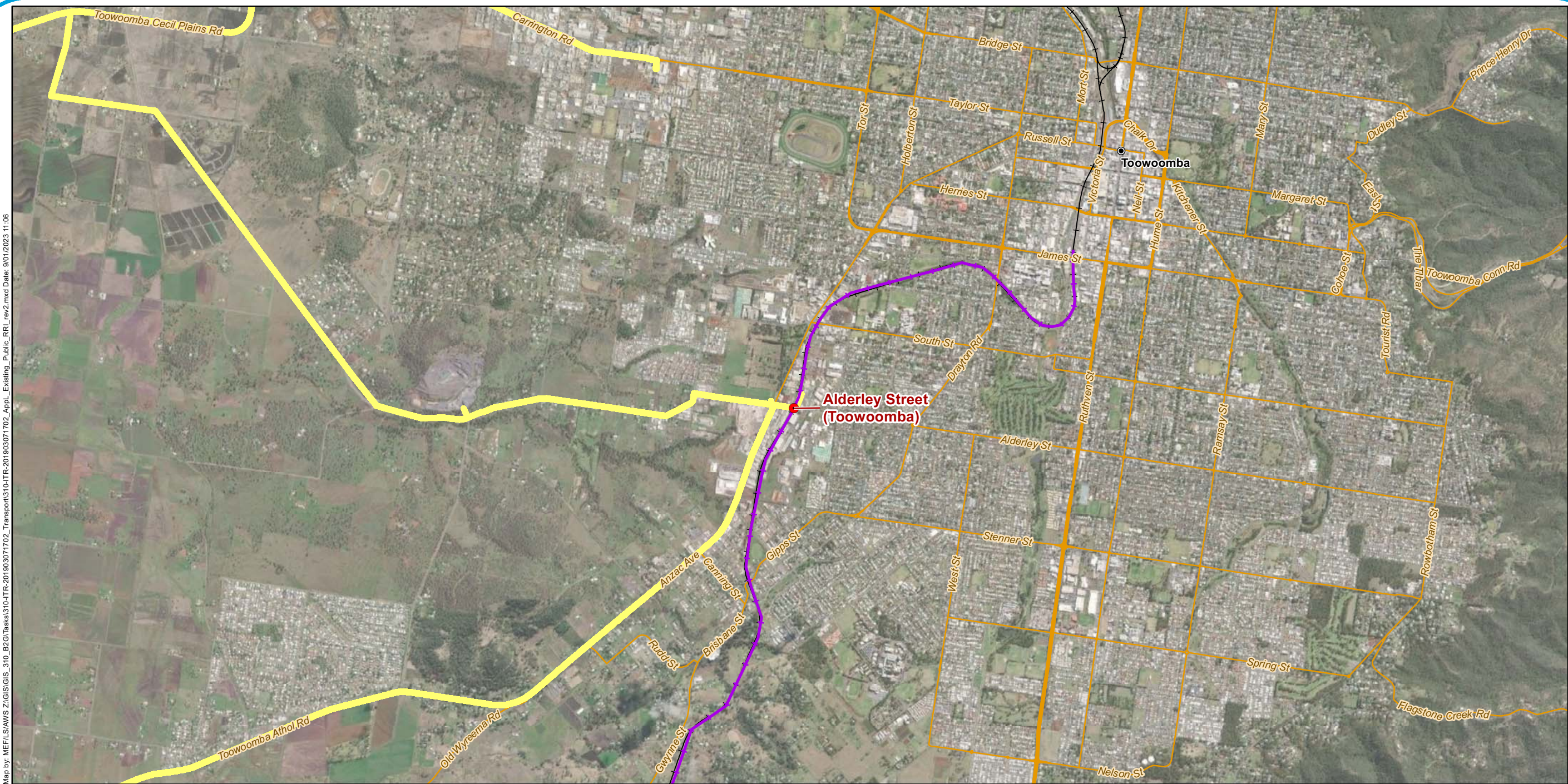
- Road rail interface
- Localities
- Border to Gowrie alignment
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



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

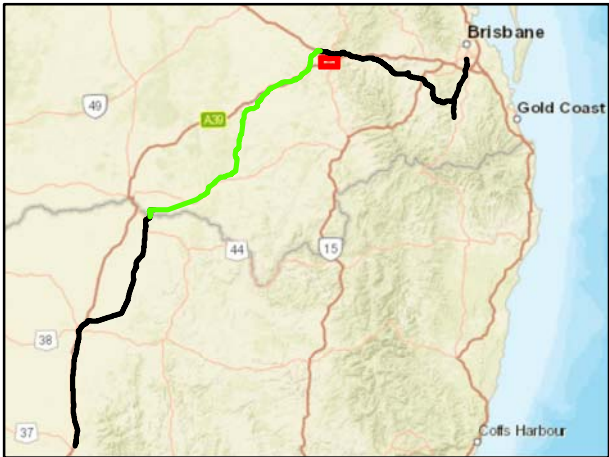


Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



Legend

- Road rail interface
- Localities
- Millmerran branch line
- South western line
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



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

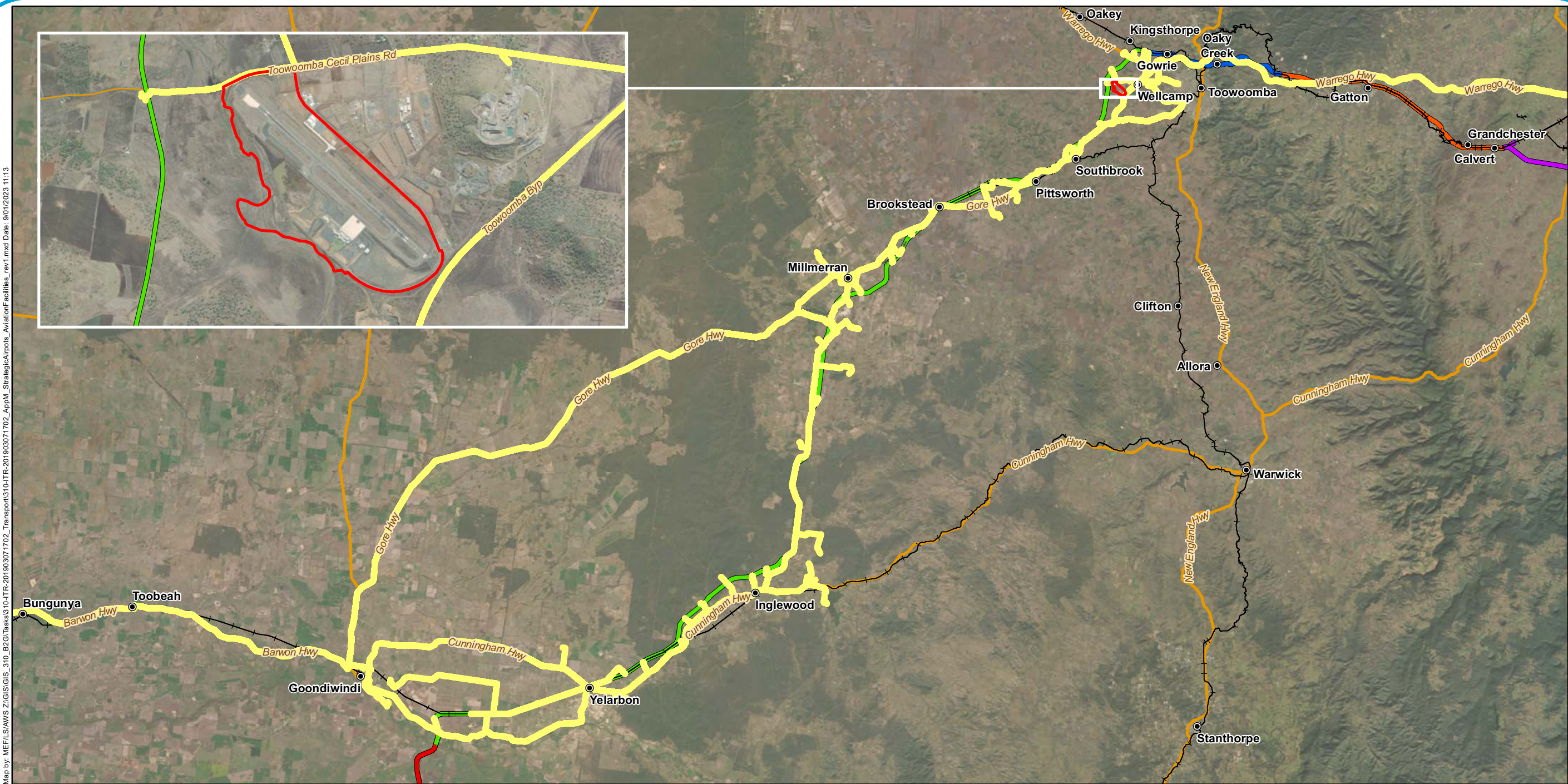
APPENDIX

AA

Traffic Impact Assessment

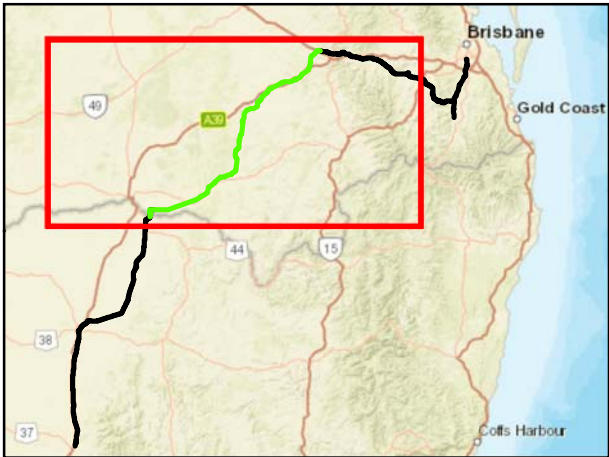
Appendix M Existing strategic airports and aviation facilities

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Legend

- Localities
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Airport_Toowoomba
- Existing rail (operational)
- Existing rail (non-operational)
- Construction routes
- Major roads



A3 scale: 1:800,000
0 6 12 18 24 30 km

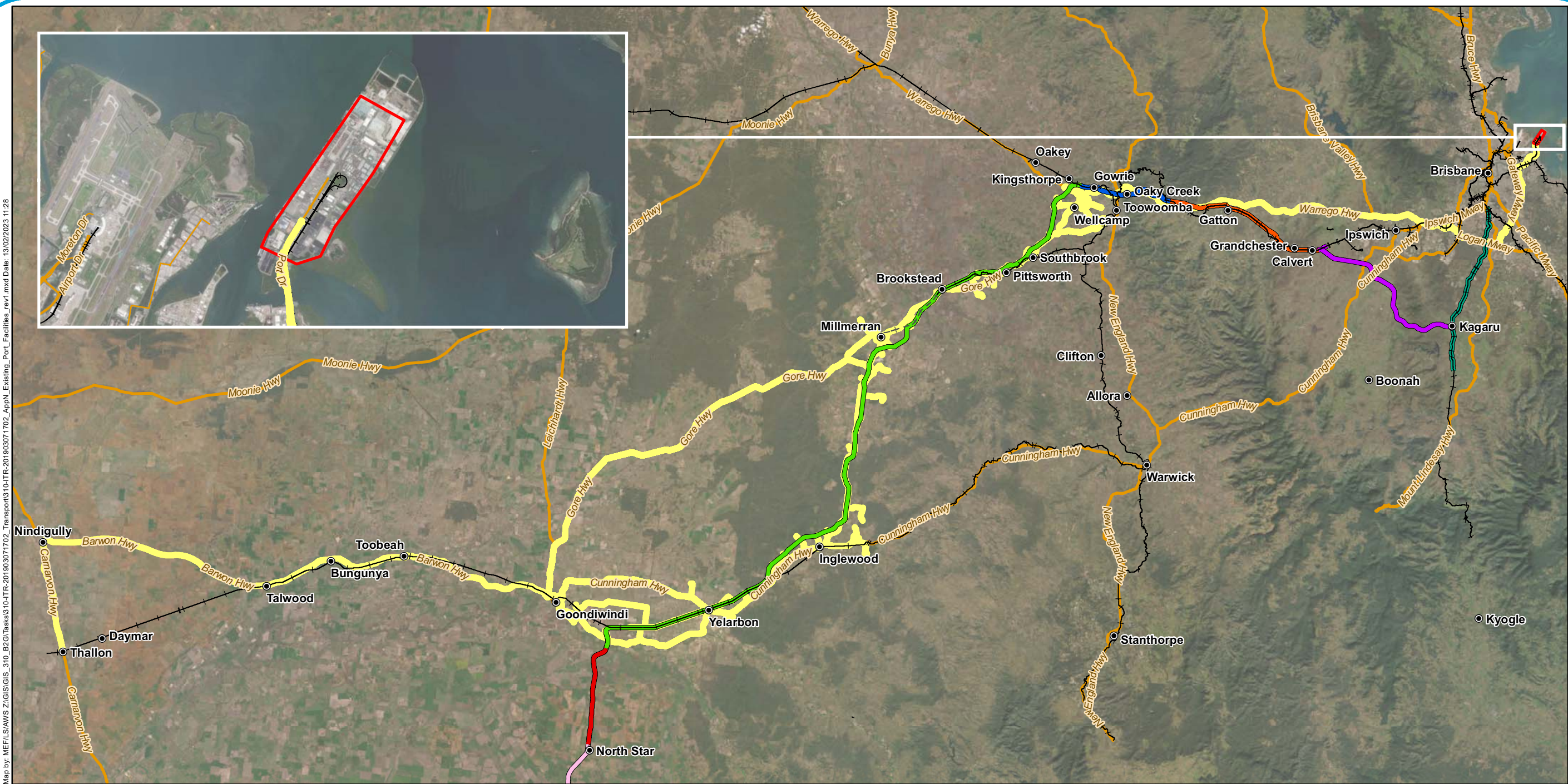
APPENDIX

AA

Traffic Impact Assessment

Appendix N Existing port facilities

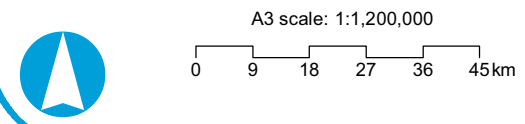
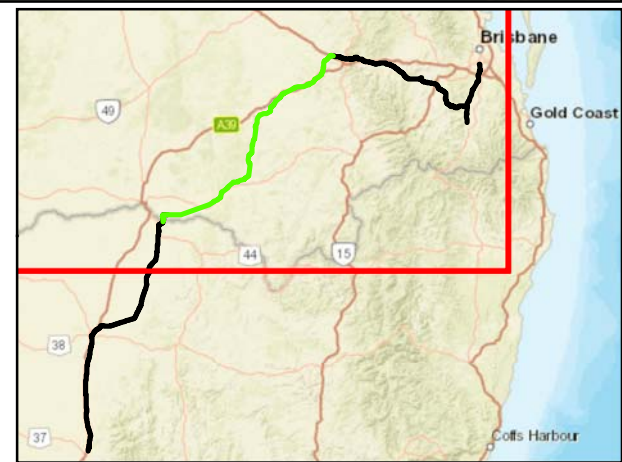
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Legend

- Localities
- 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

- Port of Brisbane
- Construction routes
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads



APPENDIX

AA

Traffic Impact Assessment

Appendix O Principal Cycle Network Plan

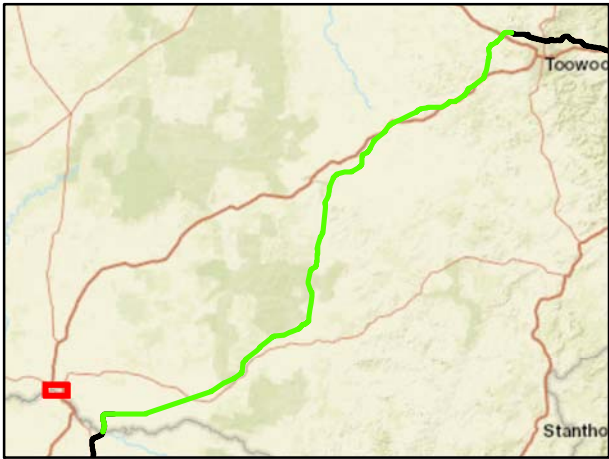
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Map by: MEFL/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppO_Principle_Cycle_Network_Plan_PCNP_rev6.mxd Date: 9/01/2023 12:38

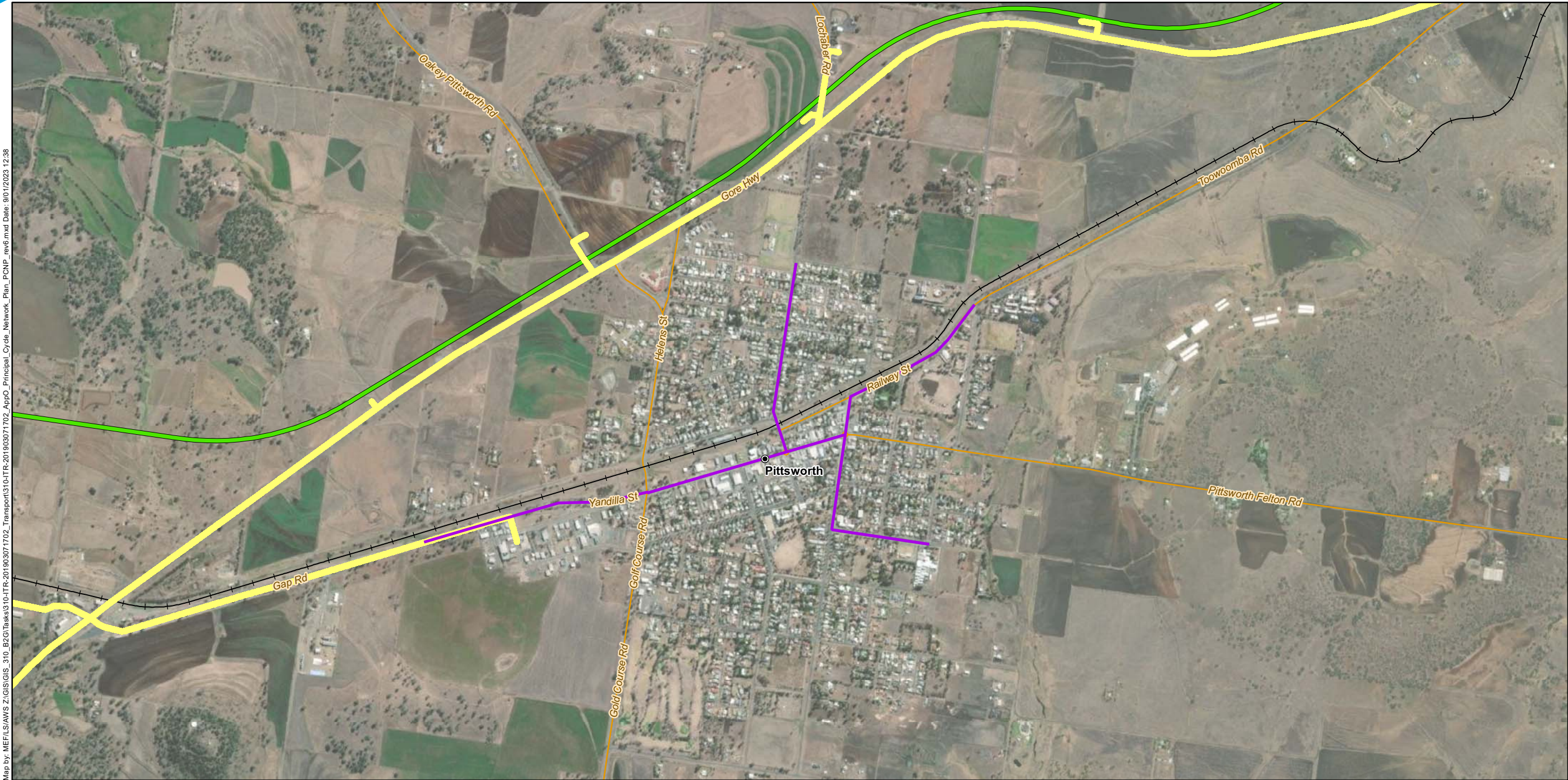


Legend

- Localities
- Existing rail (operational)
- Construction routes
- Principle cycle network
- Major roads
- Minor roads

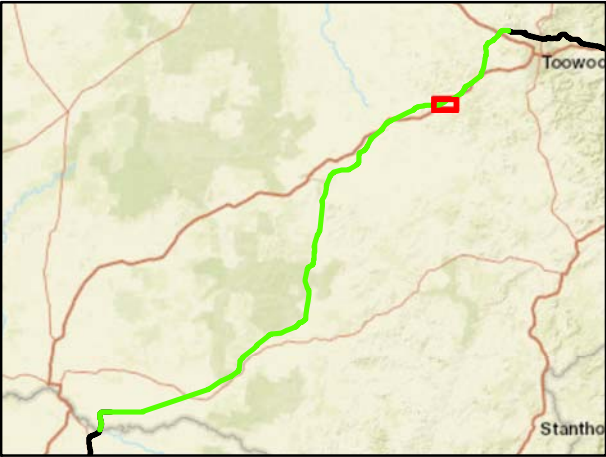


A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Legend

- Localities
- Border to Gowrie alignment
- Existing rail (operational)
- Construction routes
- Principle cycle network
- Major roads
- Minor roads



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



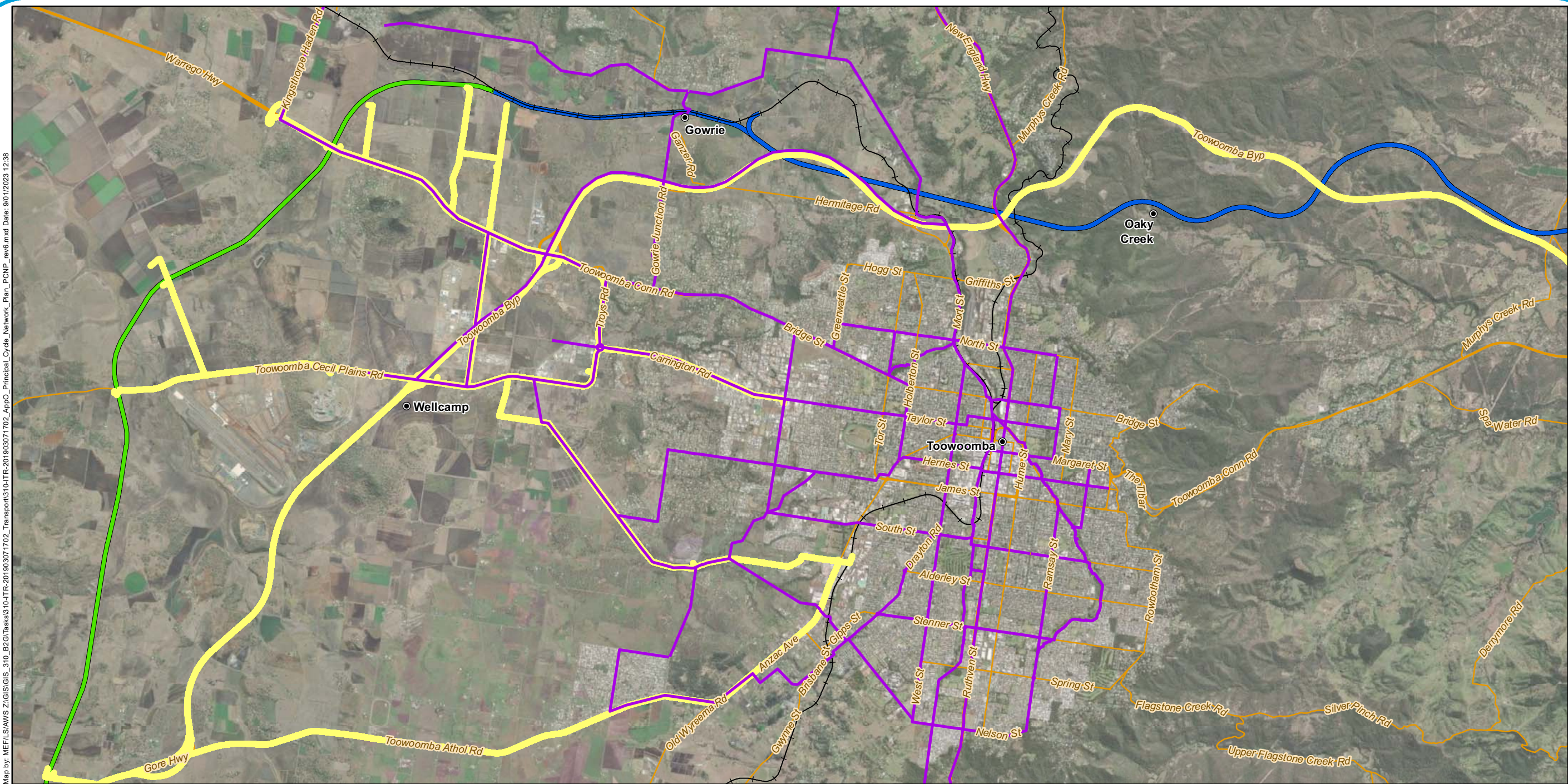
Future Freight
Integrating Community, Environment and Engineering

Issue date: 09/01/2023 Version: 6
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix O2:

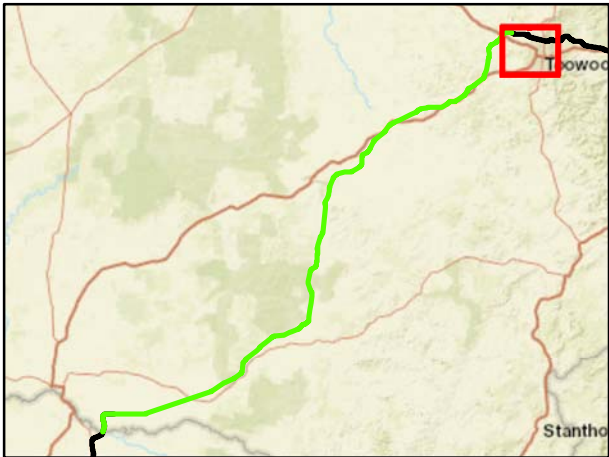
Principle cycle network (Pittsworth)



Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppO_Principal_Cycle_Network_Plan_PCNP_rev6.mxd Date: 9/01/2023 12:38

Legend

- Localities
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail (operational)
- Construction routes
- Principle cycle network
- Major roads
- Minor roads



A3 scale: 1:85,000
0 0.6 1.2 1.8 2.4 3km

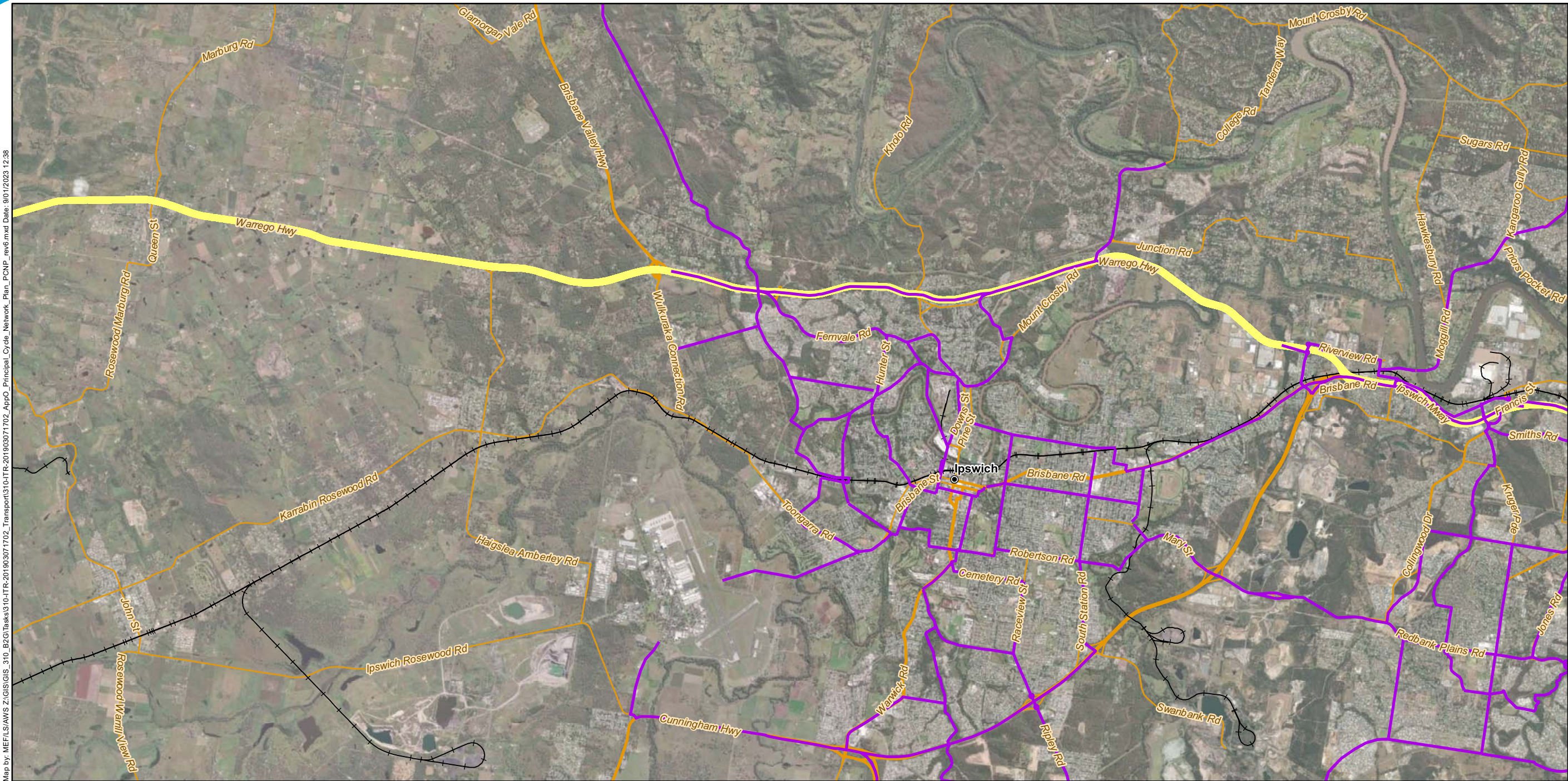


Issue date: 09/01/2023 Version: 6
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

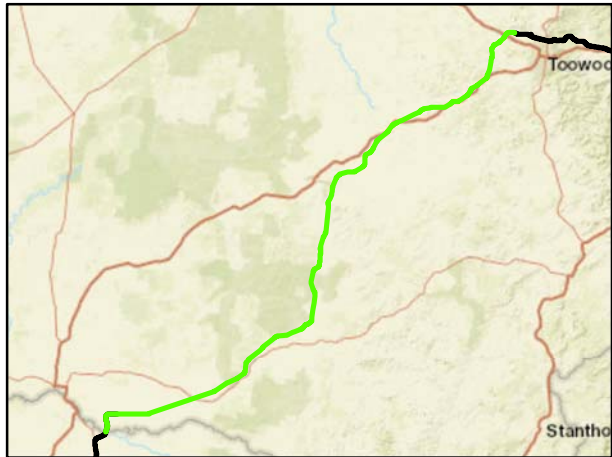
Appendix O3:

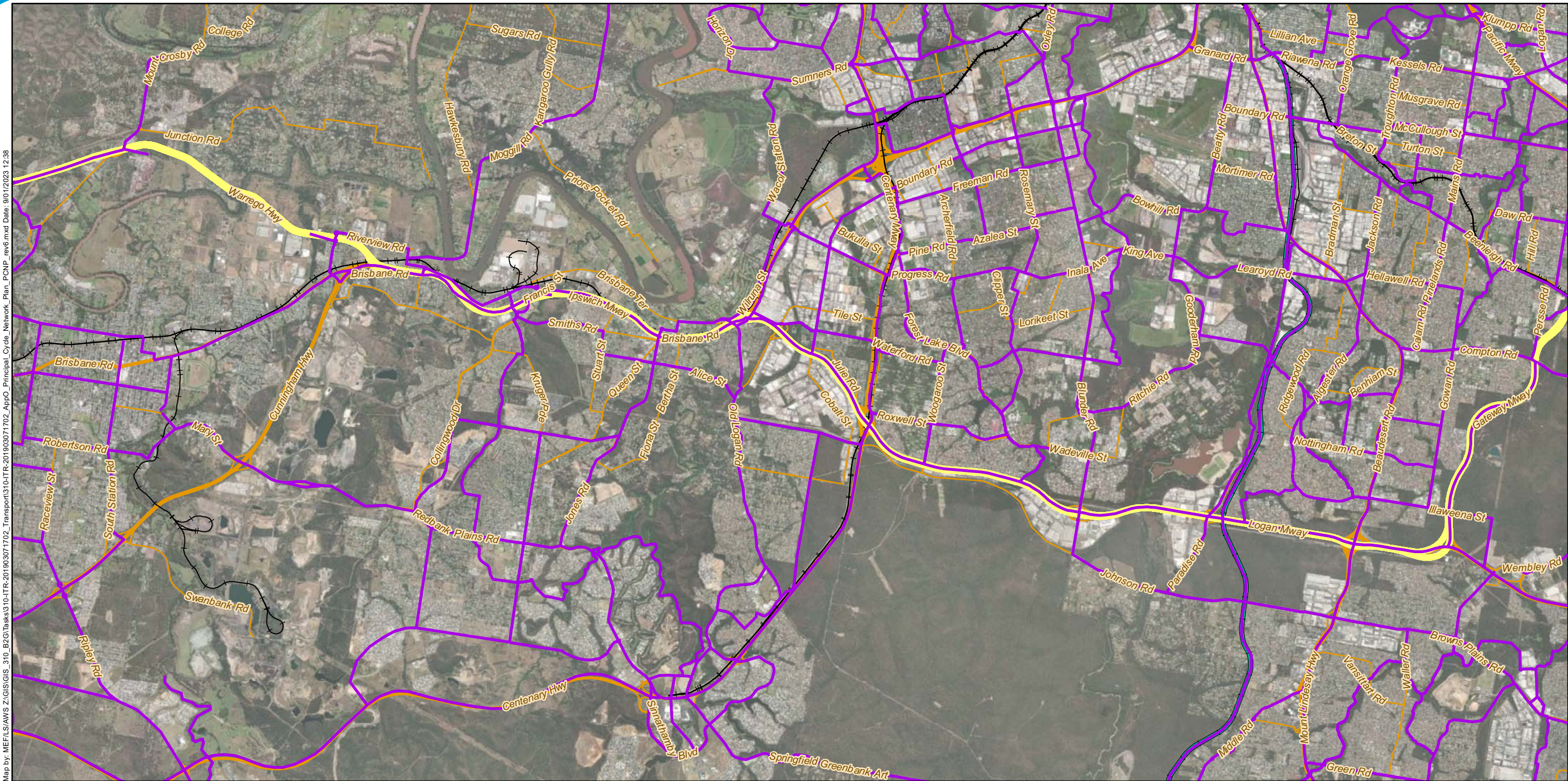
Principle cycle network (Toowoomba)



Map by: MEFL/SAWS Z:\GIS\GIS_310_B2GTaaka\310-ITR-201903071702_Transport\310-ITR-201903071702_AppO_Principal_Cycle_Network_Plan_PCNP_rev6.mxd Date: 9/01/2023 12:38

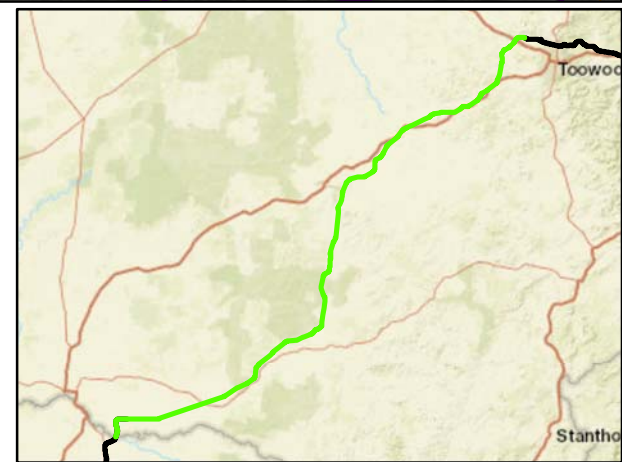
- Legend**
- Localities
 - Existing rail (operational)
 - Construction routes
 - Principle cycle network
 - Major roads
 - Minor roads





Map by: MEFL/SLAWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppO_Principle_Cycle_Network_Plan_PCNP_rev6.mxd Date: 9/01/2023 12:38

- Legend**
- Kagaru to Acacia Ridge/Bromelton alignment
 - Existing rail (operational)
 - Construction routes
 - Principle cycle network
 - Major roads
 - Minor roads



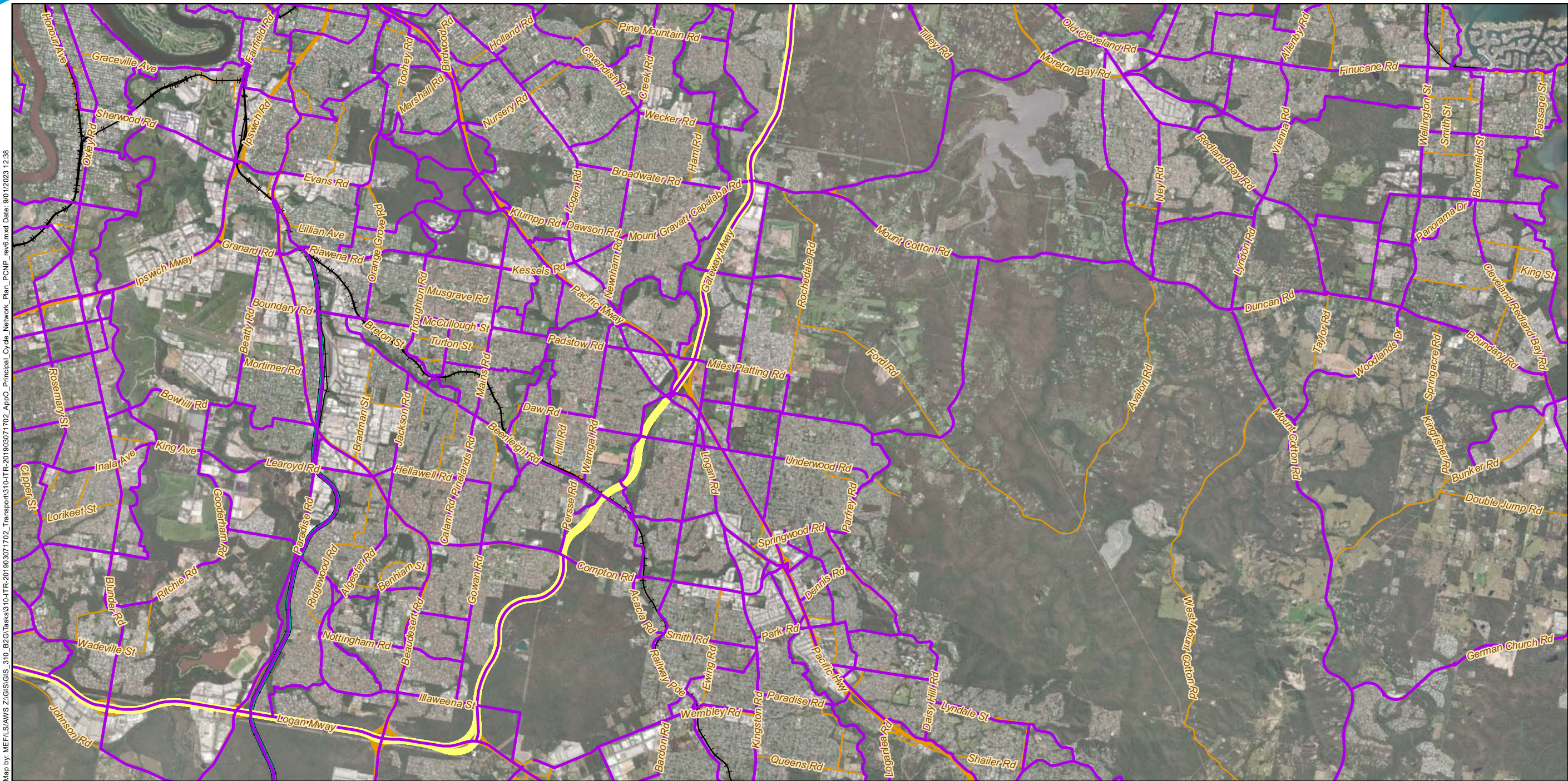
A3 scale: 1:85,000
0 0.6 1.2 1.8 2.4 3km



Issue date: 09/01/2023 Version: 6
Coordinate System: GDA 1994 MGA Zone 56

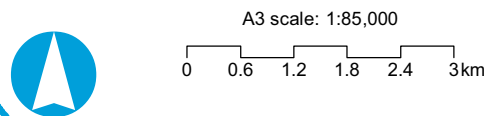
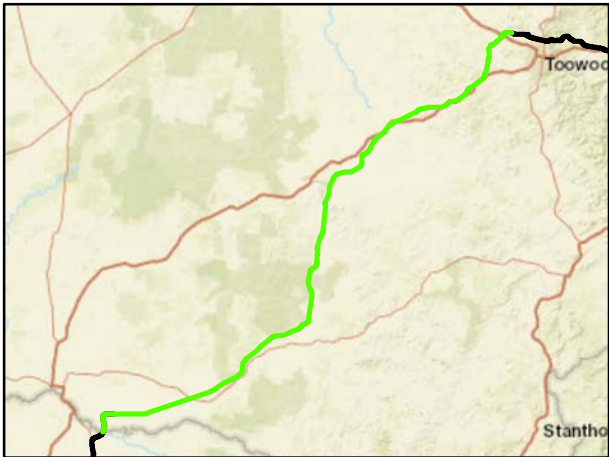
Border to Gowrie Appendix O5:

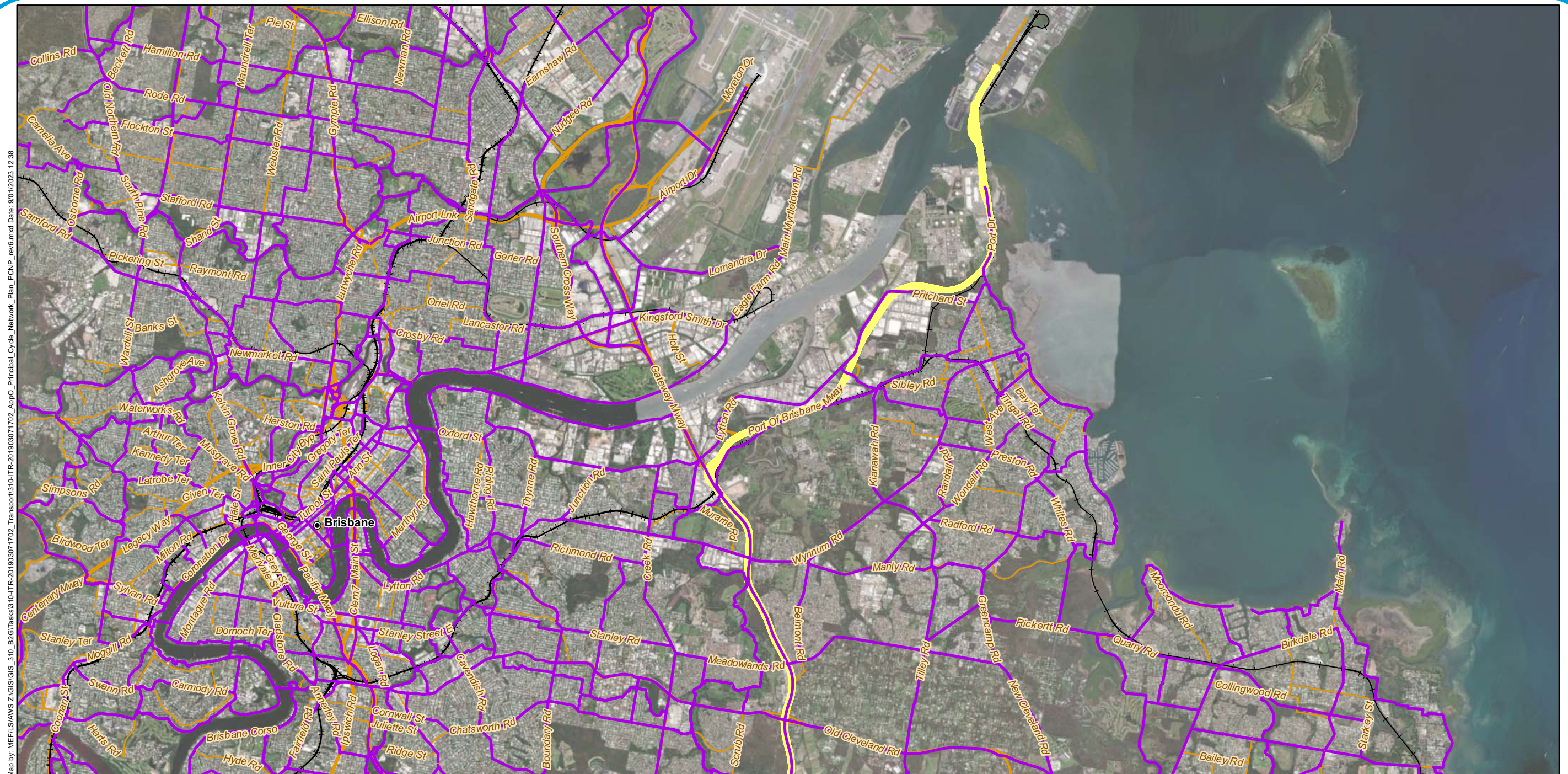
Principle cycle network (Ipswich Motorway and Logan Motorway)



Map by: MEFL/SAWS Z:\GIS\GIS_310_B2GTasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppO_Principle_Cycle_Network_Plan_PONP_rev6.mxd Date: 9/01/2023 12:38

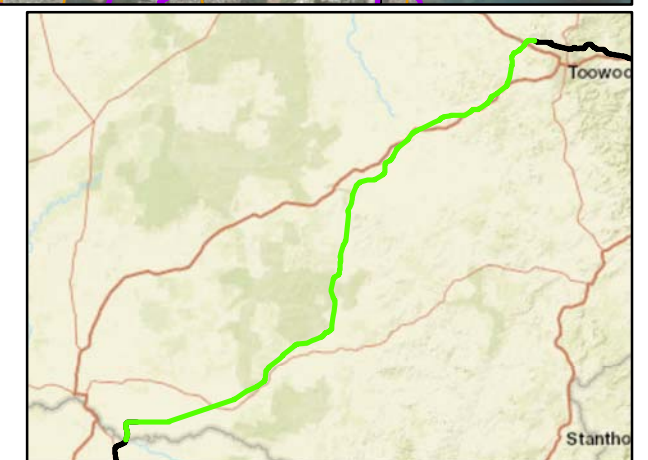
- Legend**
- Kagaru to Acacia Ridge/Bromelton alignment
 - Existing rail (operational)
 - Construction routes
 - Principle cycle network
 - Major roads
 - Minor roads



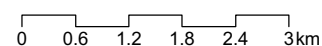


Legend

- Localities
- Existing rail (operational)
- Construction routes
- Principle cycle network
- Major roads
- Minor roads



A3 scale: 1:85,000



Issue date: 09/01/2023 Version: 6

Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix O7:

Principle cycle network (Port Drive)

APPENDIX

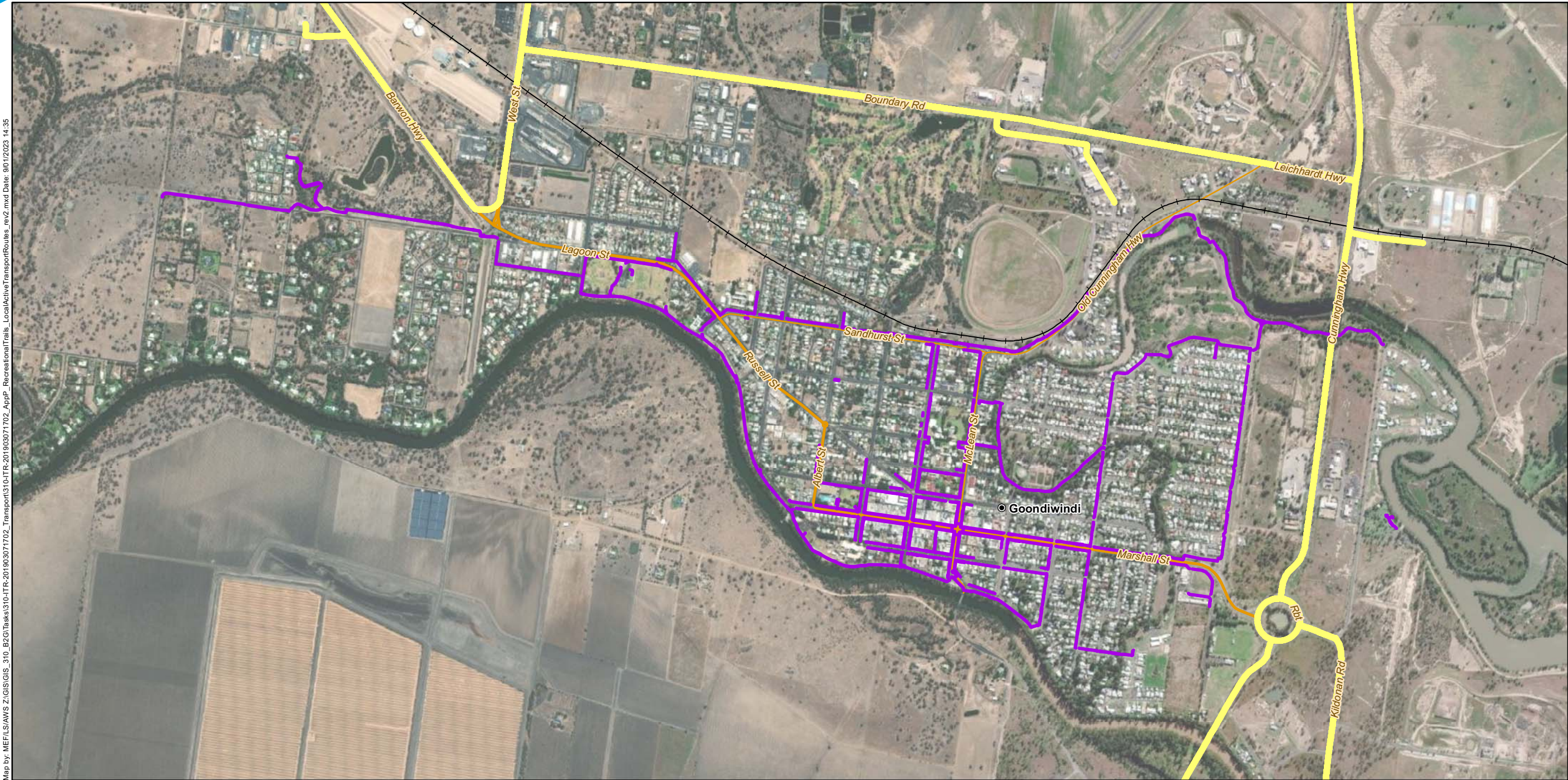
AA

Traffic Impact Assessment

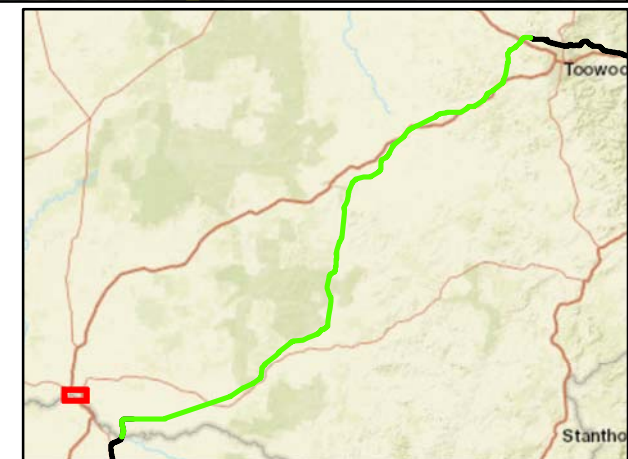
Appendix P Recreational trails and local active transport routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Map by: MEFLS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppP_RecreationalTrails_LocalActiveTransportRoutes_rev2.mxd Date: 9/01/2023 14:35



- Legend**
- Localities
 - Recreational trails and local active transport routes
 - Existing rail (operational)
 - Construction routes
 - Major roads
 - Minor roads



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km

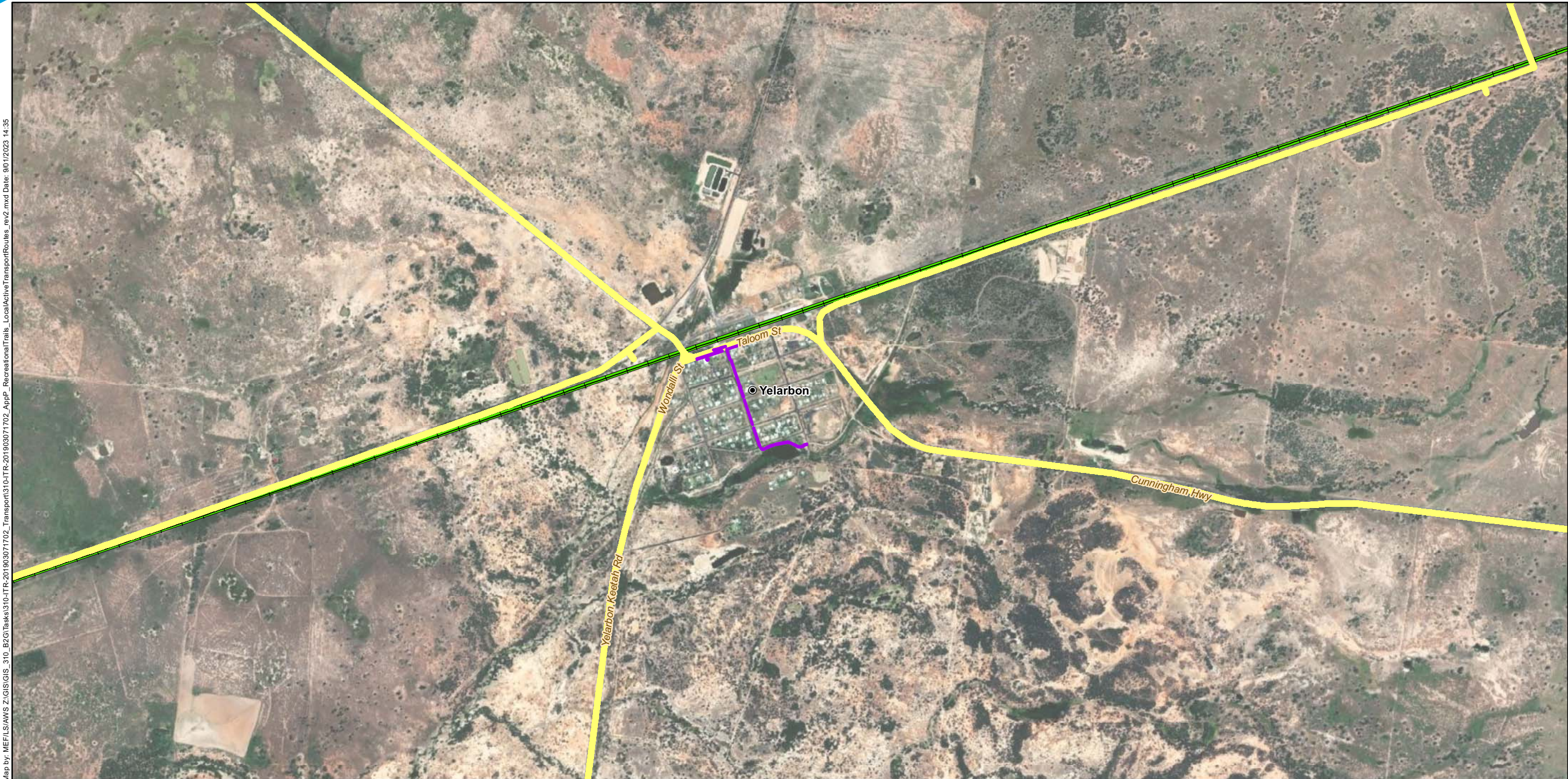


Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix P1:

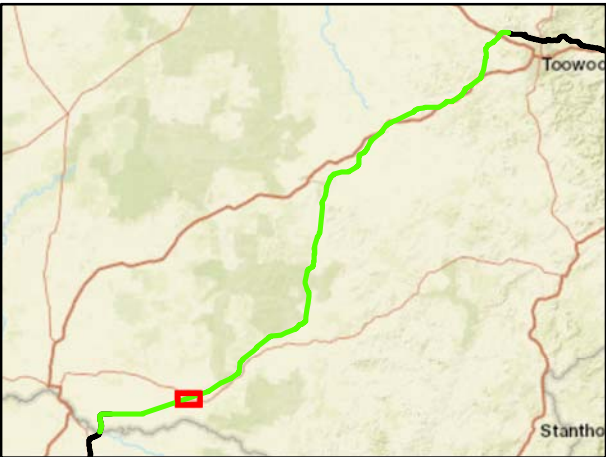
Recreational trails and local active transport routes (Goondiwindi)

Map by: MEFL/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppP_RecreationalTrails_LocalActiveTransportRoutes_rev2.mxd Date: 9/01/2023 14:35



Legend

- Localities
- Recreational trails and local active transport routes
- Border to Gowrie alignment
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

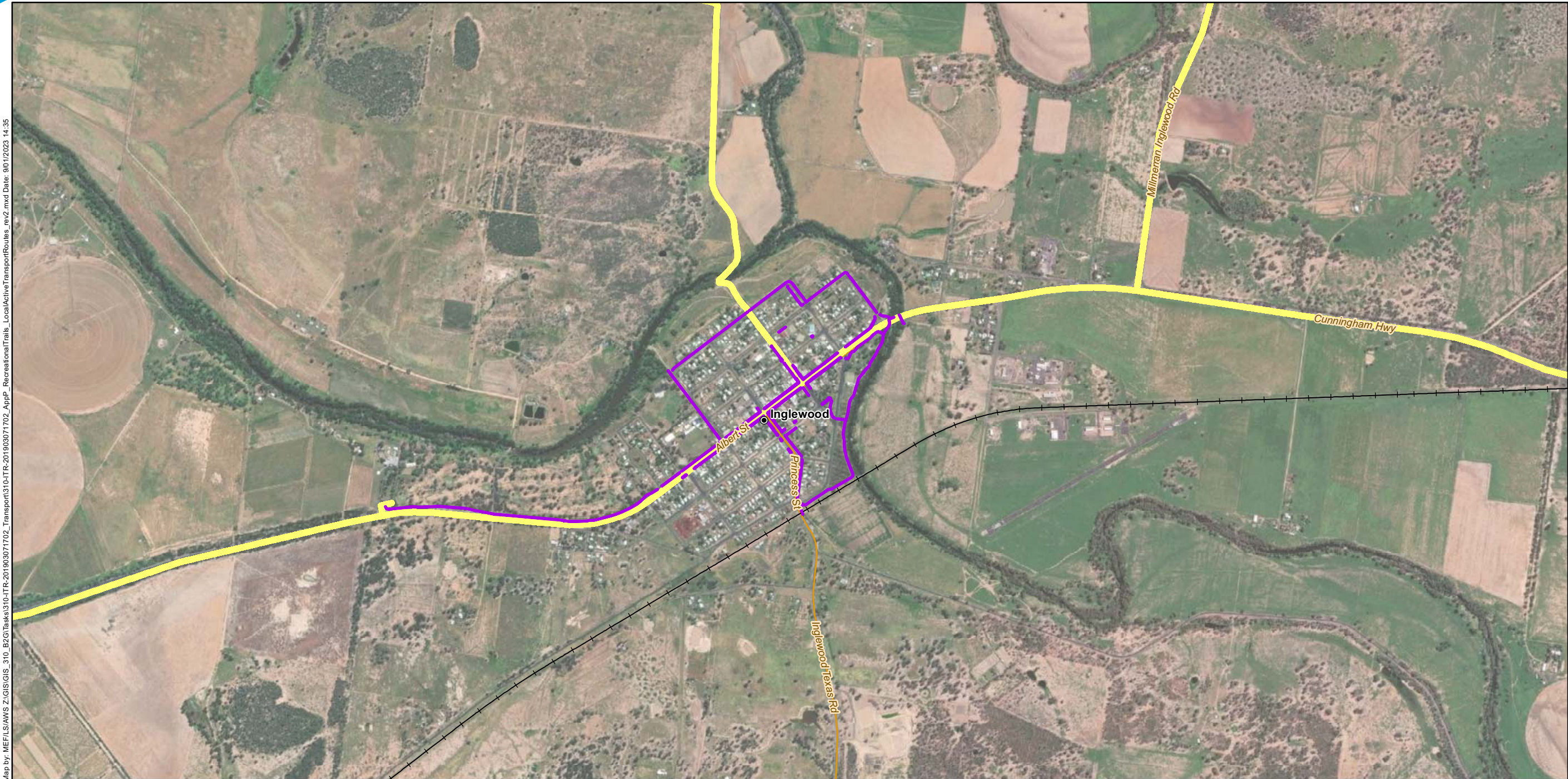


A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



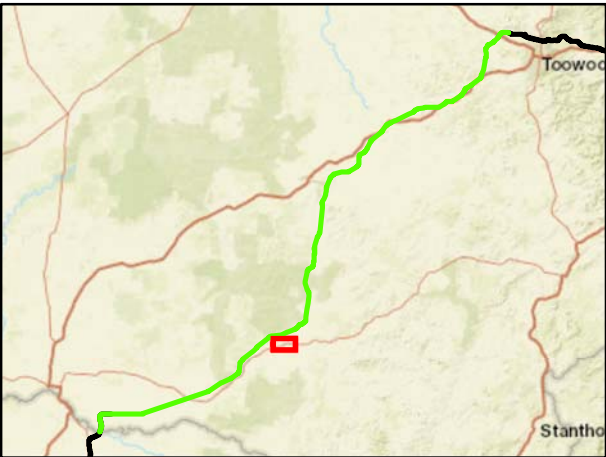
Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Map by: MEFLS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppP_RecreationalTrails_LocalActiveTransportRoutes_rev2.mxd Date: 9/01/2023 14:35



Legend

- Localities
- ▭ Recreational trails and local active transport routes
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



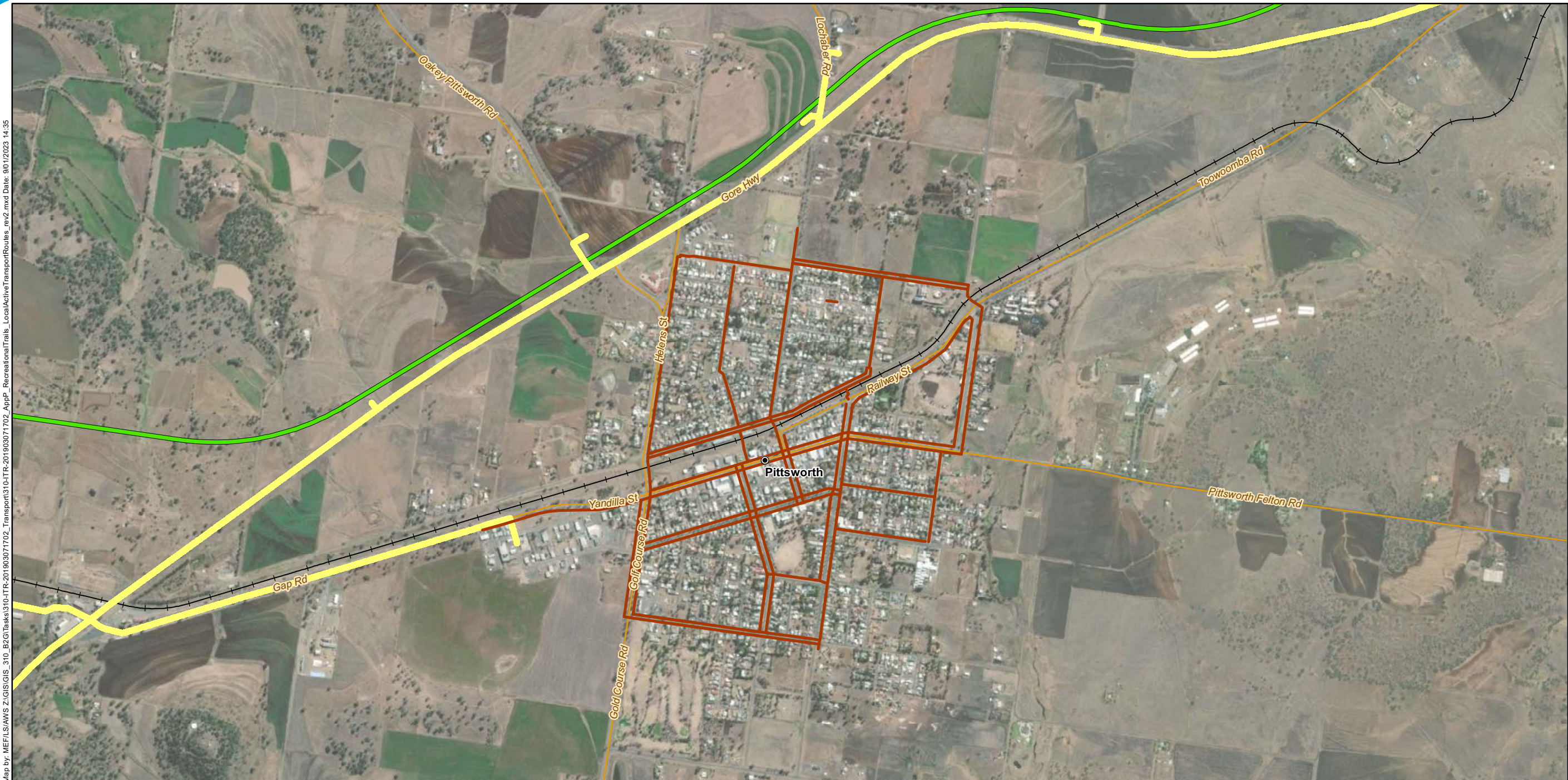
A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Future Freight
Integrating Community, Environment and Engineering

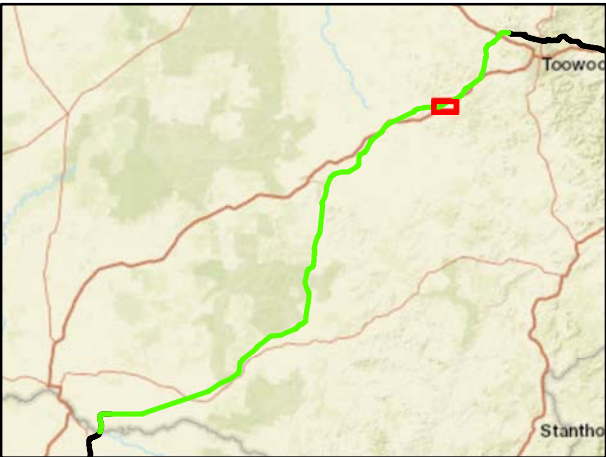
Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Map by: MEFLS/AWS Z:\GIS\GIS_310_B2GTasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppP_RecreationalTrails_LocalActiveTransportRoutes_rev2.mxd Date: 9/01/2023 14:35



Legend

- Localities
- Recreational trails and local active transport routes
- Local cycle network
- Border to Gowrie alignment
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Future Freight
Integrating Community, Environment and Engineering

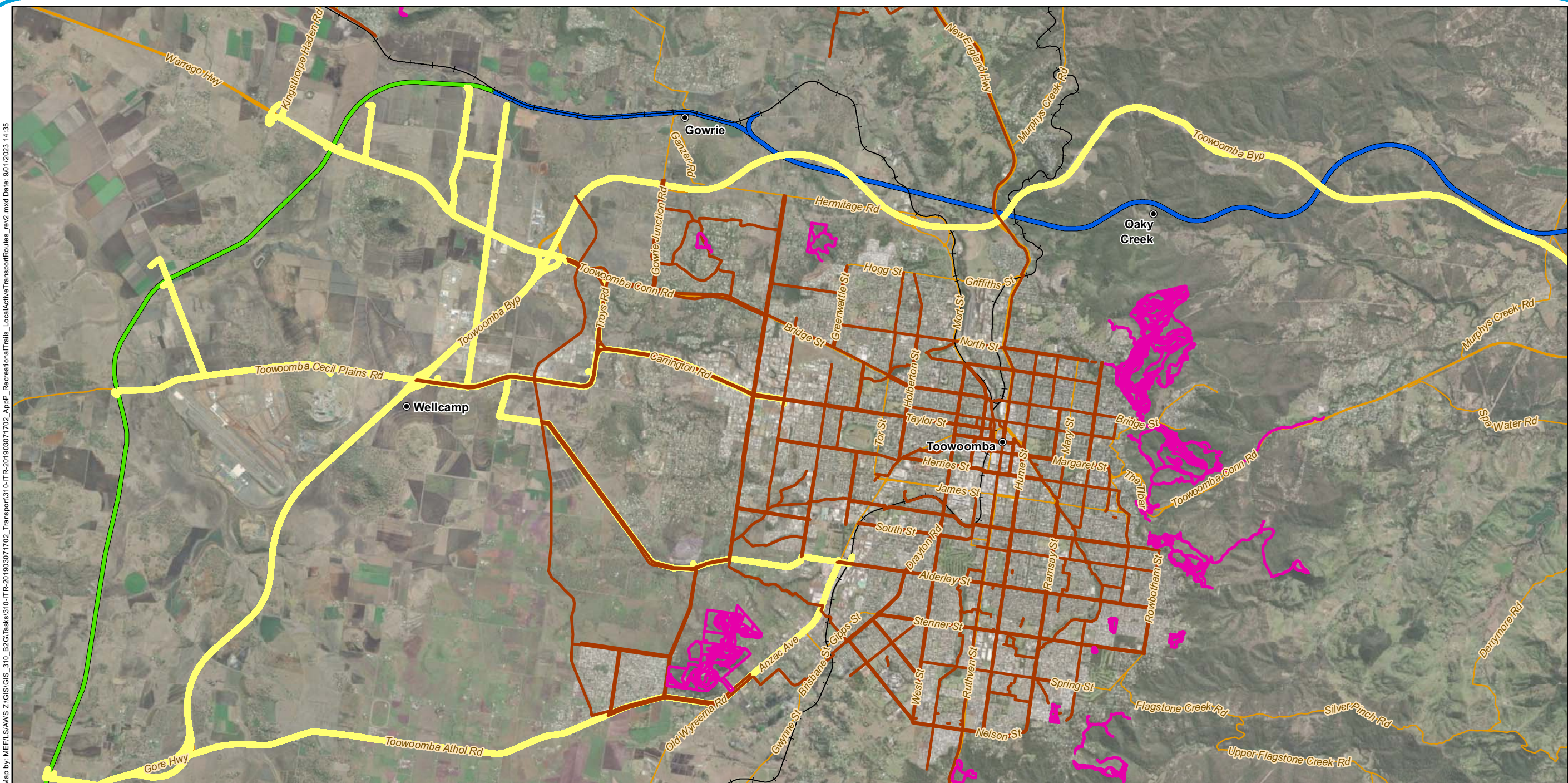
Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix P4:

Recreational trails and local active transport routes (Pittsworth)

Map by: MEFLS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppP_RecreationalTrails_LocalActiveTransportRoutes_rev2.mxd Date: 9/01/2023 14:35



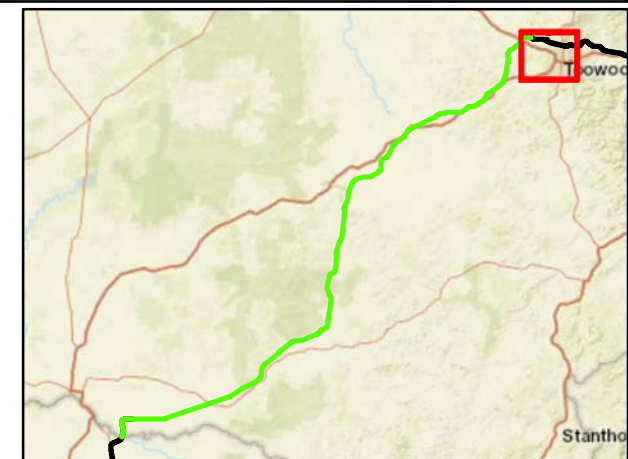
- Legend**
- Localities
 - Recreational trails and local active transport routes
 - Bushland trails
 - Local cycle network
 - Border to Gowrie alignment
 - Gowrie to Helidon alignment
 - Existing rail (operational)
 - Construction routes
 - Major roads
 - Minor roads



A3 scale: 1:85,000
0 0.6 1.2 1.8 2.4 3km



Issue date: 09/01/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



Border to Gowrie
Appendix P5:

Recreational trails and local active transport routes (Toowoomba)

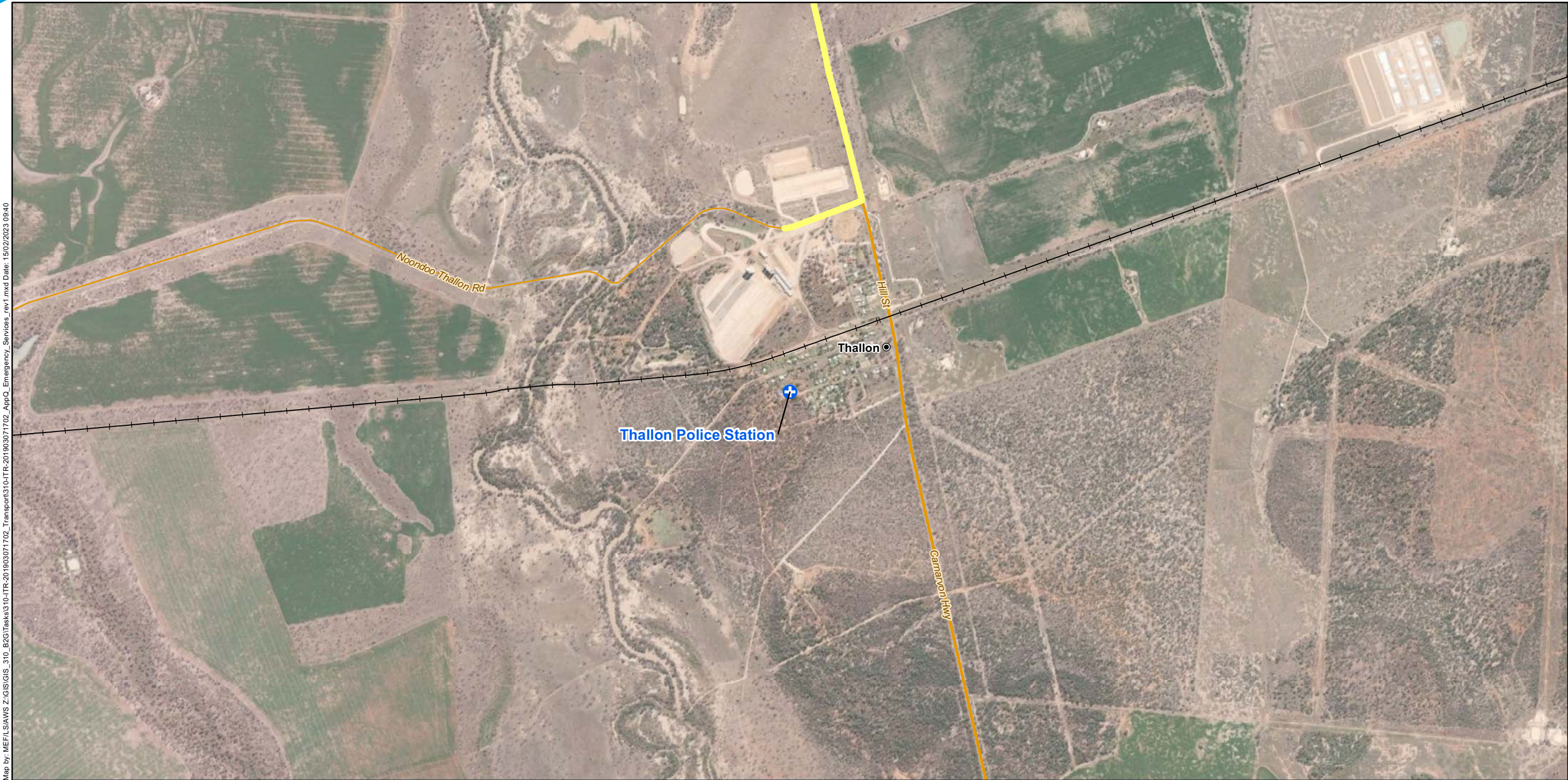
APPENDIX

AA

Traffic Impact Assessment

Appendix Q Existing emergency services

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



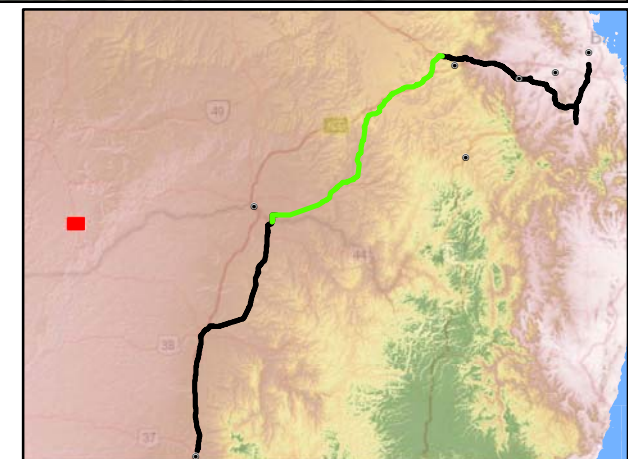
Map by: MEFL/SAWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppQ_Emergency_Services_rev1.mxd Date: 15/02/2023 09:40

Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

Existing emergency services

- ⊕ Ambulance Station
- ⊕ Fire Station
- ⊕ Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km

Map by: MEFL/SAWS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport\310-ITR-201903071702_AppQ_Emergency_Services_rev1.mxd Date: 15/02/2023 09:40

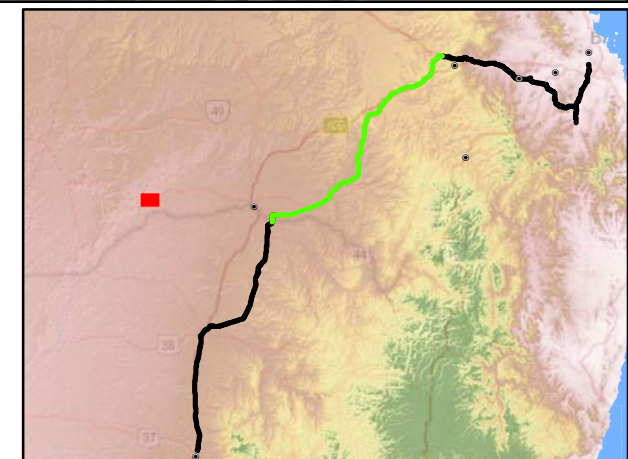


Legend

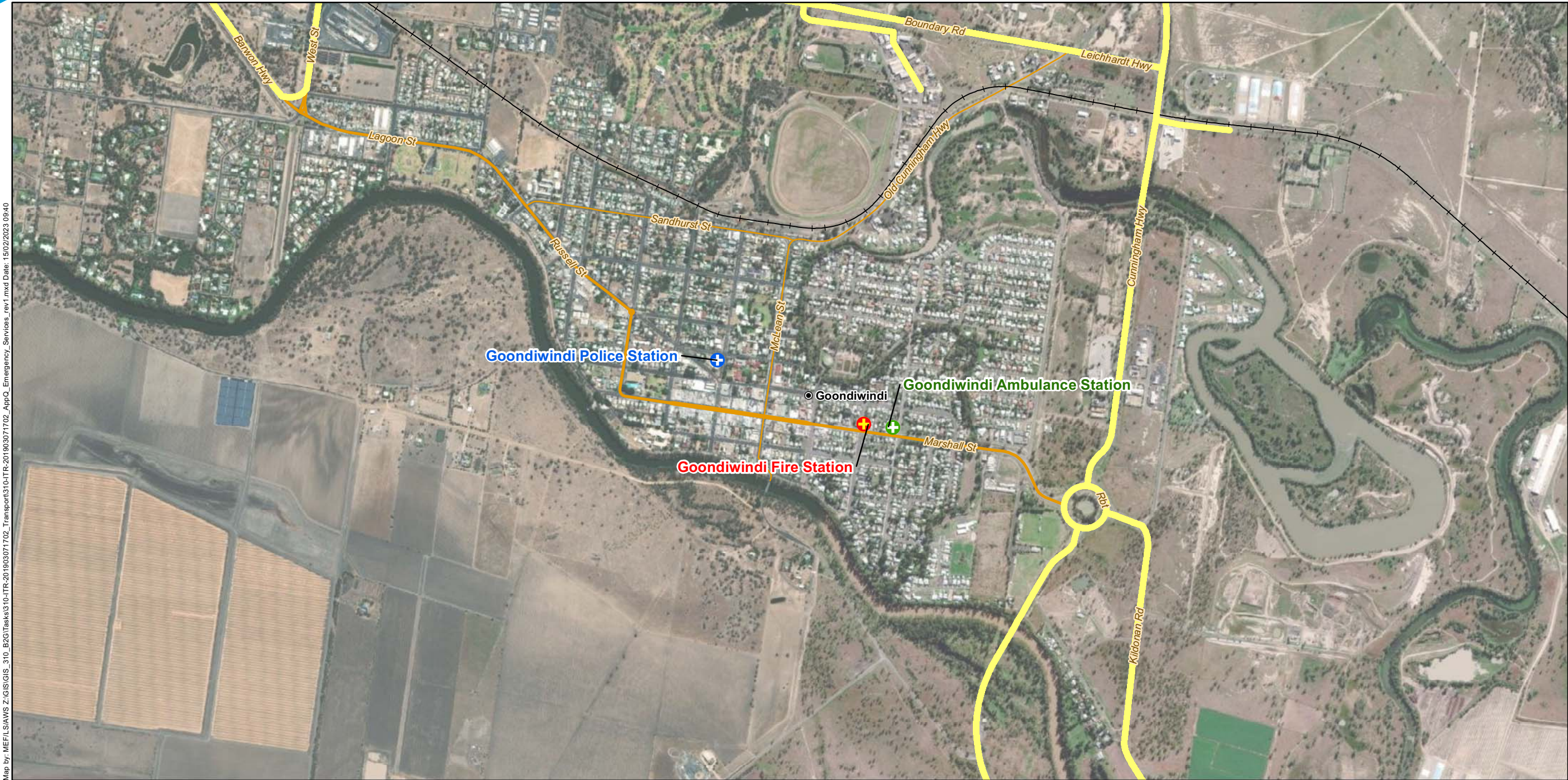
- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

Existing emergency services

- Ambulance Station
- Fire Station
- Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



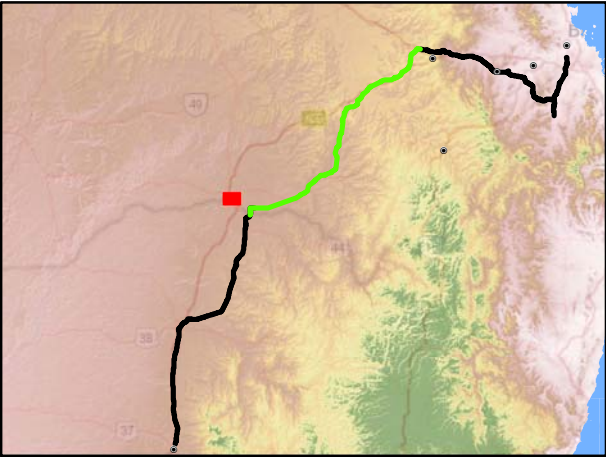
Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppQ_Emergency_Services_rev1.mxd Date: 15/02/2023 09:40

Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

Existing emergency services

- ⊕ Ambulance Station
- ⊕ Fire Station
- ⊕ Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

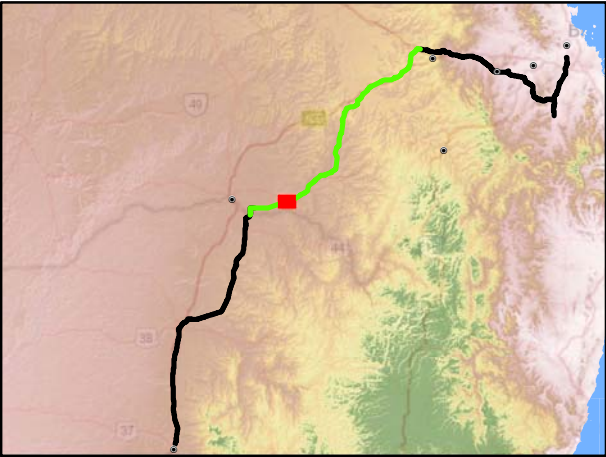


Legend

- 5 Chainage (km)
- Localities
- Border to Gowrie alignment
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

Existing emergency services

- Ambulance Station
- Fire Station
- Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

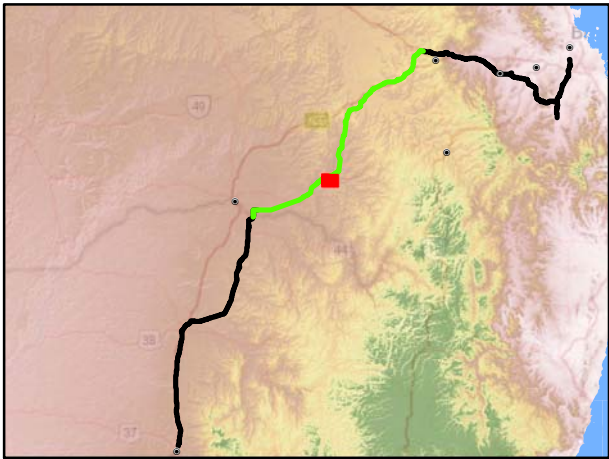


Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

Existing emergency services

- Ambulance Station
- Fire Station
- Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56



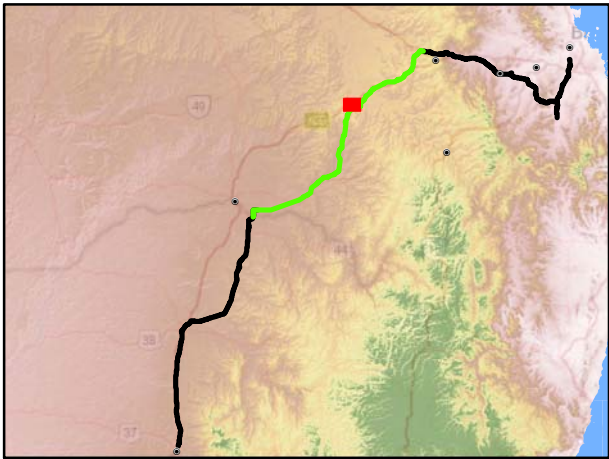
Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppQ_Emergency_Services_rev1.mxd Date: 15/02/2023 09:40

Legend

- 5 Chainage (km)
- Localities
- + - Existing rail (non-operational)
- Yellow line Construction routes
- Orange line Major roads
- Light orange line Minor roads

Existing emergency services

- Green cross Ambulance Station
- Red cross Fire Station
- Blue cross Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km

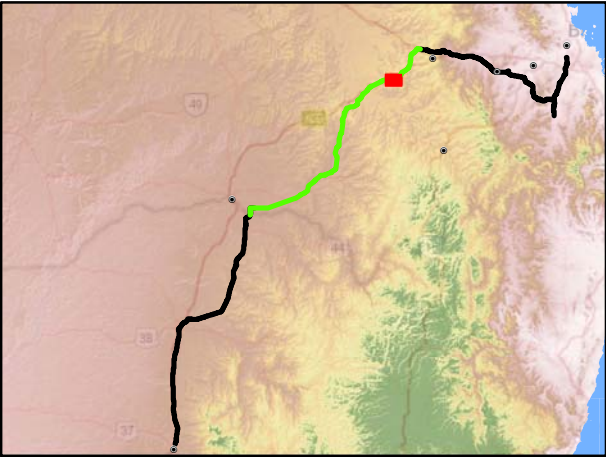


Legend

- 5 Chainage (km)
- Localities
- Border to Gowrie alignment
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

Existing emergency services

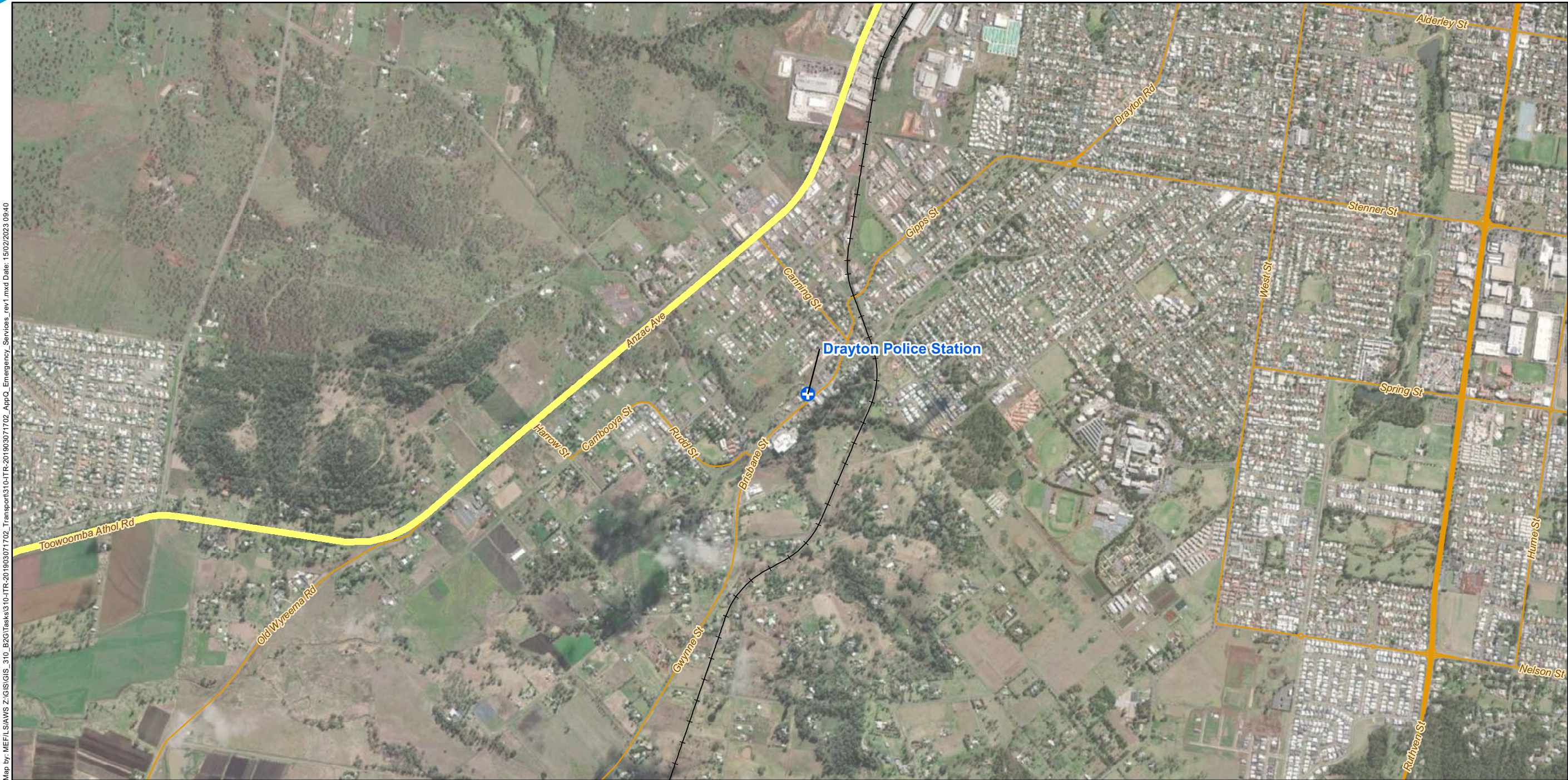
- ⊕ Ambulance Station
- ⊕ Fire Station
- ⊕ Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km

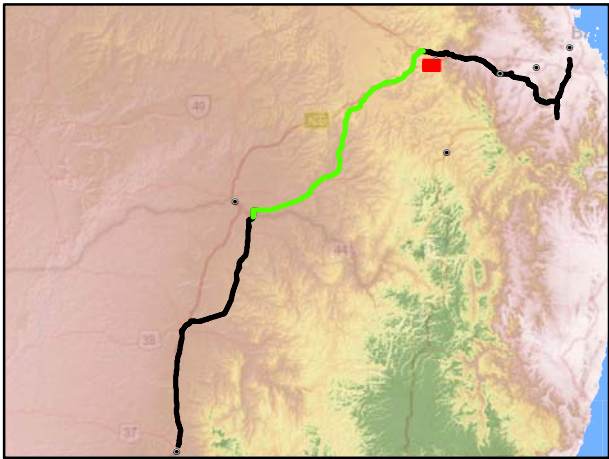


Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56



Legend

5 Chainage (km)	Existing emergency services
— Existing rail (operational)	⊕ Ambulance Station
— Construction routes	⊕ Fire Station
— Major roads	⊕ Police Station
— Minor roads	

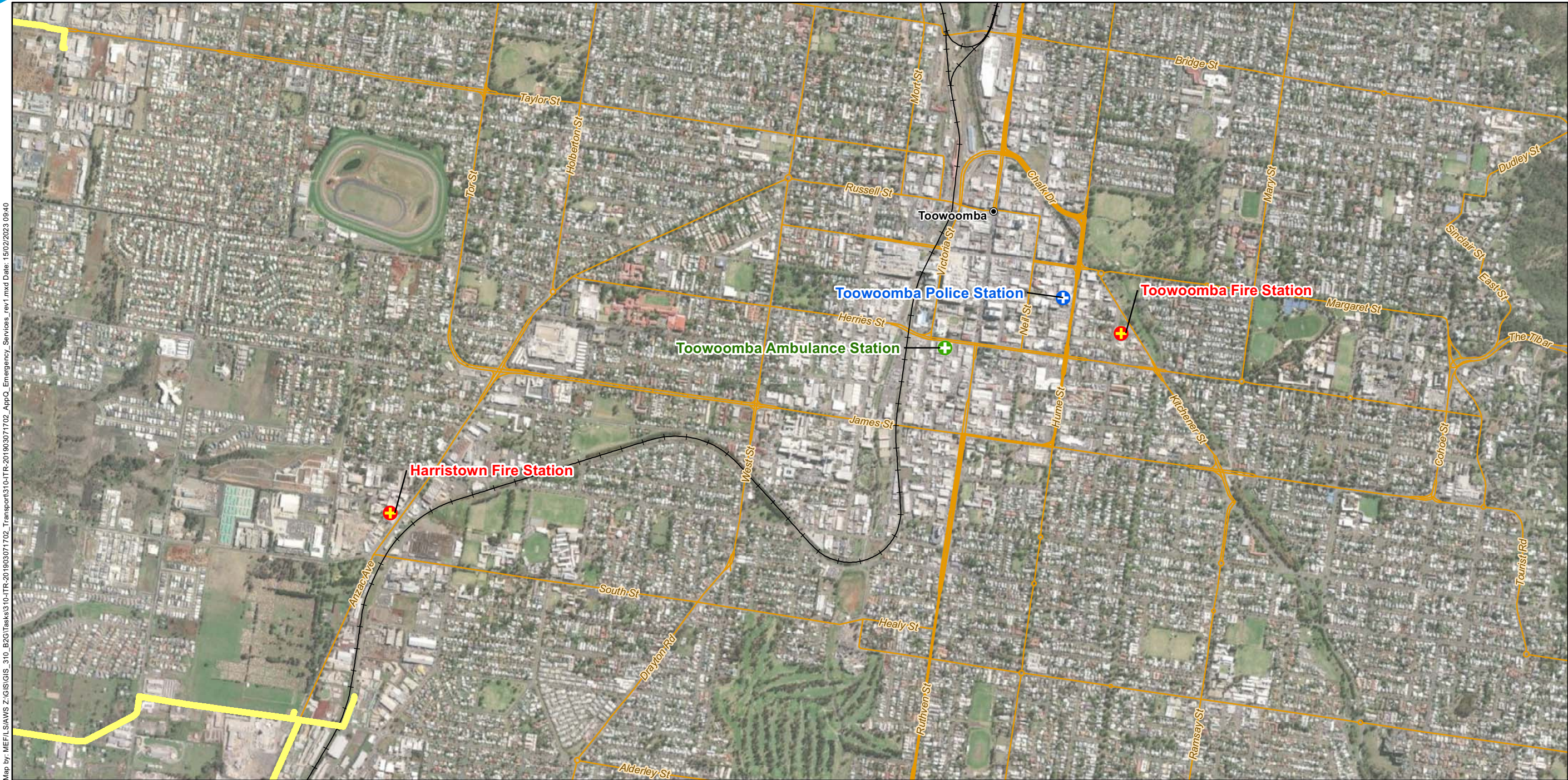


A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

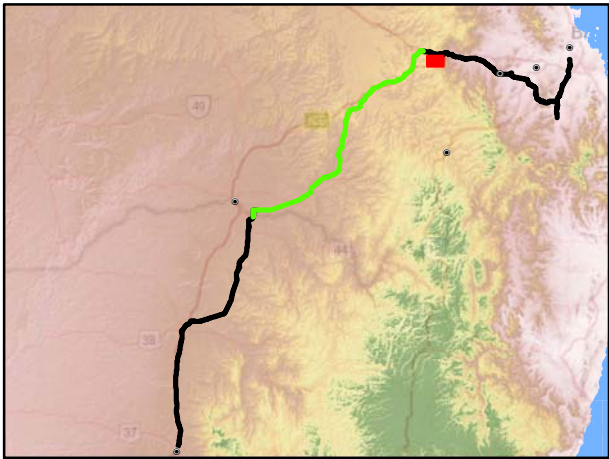


Legend

- 5 Chainage (km)
- Localities
- Existing rail (operational)
- Construction routes
- Major roads
- Minor roads

Existing emergency services

- Ambulance Station
- Fire Station
- Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Issue date: 13/02/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56



Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- Construction routes
- Major roads
- Minor roads

Existing emergency services

- Ambulance Station
- Fire Station
- Police Station



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km

APPENDIX

AA

Traffic Impact Assessment

Appendix R Load restricted bridges/ waterway crossings

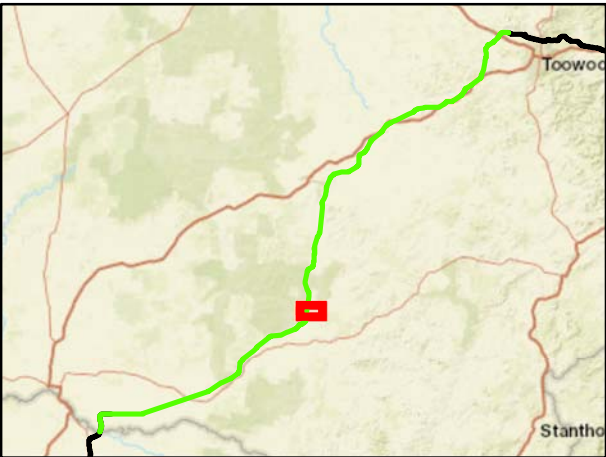
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Map by: ME/FLS/AWS Z:\GIS\GIS_310_B2GTasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_LoadRestrictedBridges_RestrictedWaterwayCrossings_rev1.mxd Date: 13/02/2023 14:27



Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- Construction routes
- Load restricted bridges/restricted waterway crossings
- Minor roads
- Watercourses



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

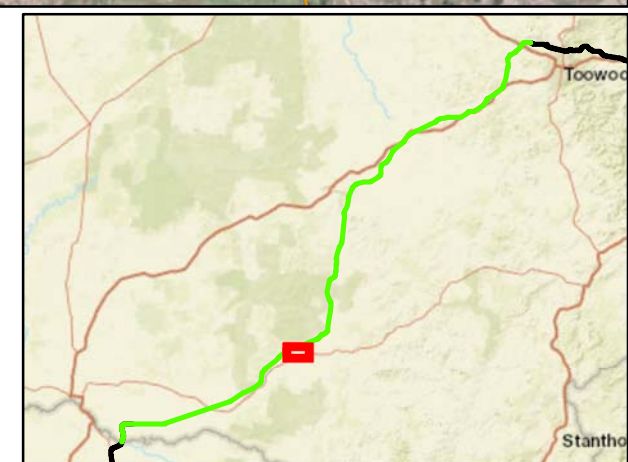
Border to Gowrie
Appendix R1:

Load restricted bridges/restricted waterway crossings

Map by: MEFL/SAWS Z:\GIS\GIS_310_B2GTasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_LoadRestrictedBridges_RestrictedWaterwayCrossings_rev1.mxd Date: 13/02/2023 14:27



- Legend**
- 5 Chainage (km)
 - Localities
 - Border to Gowrie alignment
 - Existing rail (operational)
 - Construction routes
 - Load restricted bridges/restricted waterway crossings
 - Major roads
 - Minor roads
 - Watercourses



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Issue date: 10/01/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie Appendix R2:

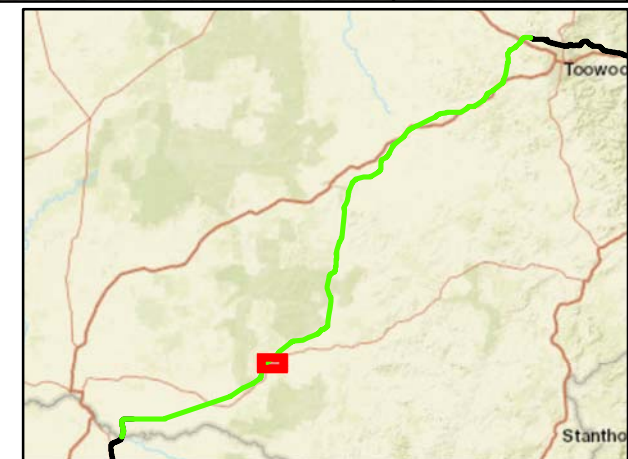
Load restricted bridges/restricted waterway crossings

Map by: MEF/LS/AWS Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_LoadRestrictedBridges_RestrictedWaterwayCrossings_rev1.mxd Date: 13/02/2023 14:27



Legend

- 5 Chainage (km)
- Border to Gowrie alignment
- Existing rail (operational)
- Construction routes
- Load restricted bridges/restricted waterway crossings
- Major roads
- Watercourses



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km

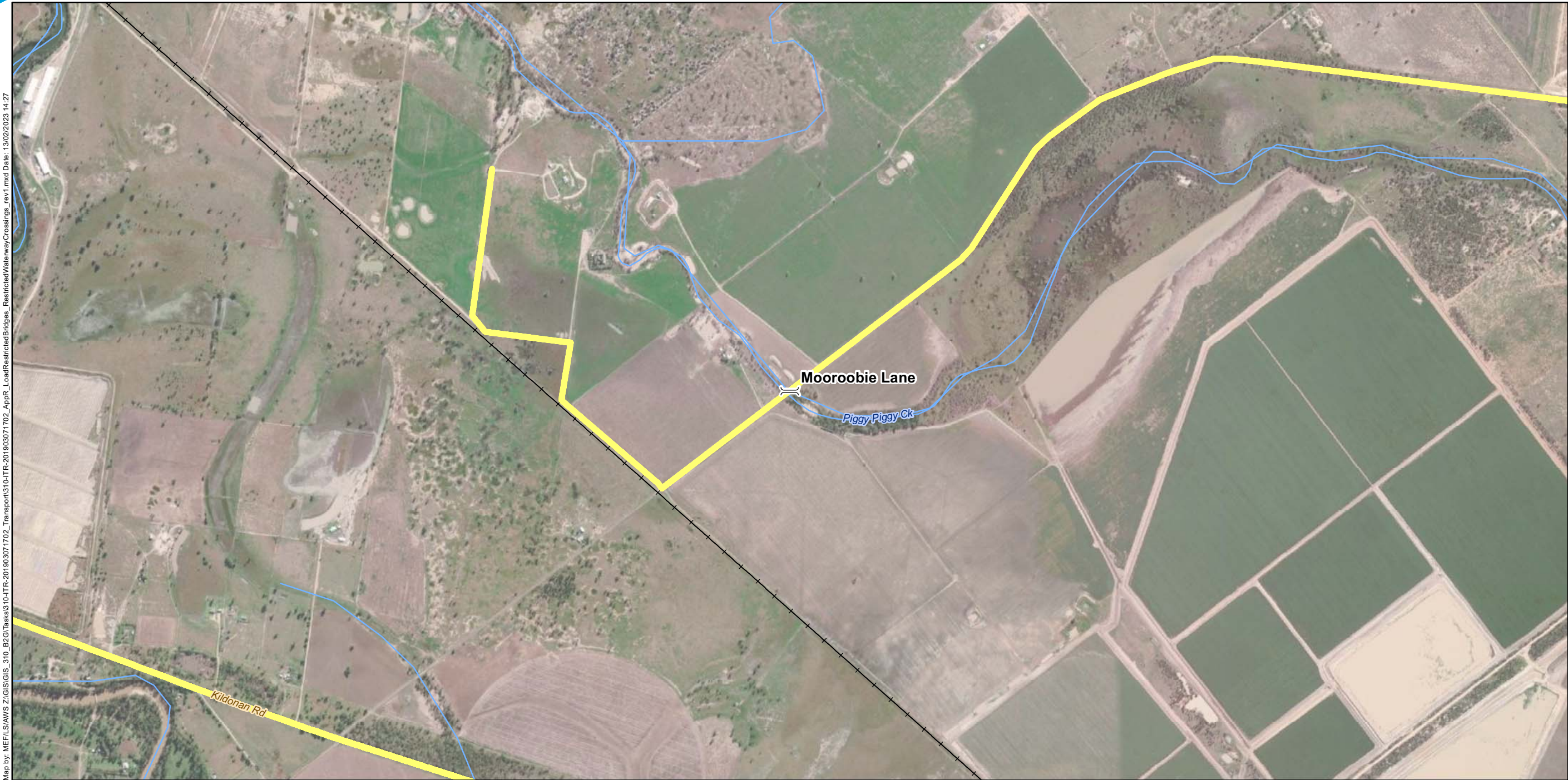


Issue date: 10/01/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

**Border to Gowrie
Appendix R3:**

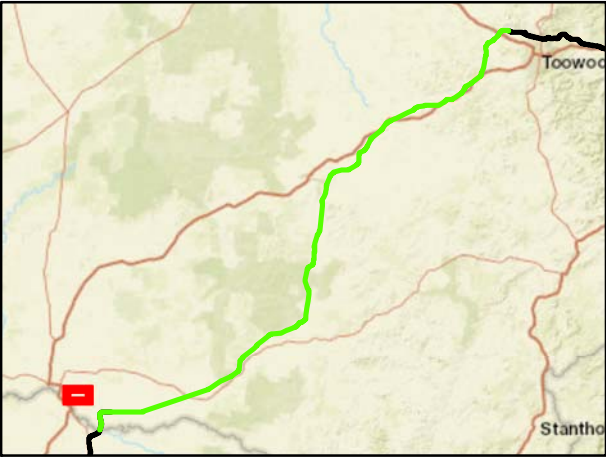
Load restricted bridges/restricted waterway crossings

Map by: MEFL/SAWS Z:\GIS\GIS_310_B2GTasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppR_LoadRestrictedBridges_RestrictedWaterwayCrossings_rev1.mxd Date: 13/02/2023 14:27



Legend

- 5 Chainage (km)
- + Existing rail (operational)
- Construction routes
- Load restricted bridges/restricted waterway crossings
- Minor roads
- Watercourses



A3 scale: 1:20,000
0 0.15 0.3 0.45 0.6 0.75 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 1
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix R4:

Load restricted bridges/restricted waterway crossings

APPENDIX

AA

Traffic Impact Assessment

Appendix S Heavy vehicle routes and restrictions

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Legend

- Localities
- Existing rail (operational)
- Construction routes
- Major roads

Heavy Vehicle Routes Restrictions

— B23 route	— P2B route
— B25 route	— NORTBD route
— RT1 route	— 1TMT route
— RT2 route	— Critical roads
— HML route	



A3 scale: 1:400,000
0 3 6 9 12 15 km



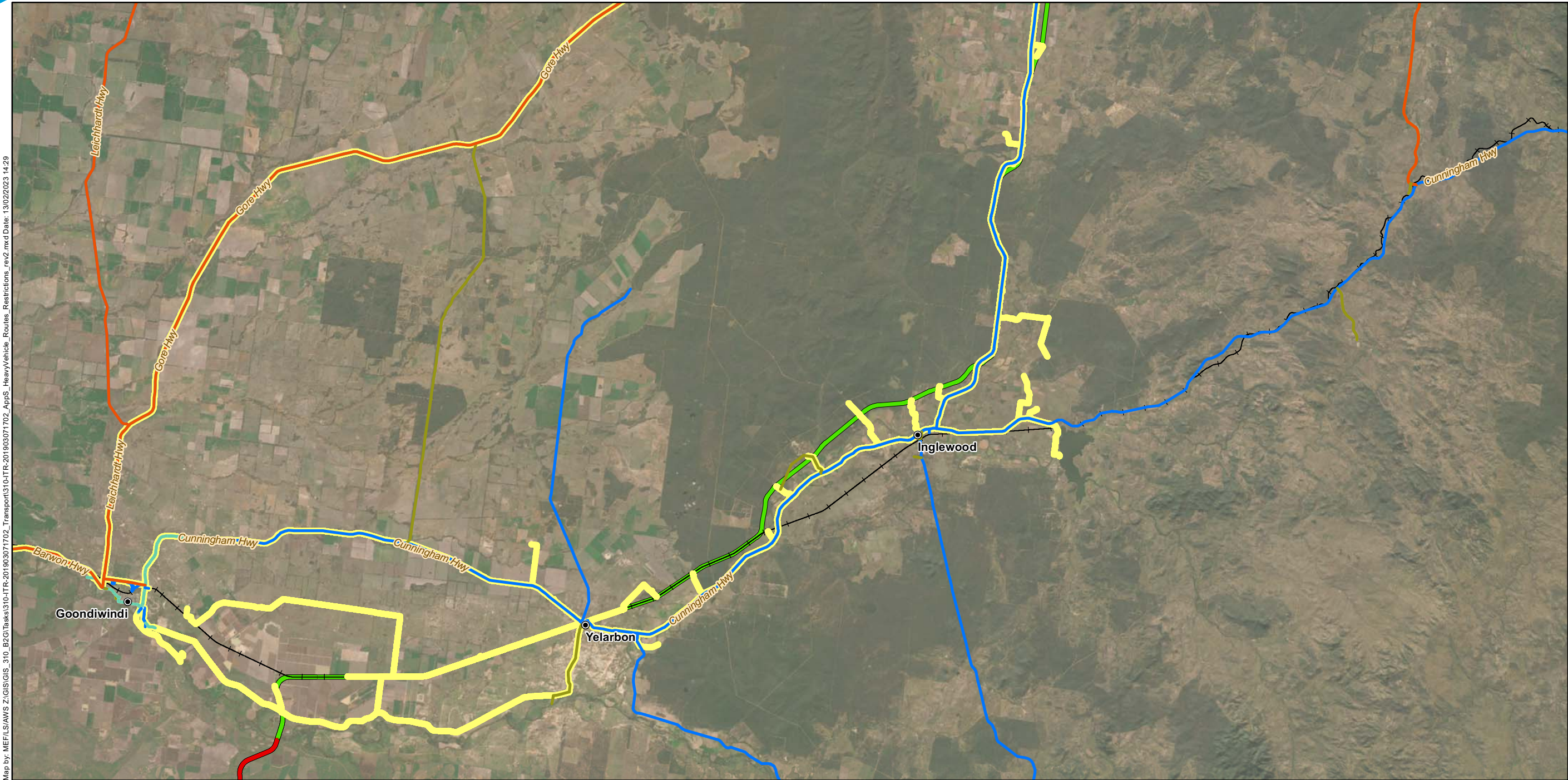
Future Freight
Integrating Community, Environment and Engineering

Issue date: 13/02/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix S1:

Heavy vehicle routes and restrictions



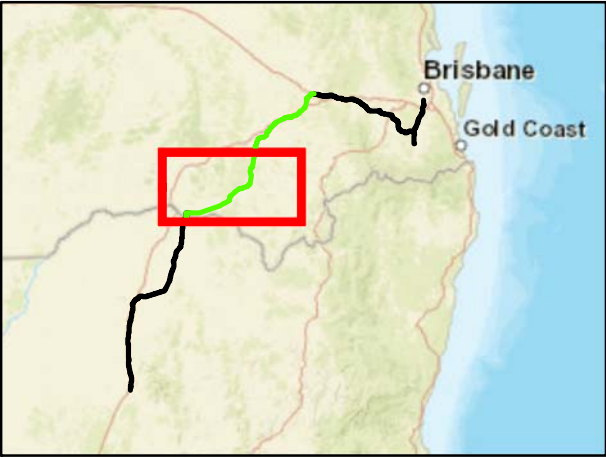
Map by: MEFL/SLAWS Z:\GIS\GIS_310_B2GTasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppS_HeavyVehicle_Routes_Restrictions_rev2.mxd Date: 13/02/2023 14:29

Legend

- Localities
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Existing rail (operational)
- Construction routes
- Major roads

Heavy Vehicle Routes Restrictions

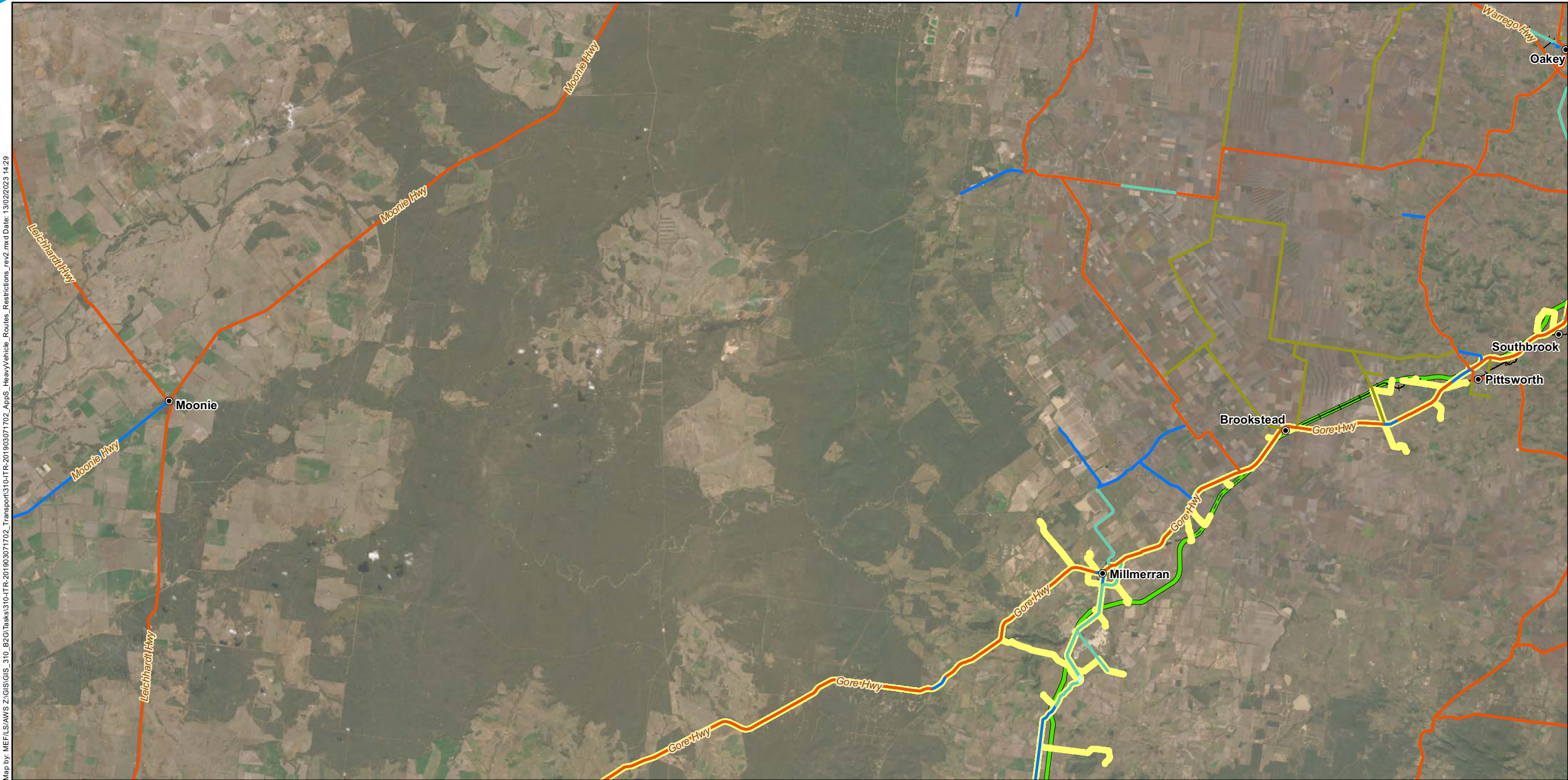
- B23 route
- B25 route
- RT1 route
- RT2 route
- HML route
- P2B route
- NORTBD route
- 1TMT route
- Critical roads



A3 scale: 1:400,000
0 3 6 9 12 15 km



Issue date: 13/02/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56



Legend

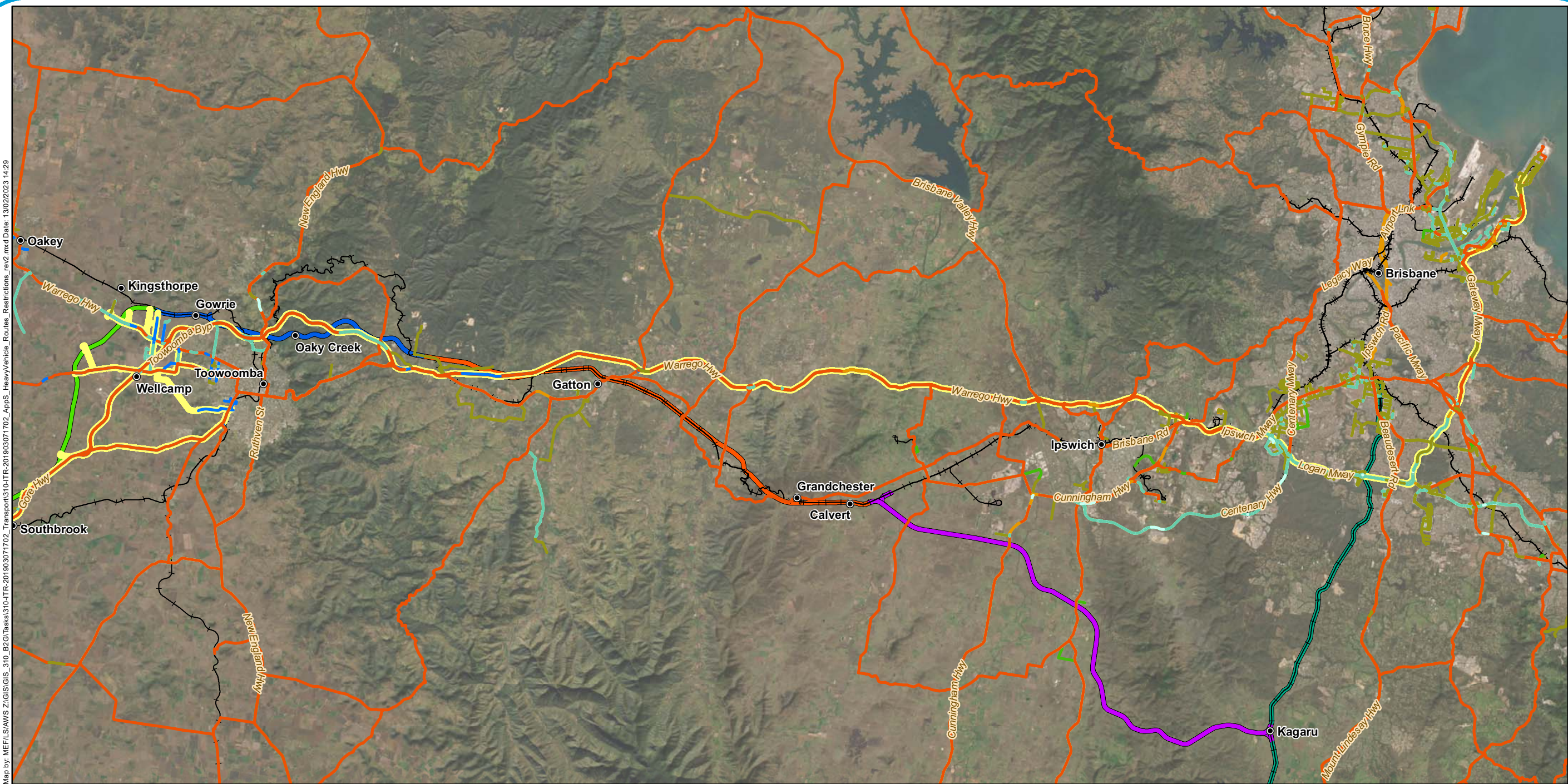
- Localities
- Border to Gowrie alignment
- Existing rail (operational)
- - - Existing rail (non-operational)
- Construction routes
- Major roads

Heavy Vehicle Routes Restrictions

— B23 route	— P2B route
— B25 route	— NORTBD route
— RT1 route	— 1TMT route
— RT2 route	— Critical roads
— HML route	



A3 scale: 1:400,000
0 3 6 9 12 15 km



Map by: MEFL/SAWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_Apps_HeavyVehicle_Routes_Restrictions_rev2.mxd Date: 13/02/2023 14:29

Legend

- Localities
- 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)
- Construction routes
- Major roads

Heavy Vehicle Routes Restrictions

- B23 route
- B25 route
- RT1 route
- RT2 route
- HML route
- P2B route
- NORTBD route
- 1TMT route
- Critical roads



A3 scale: 1:400,000
0 3 6 9 12 15 km



Issue date: 13/02/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

APPENDIX

AA

Traffic Impact Assessment

Appendix T Project plan

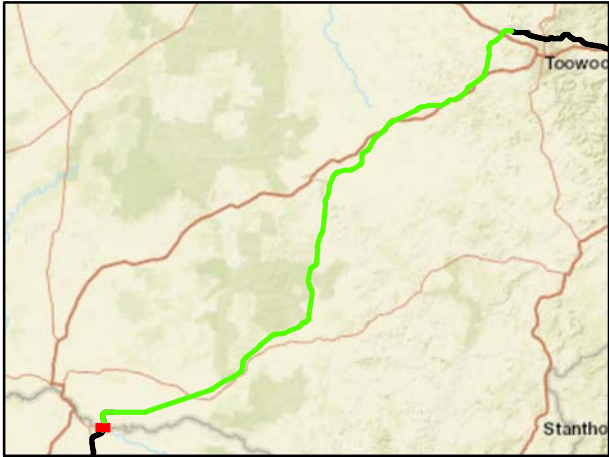
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2GTask\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— North Star to NSW/QLD border alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Construction routes			⊗ No Crossing Provided - Relocate
□ Laydown areas			⊗ No Crossing Provided - Road divert/re-align
- - - NSW/QLD border			
□ Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

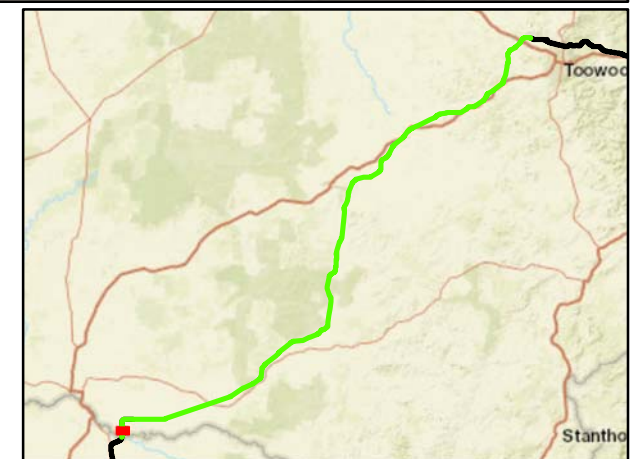
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	⬤ Grade Separation - Rail over	⊗ No Crossing Provided
North Star to NSW/QLD border alignment	⊗ Passive LX	⬤ Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

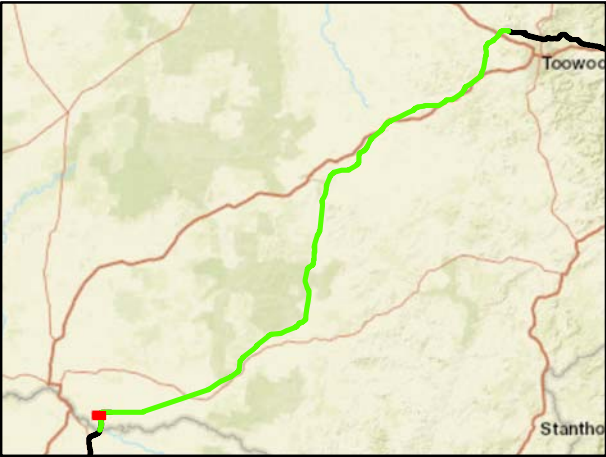
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
North Star to NSW/QLD border alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

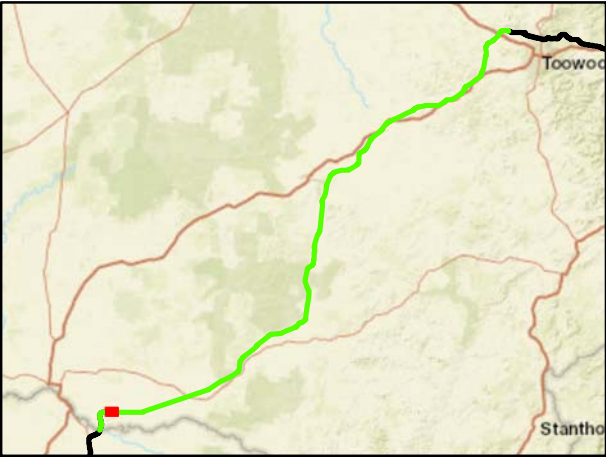
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— North Star to NSW/QLD border alignment			⊗ No Crossing Provided - Relocate
— Border to Gowrie alignment			⊗ No Crossing Provided - Road divert/re-align
— Construction routes			
□ Laydown areas			
□ Local Government Areas			



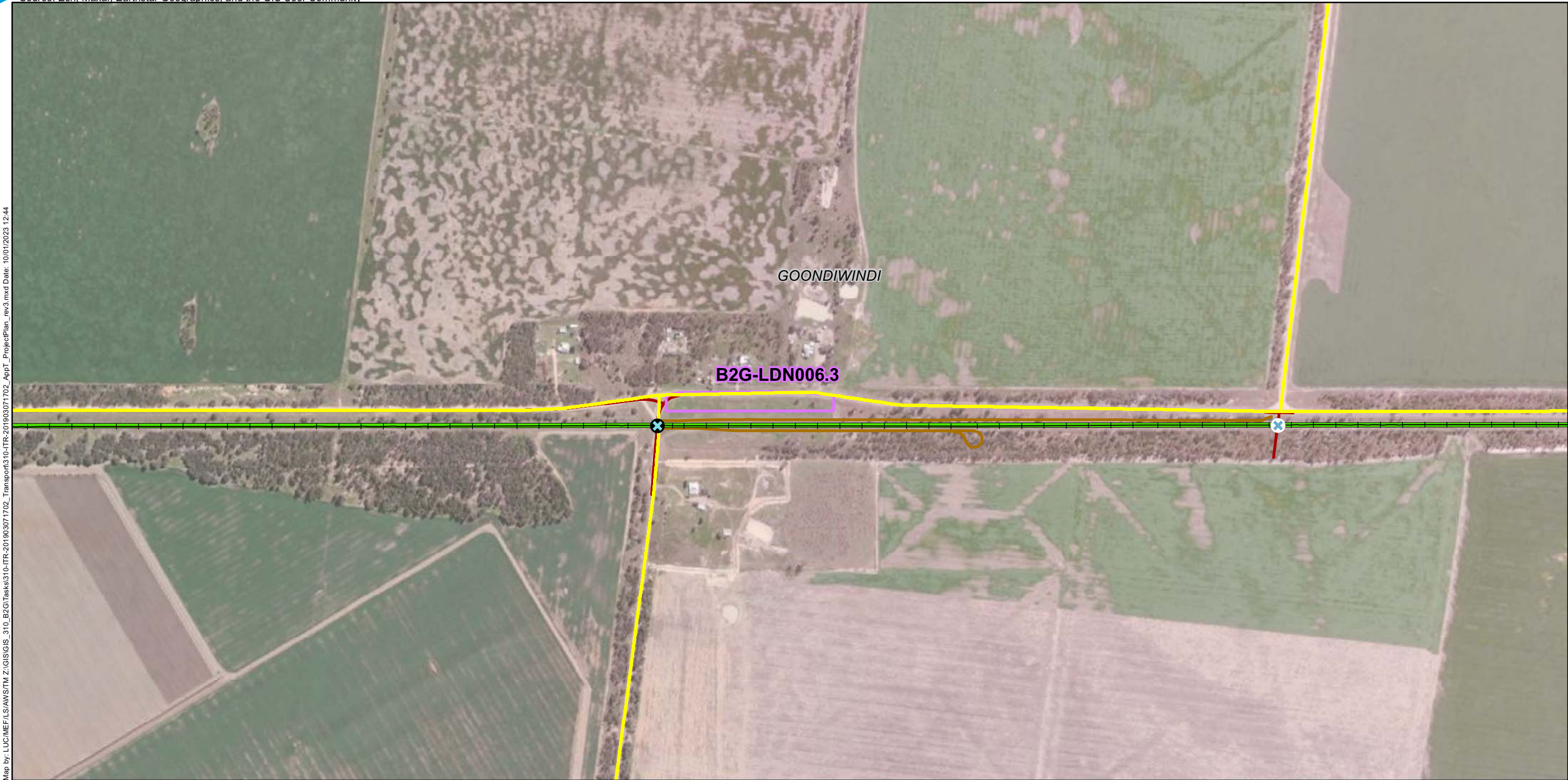
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

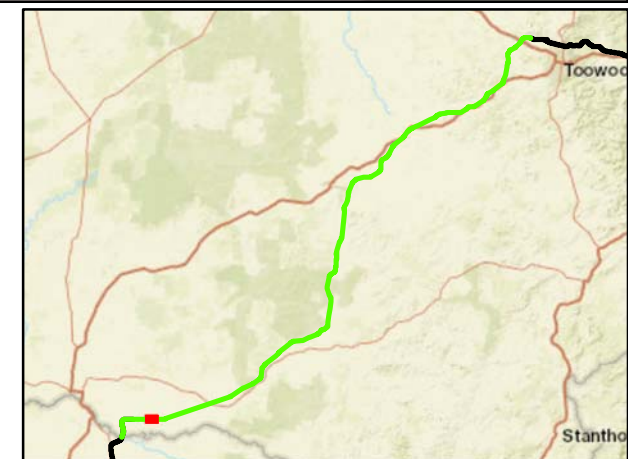
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Laydown areas			
— Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

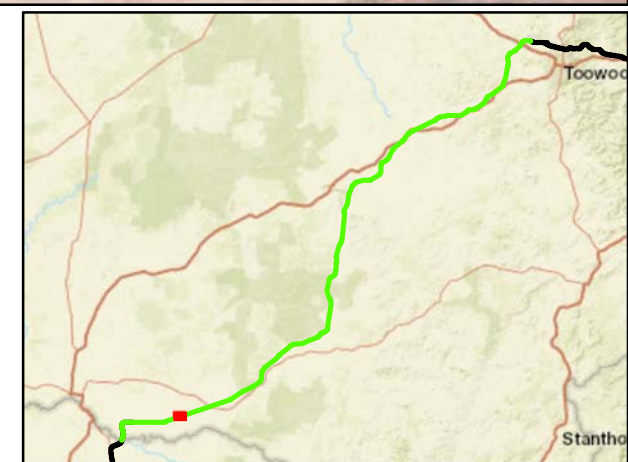
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Laydown areas			
— Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

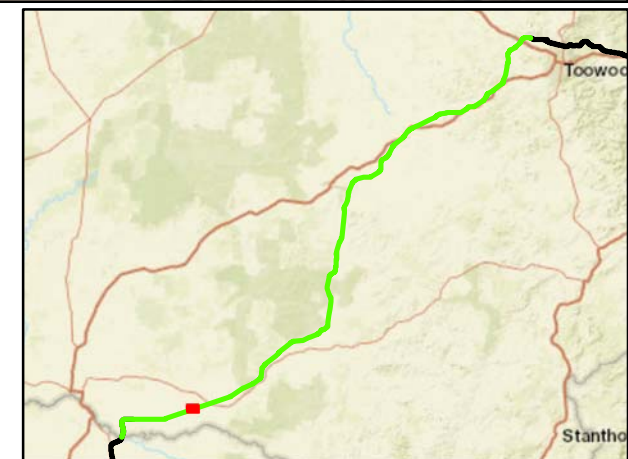
Border to Gowrie
Appendix T6:
Project Plan

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
□ Laydown areas			
□ Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

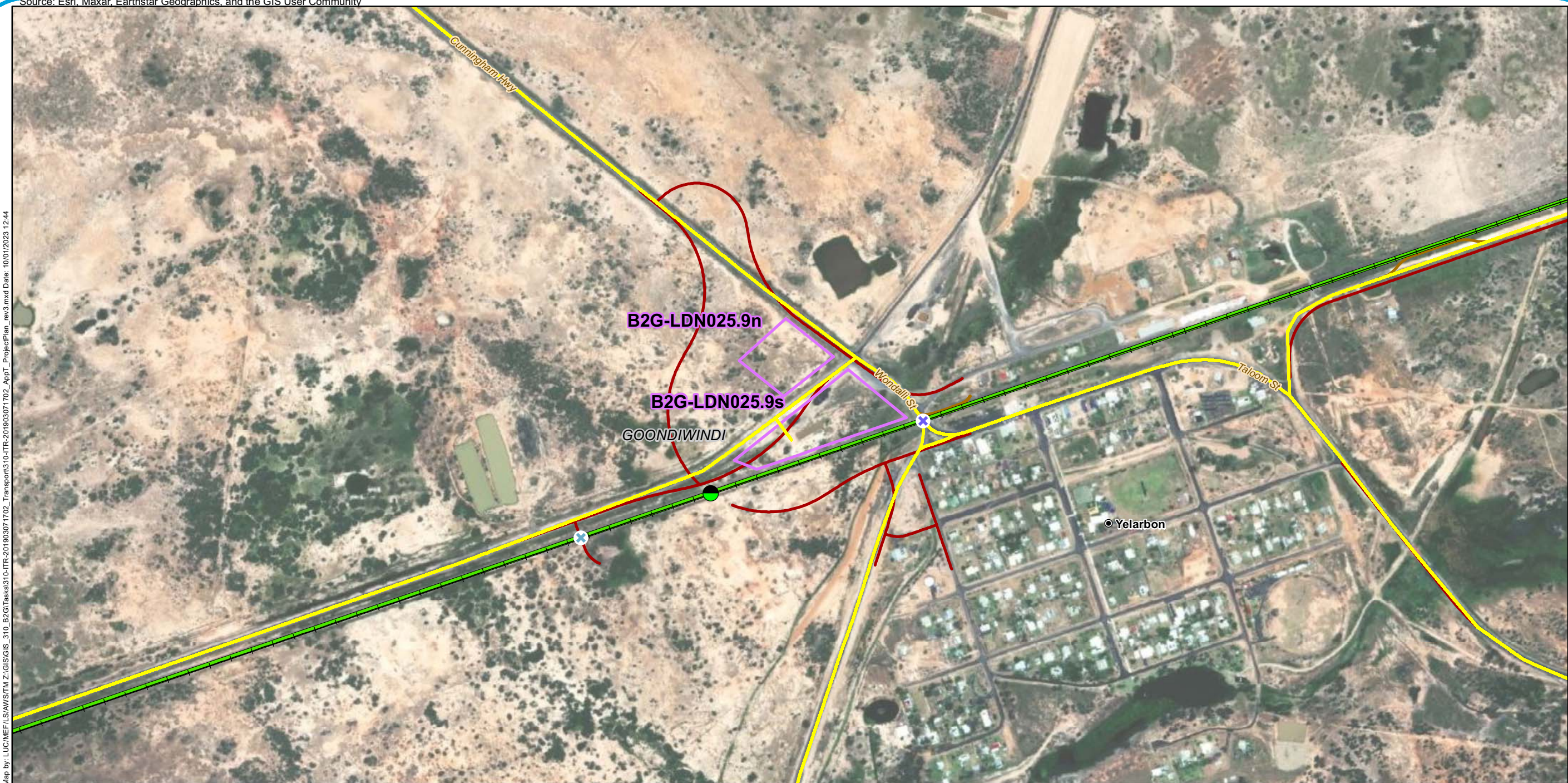


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

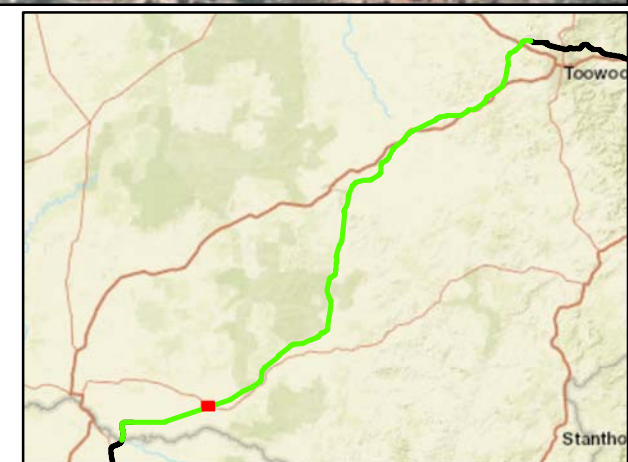
Border to Gowrie
Appendix T7:
Project Plan

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
● Localities	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Existing rail (operational)			⊗ No Crossing Provided - Relocate
— Border to Gowrie alignment			⊗ No Crossing Provided - Road divert/re-align
— Construction routes			
— TRAN_RoadAlignment			
— Rail Access Roads			
— Major roads			
□ Laydown areas			
□ Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

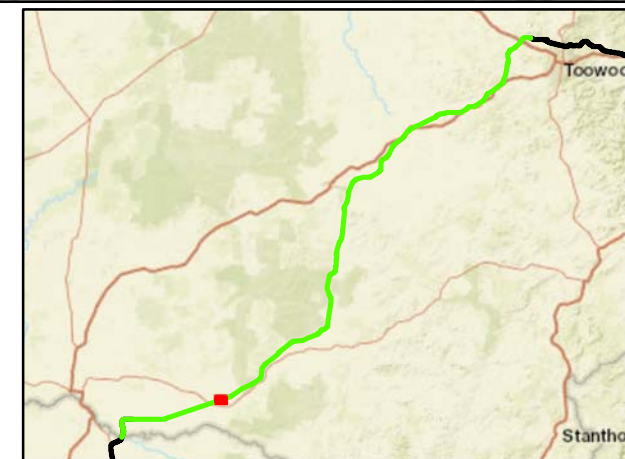
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_Plan\Plan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
□ Laydown areas			
□ Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

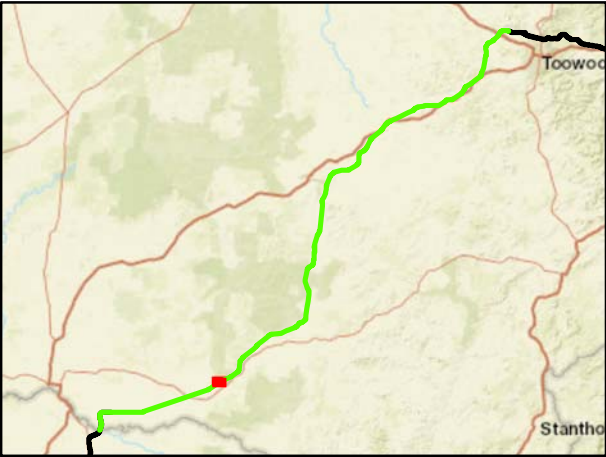
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
□ Laydown areas			
□ Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km

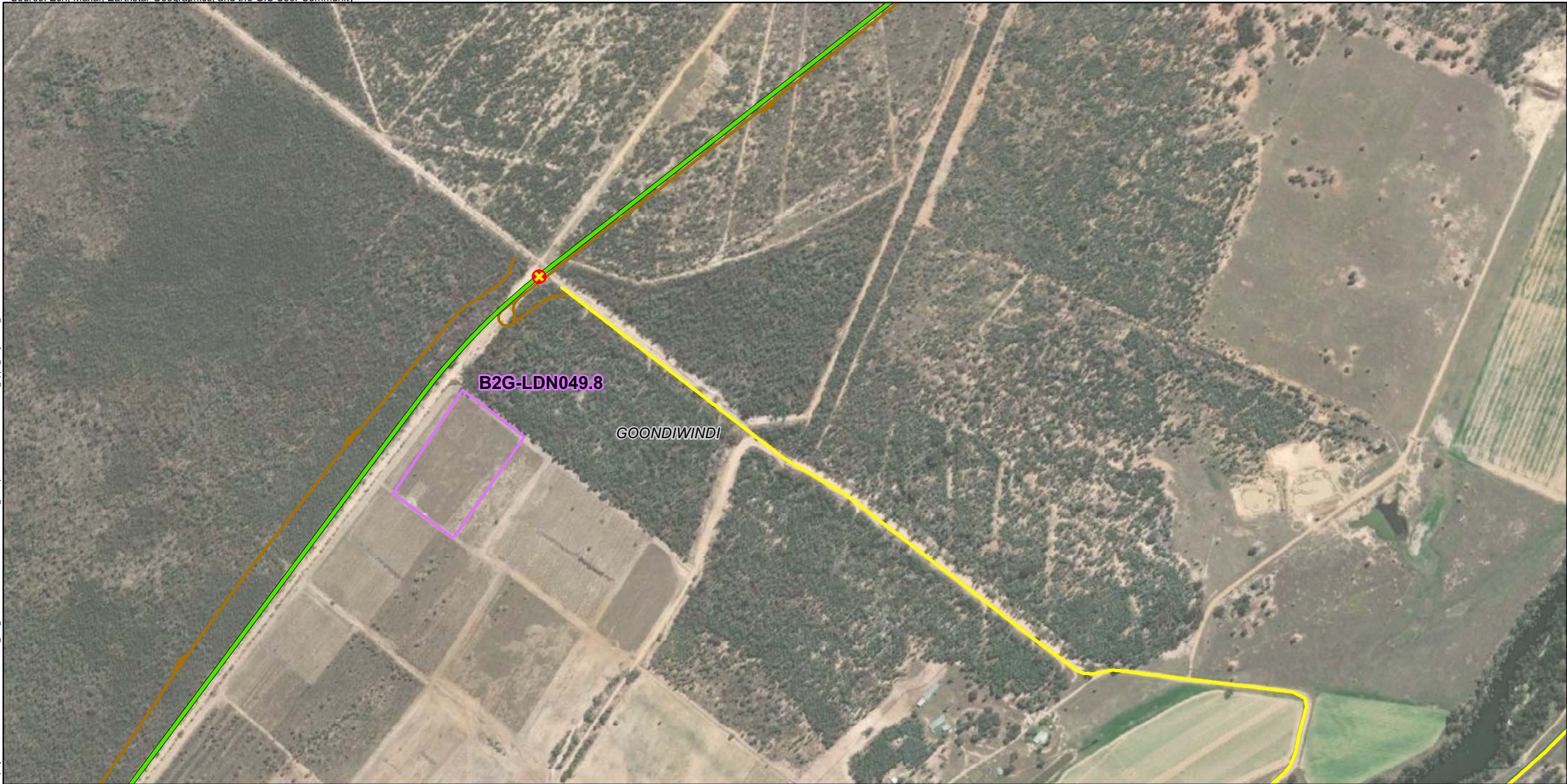


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

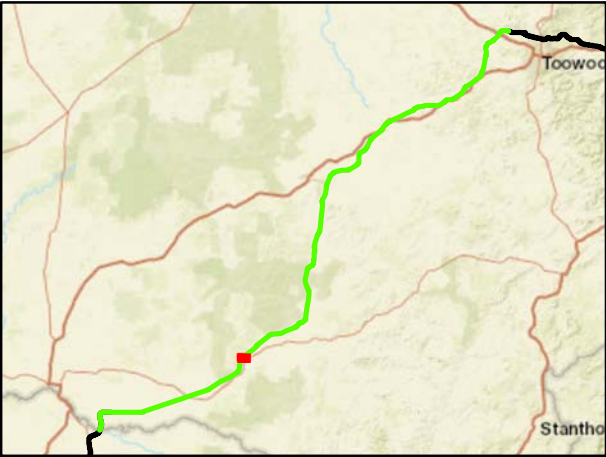
Border to Gowrie
Appendix T10:
Project Plan

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Major roads			
Laydown areas			
Local Government Areas			



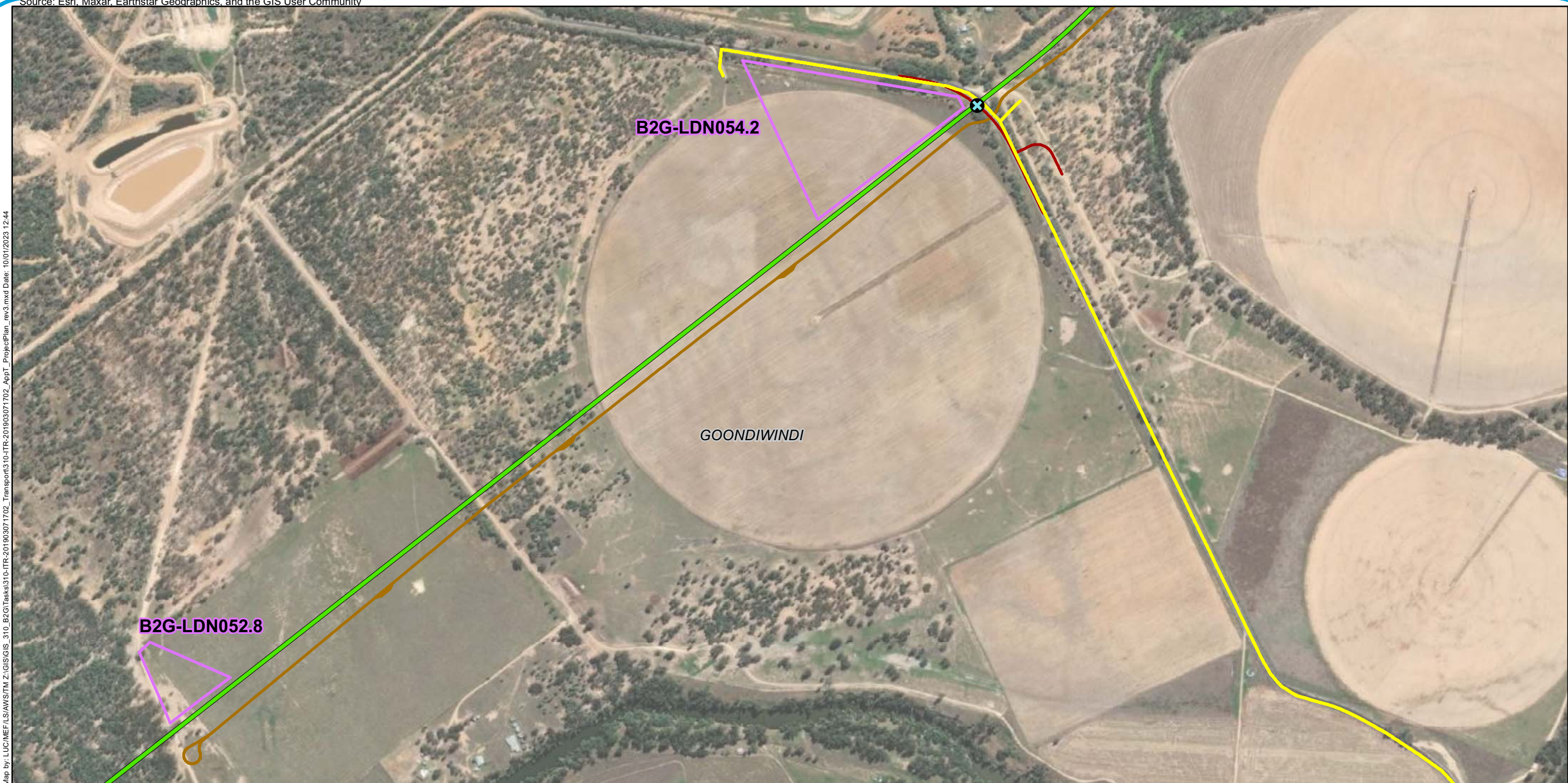
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

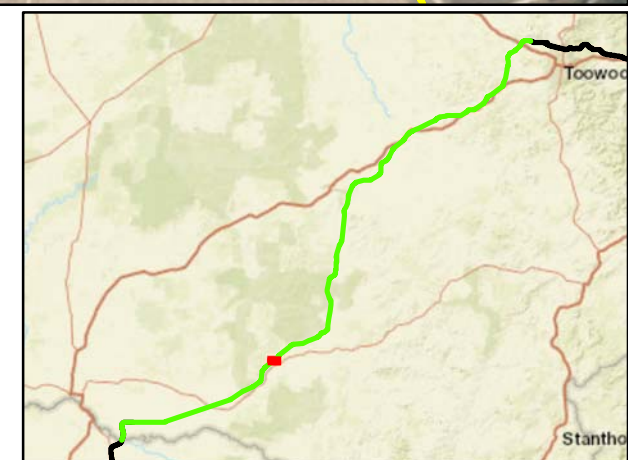
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



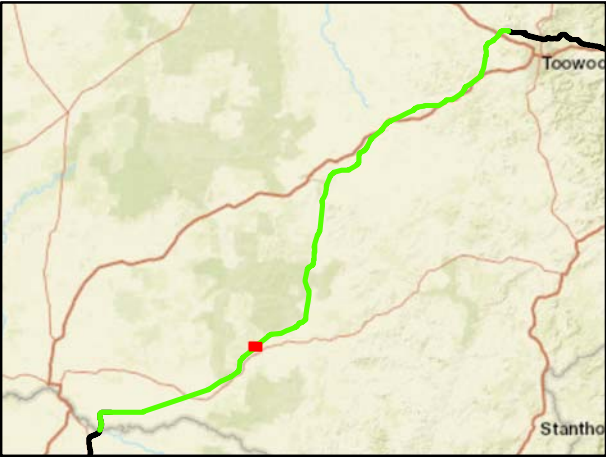
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

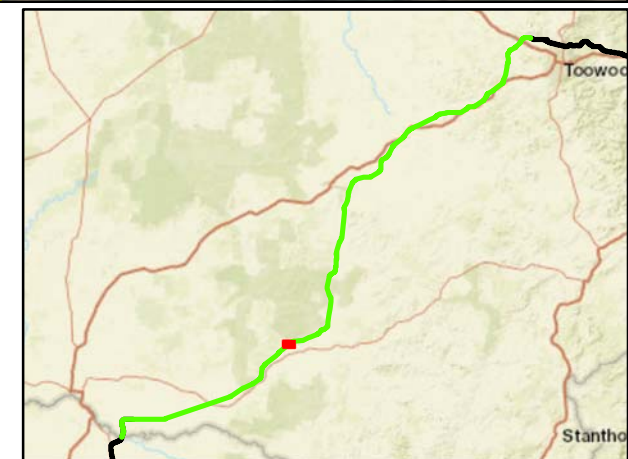
Border to Gowrie
Appendix T13:
Project Plan

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

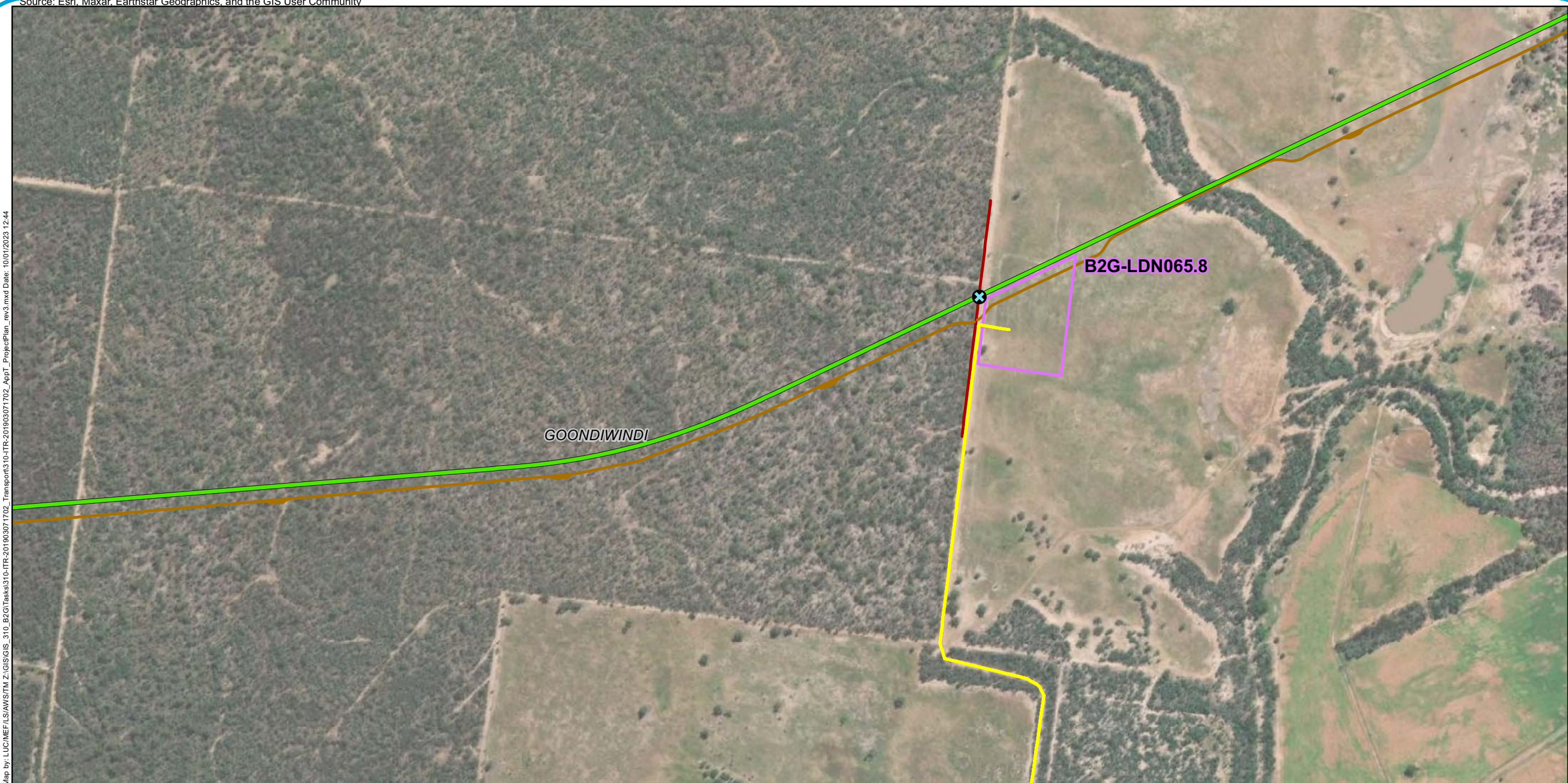


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

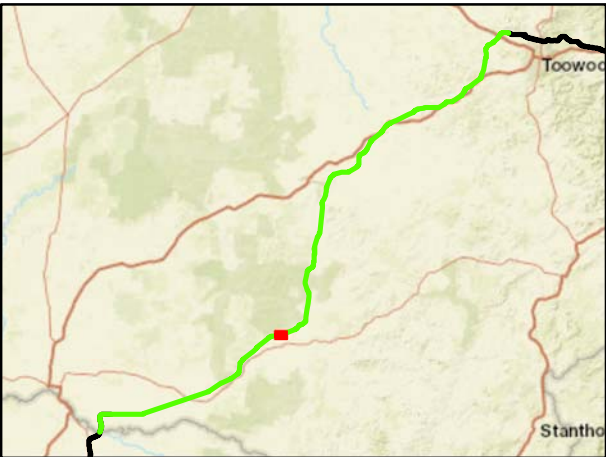
Border to Gowrie
Appendix T14:
Project Plan

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



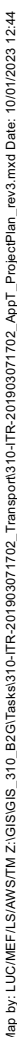
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



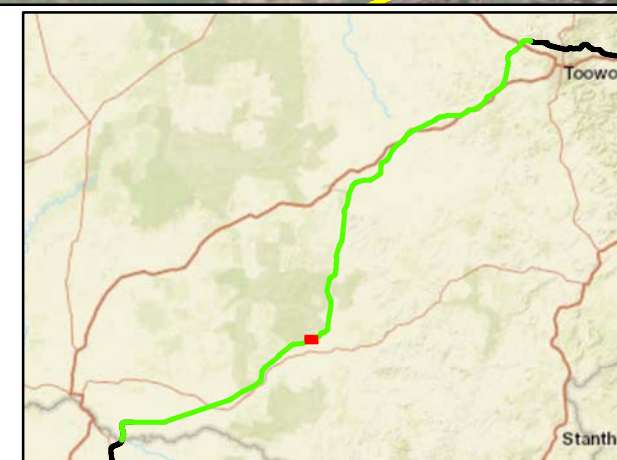
Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix T15:
Project Plan



Chainage (km)	Active LX	Grade Separation - Rail over	No Crossing Provided
Border to Gowrie alignment	Passive LX	Grade Separation - Road over	No Crossing Provided - Consolidate
Construction routes			No Crossing Provided - Relocate
TRAN_RoadAlignment			No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500

0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

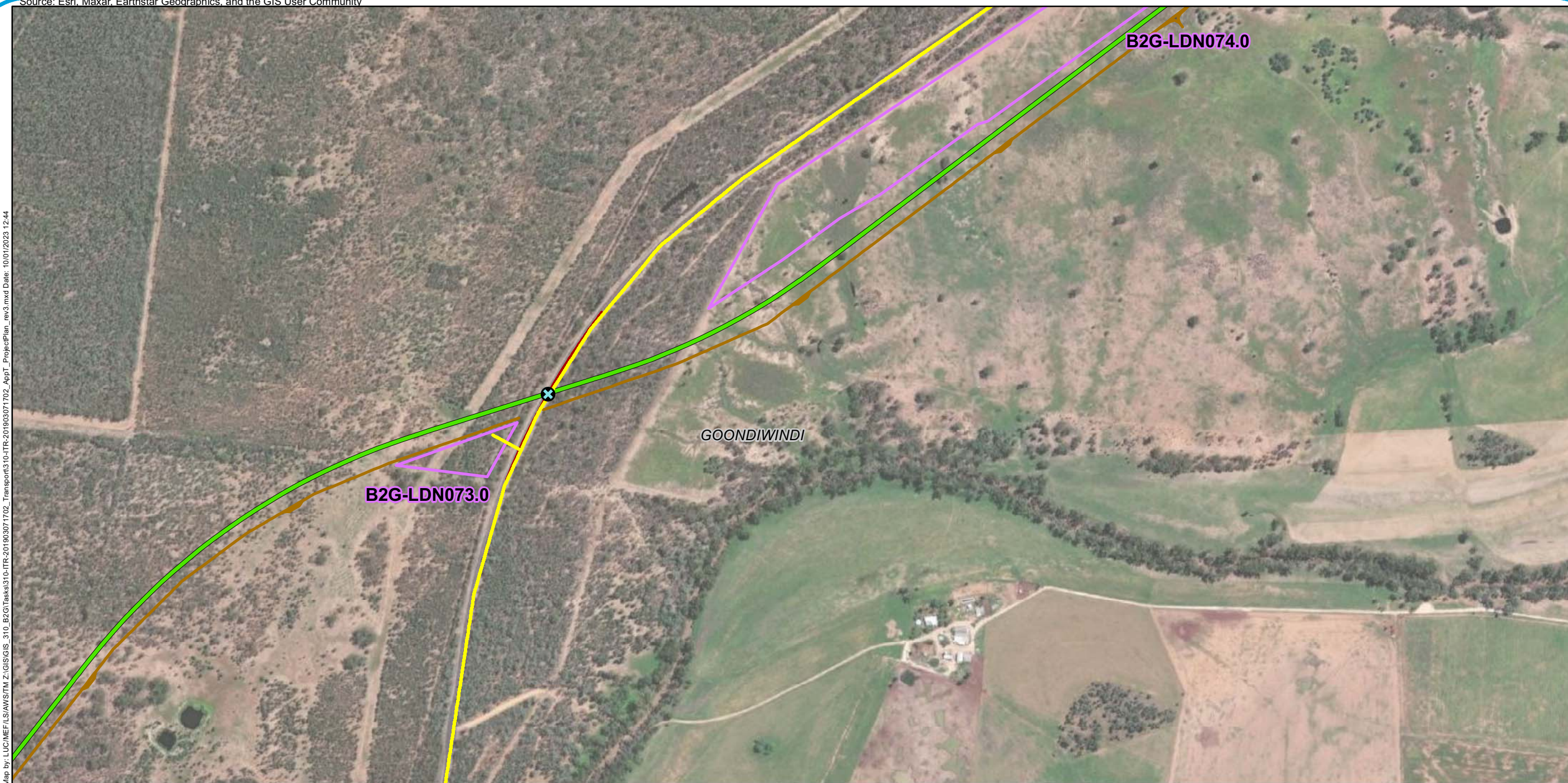
Issue date: 10/01/2023 Version: 3

Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

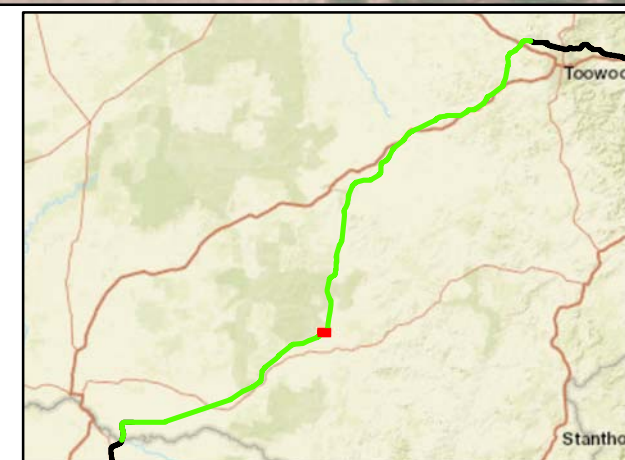
Appendix T16: Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



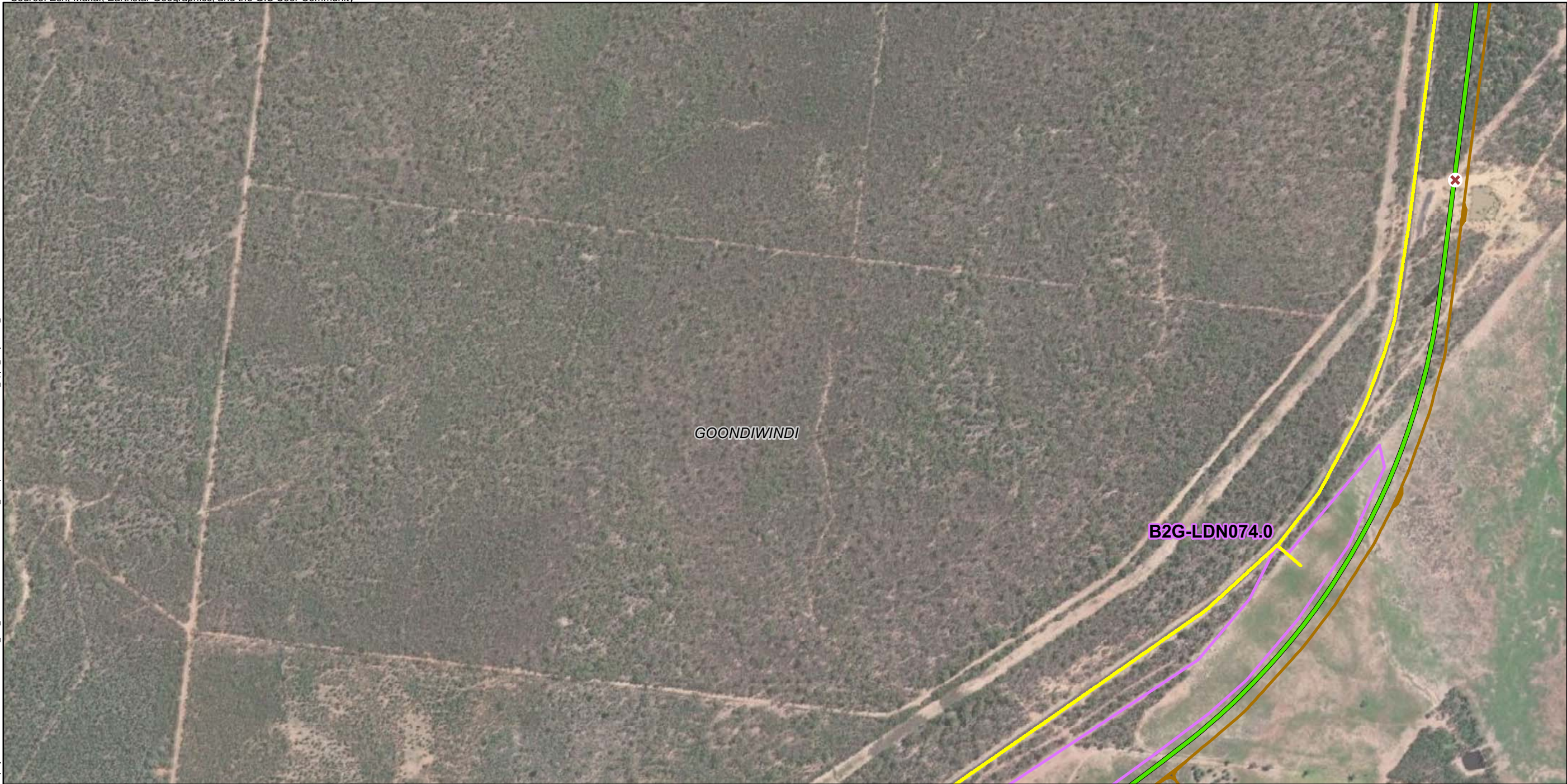
Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



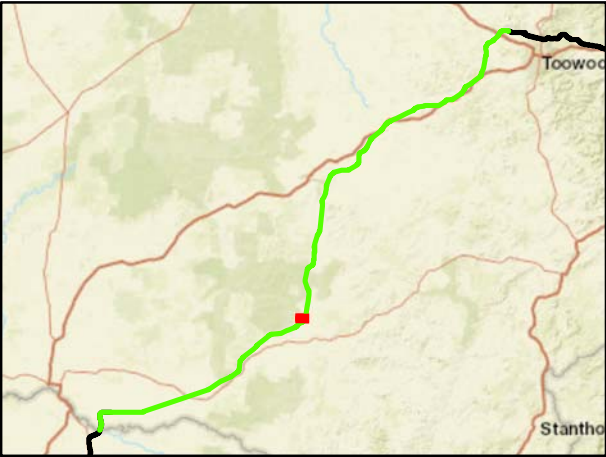
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

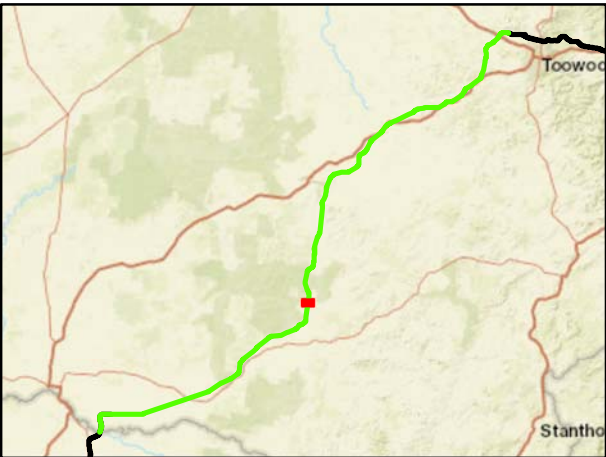
Border to Gowrie
Appendix T18:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

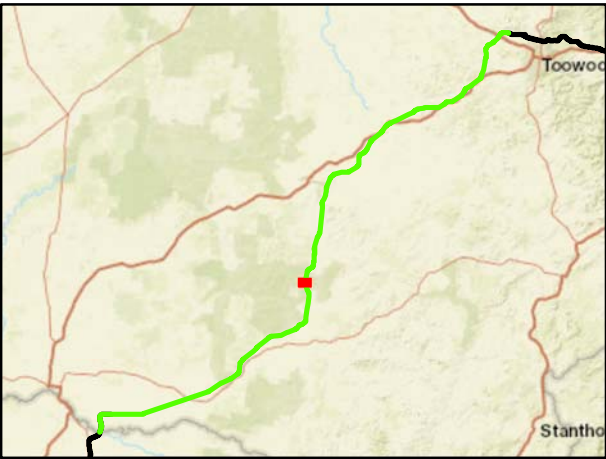
Border to Gowrie
Appendix T19:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km

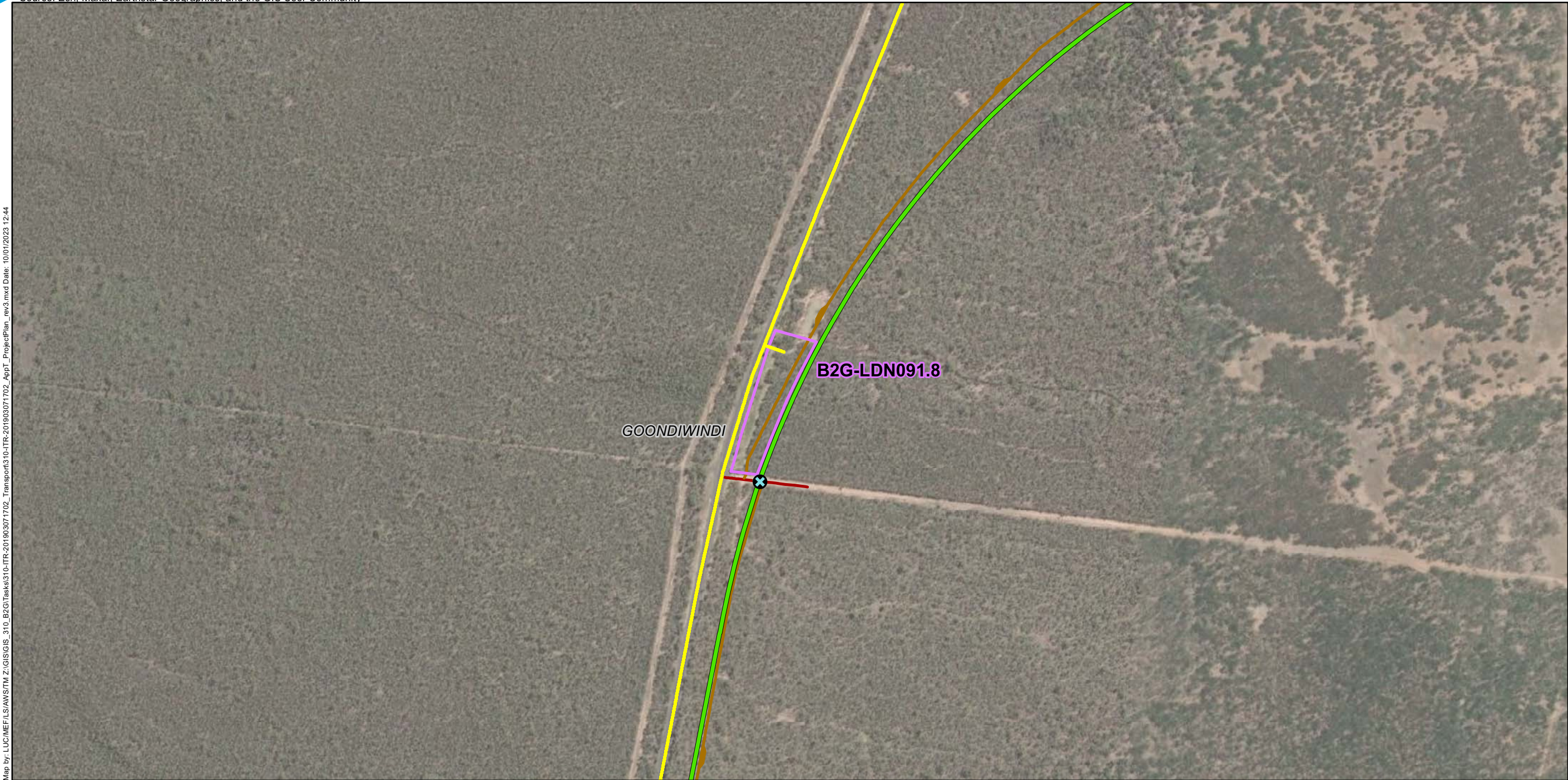


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

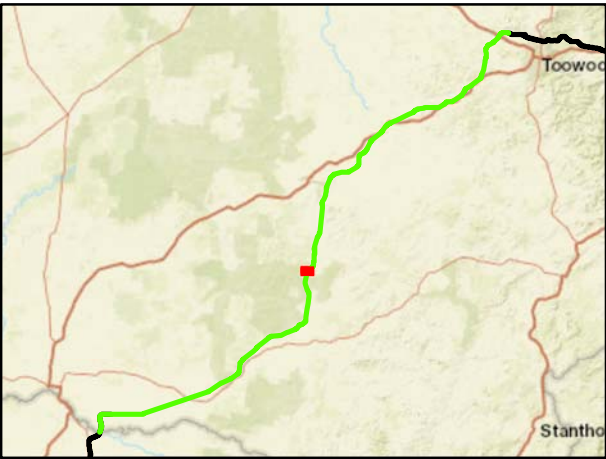
Border to Gowrie
Appendix T20:
Project Plan

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



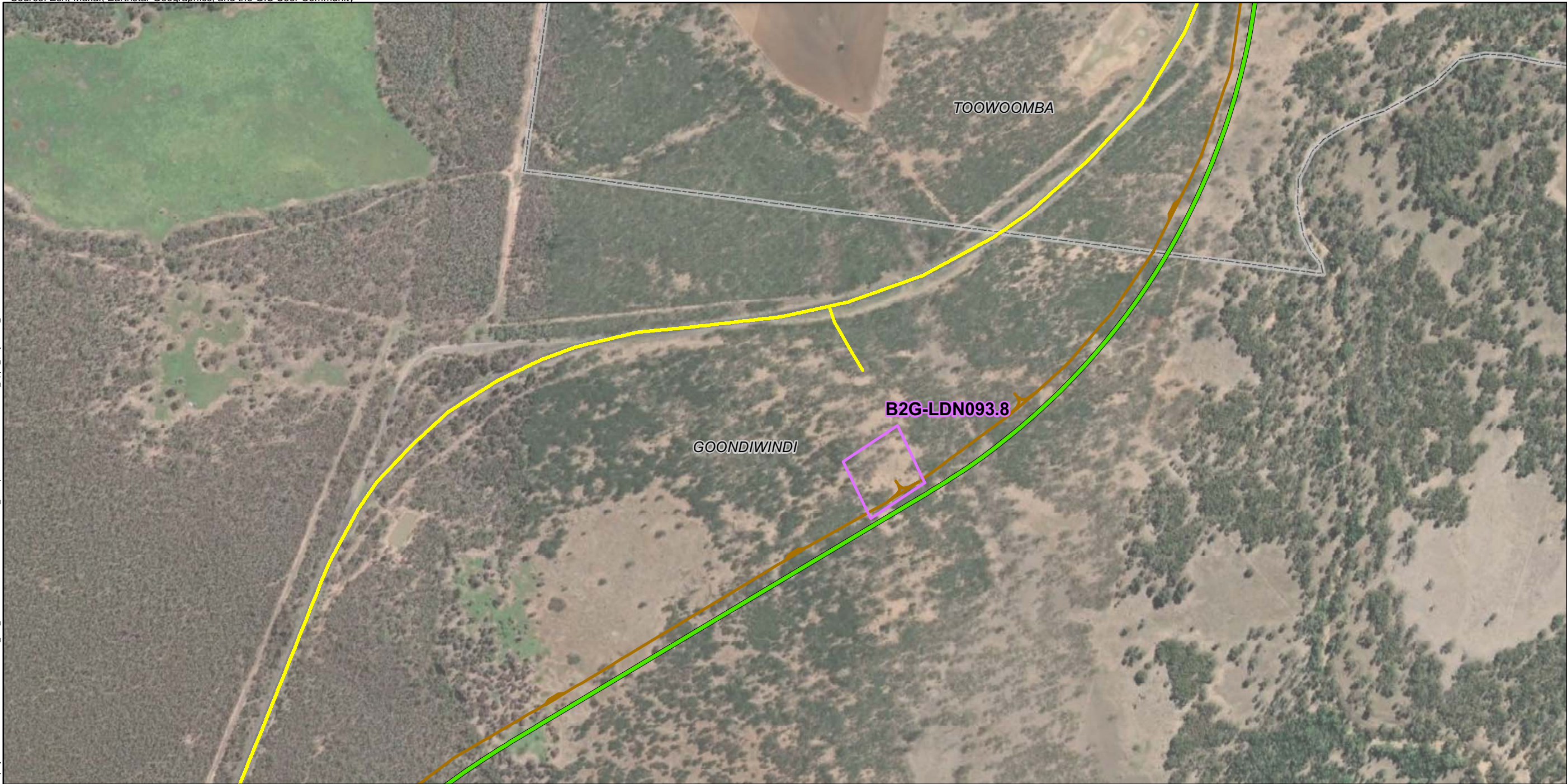
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

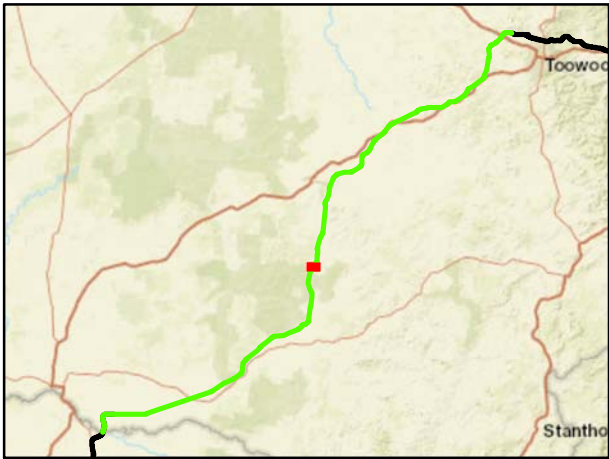
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

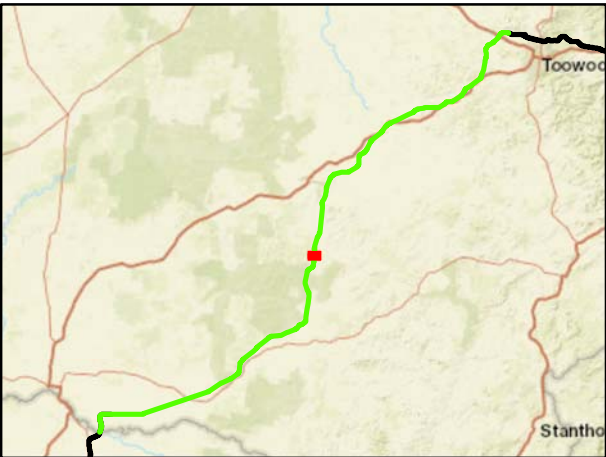
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

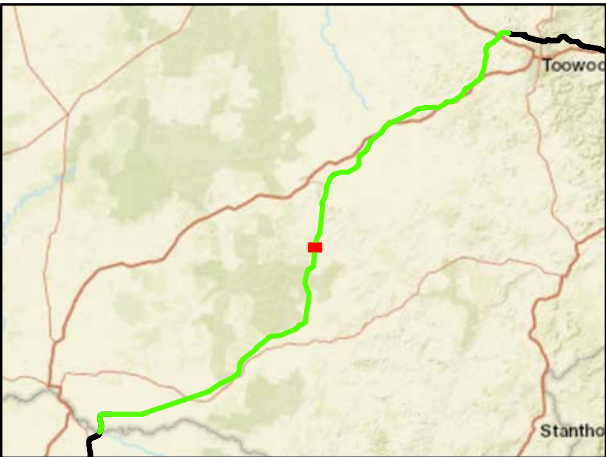
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

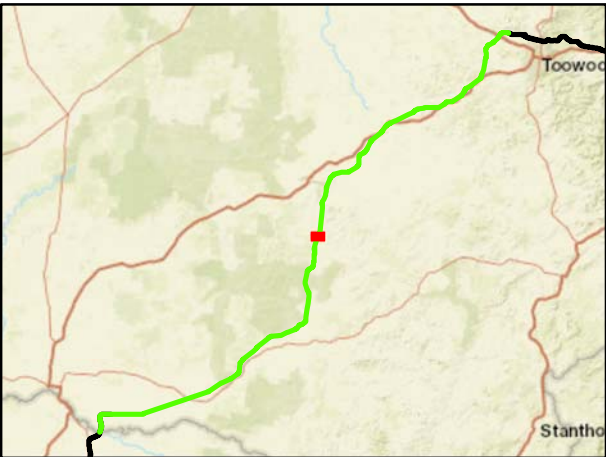
Border to Gowrie
Appendix T24:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

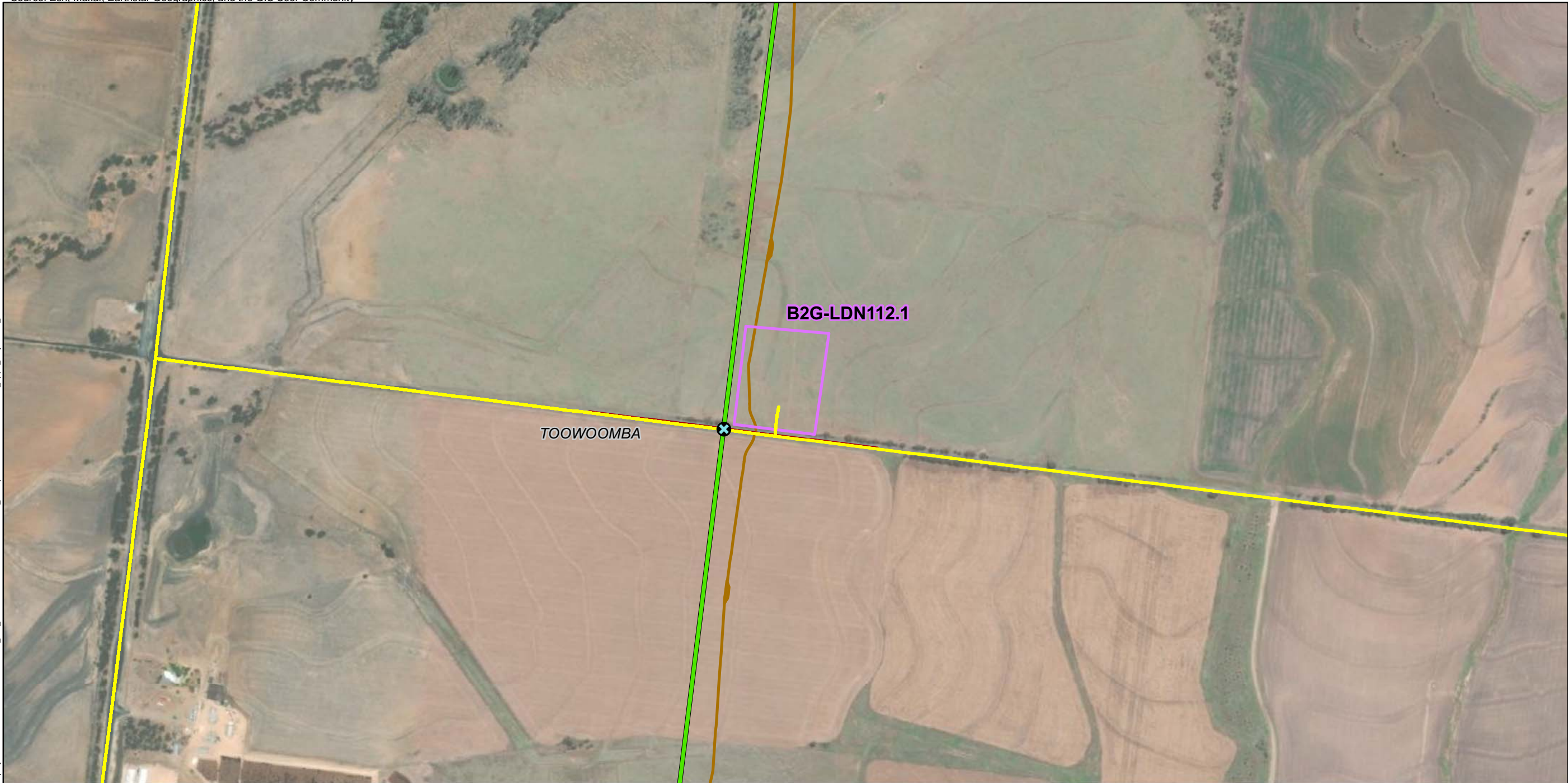


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

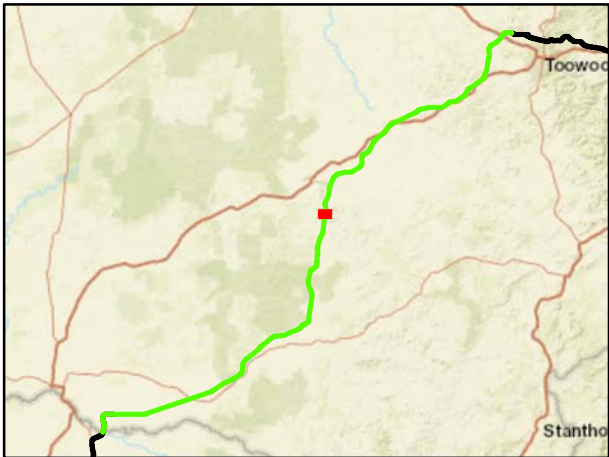
Border to Gowrie
Appendix T25:
Project Plan

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

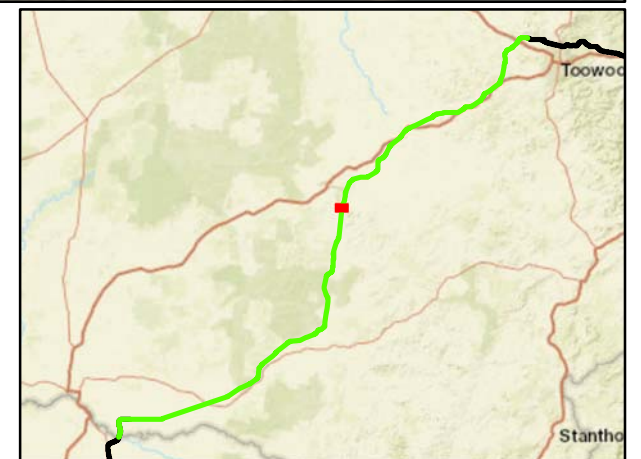
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

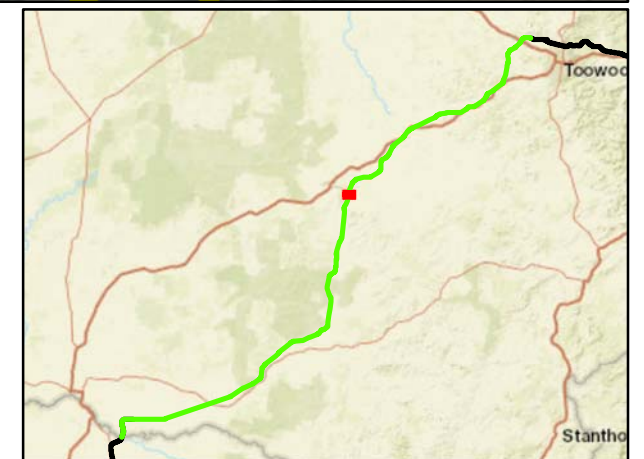
Border to Gowrie
Appendix T27:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



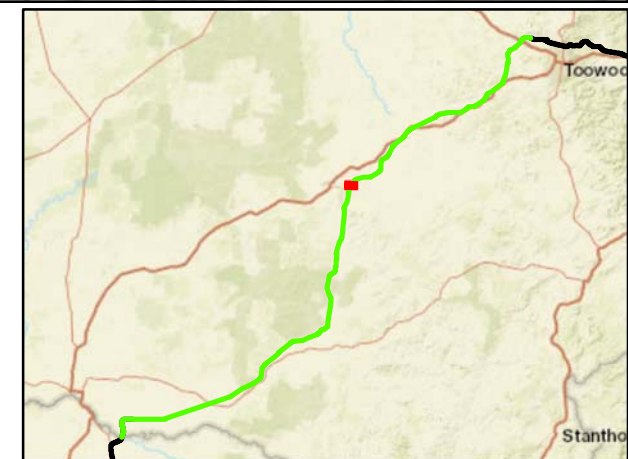
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

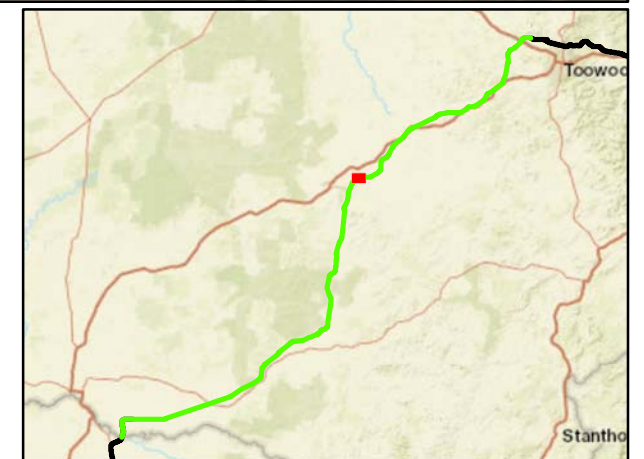
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



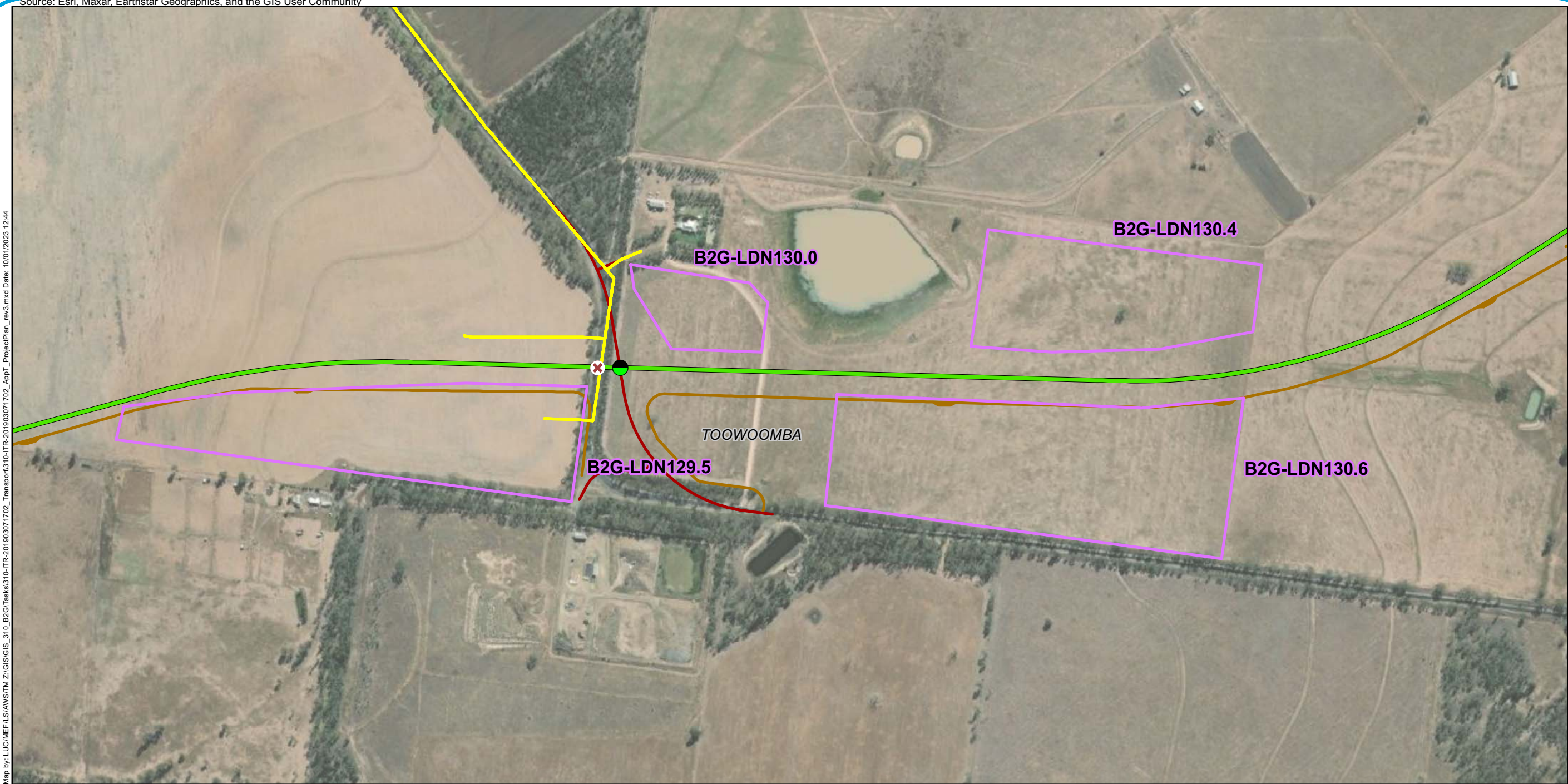
Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



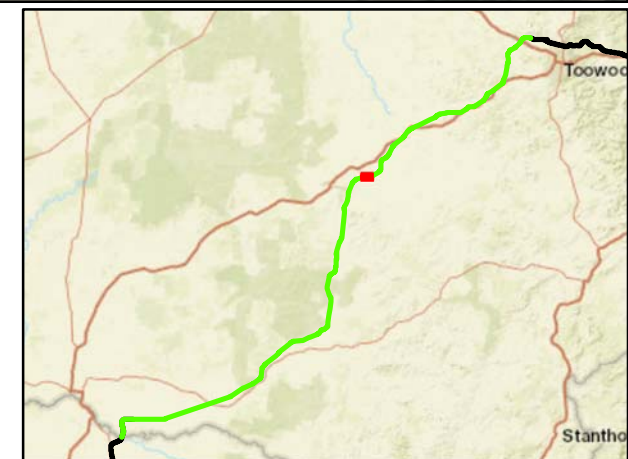
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

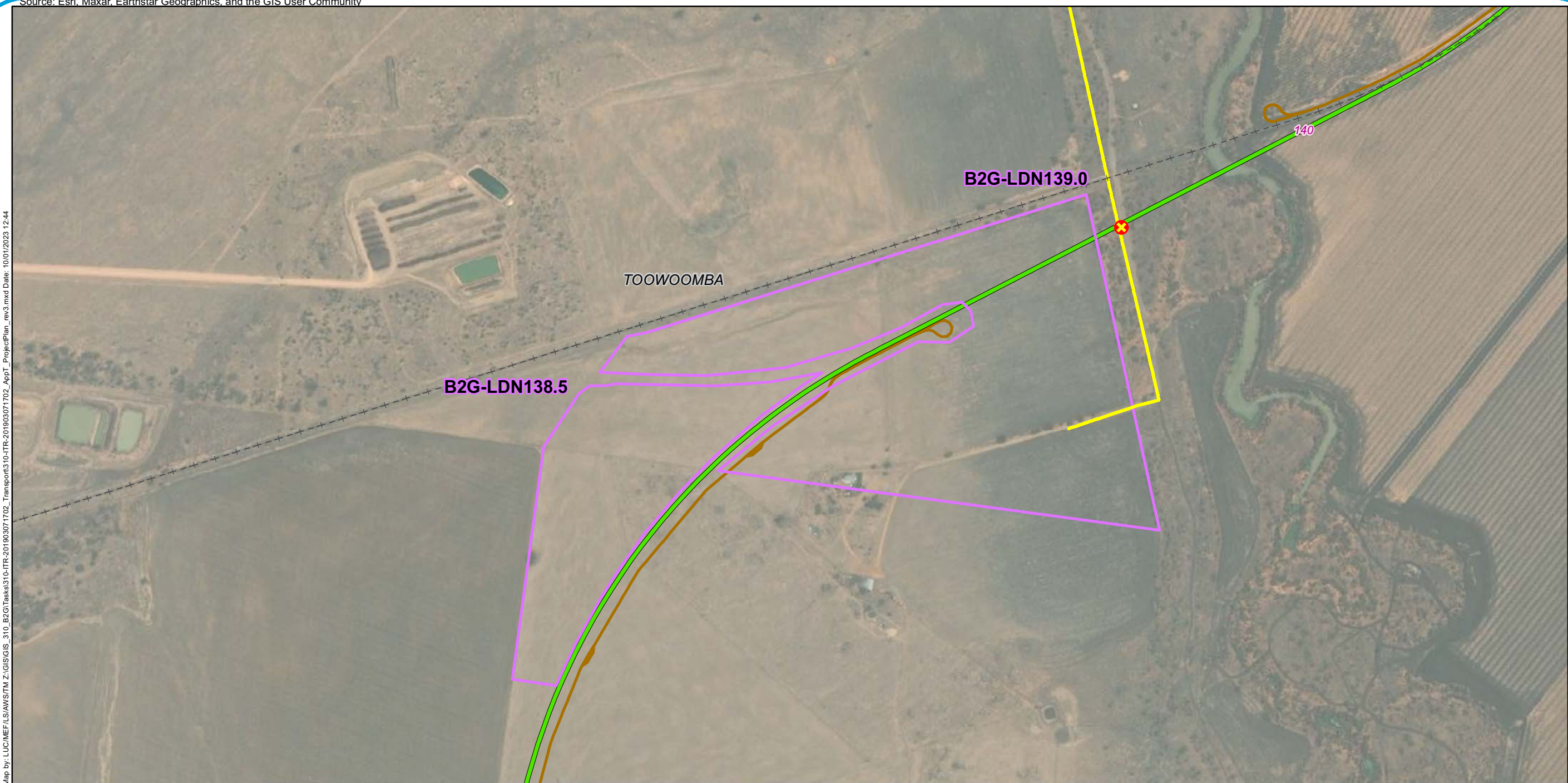


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

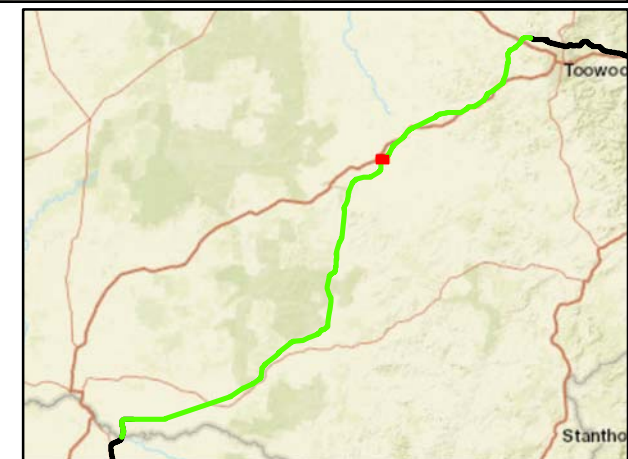
Border to Gowrie
Appendix T31:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
-- Existing rail (non-operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
Construction routes			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

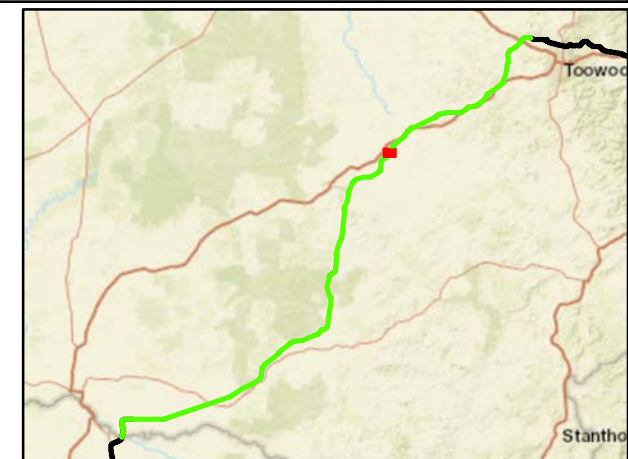
Border to Gowrie
Appendix T32:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
--- Existing rail (non-operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
Construction routes			⊗ No Crossing Provided - Road divert/re-align
TRAN_RoadAlignment			
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

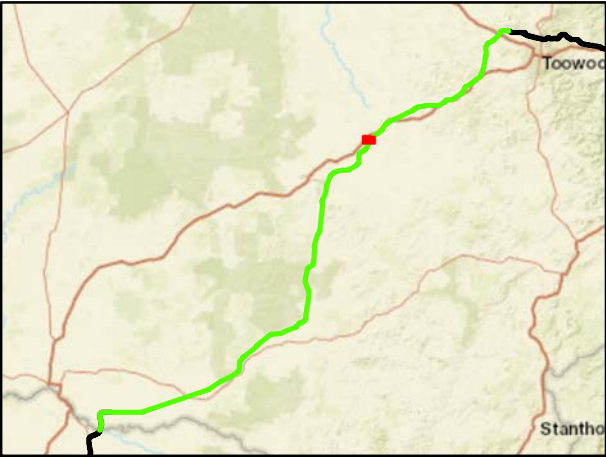
Border to Gowrie
Appendix T33:
Project Plan

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
-- Existing rail (non-operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
Construction routes			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



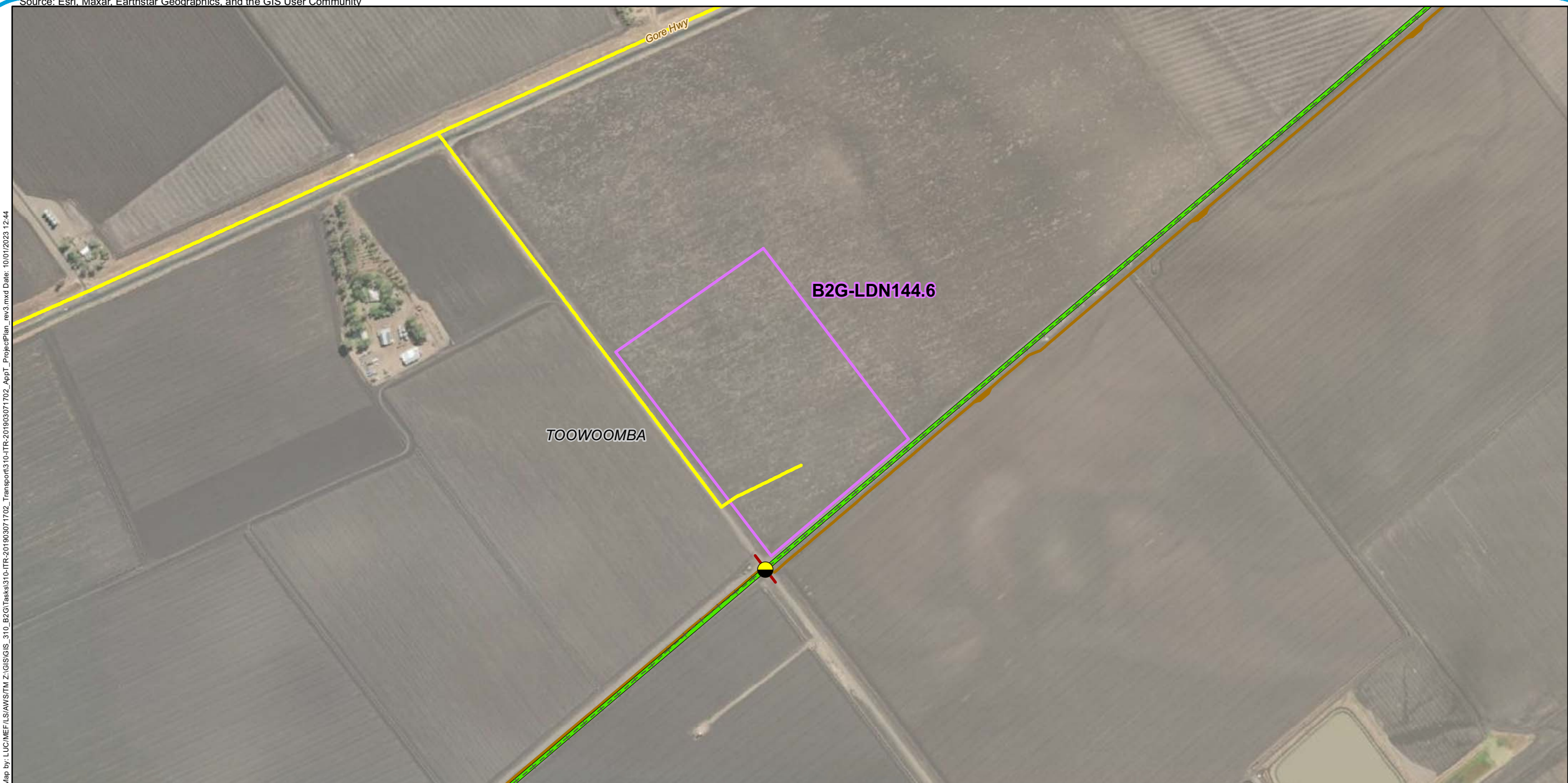
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

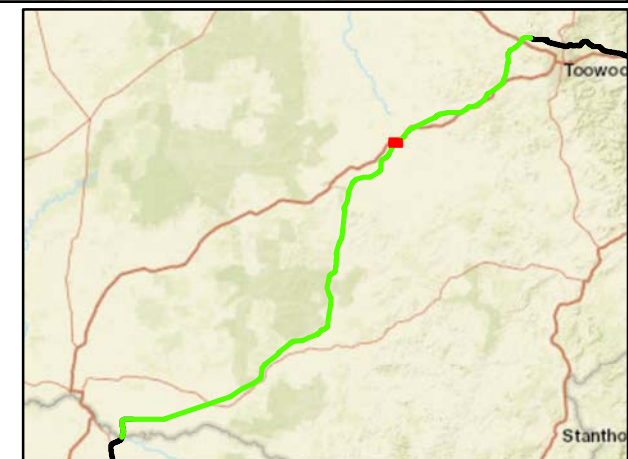
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
-- Existing rail (non-operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
Construction routes			⊗ No Crossing Provided - Road divert/re-align
TRAN_RoadAlignment			
Rail Access Roads			
Major roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

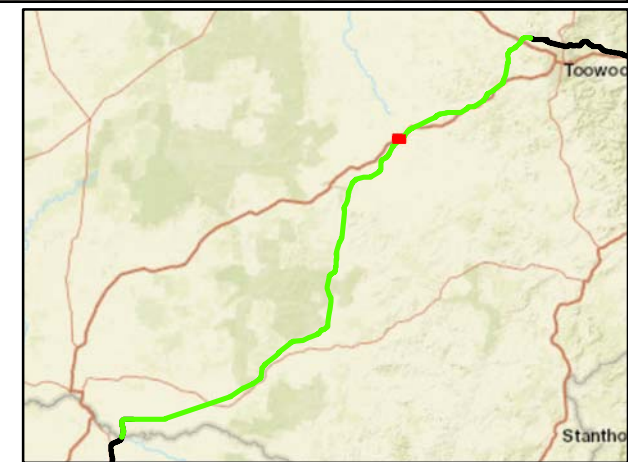
Border to Gowrie
Appendix T35:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
-- Existing rail (non-operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
Construction routes			⊗ No Crossing Provided - Road divert/re-align
TRAN_RoadAlignment			
Rail Access Roads			
Major roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

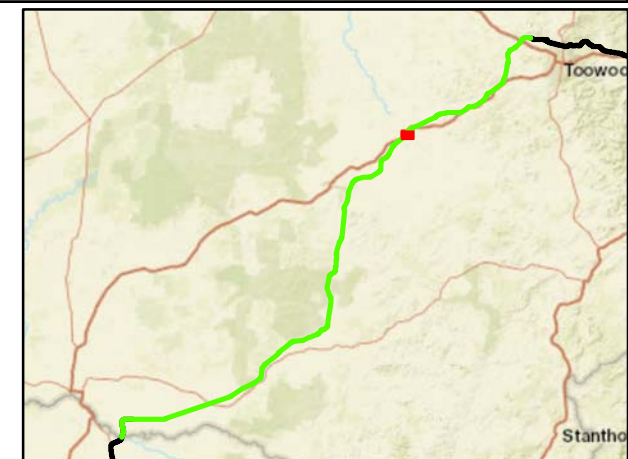
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
-- Existing rail (non-operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
Construction routes			⊗ No Crossing Provided - Road divert/re-align
TRAN_RoadAlignment			
Rail Access Roads			
Major roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

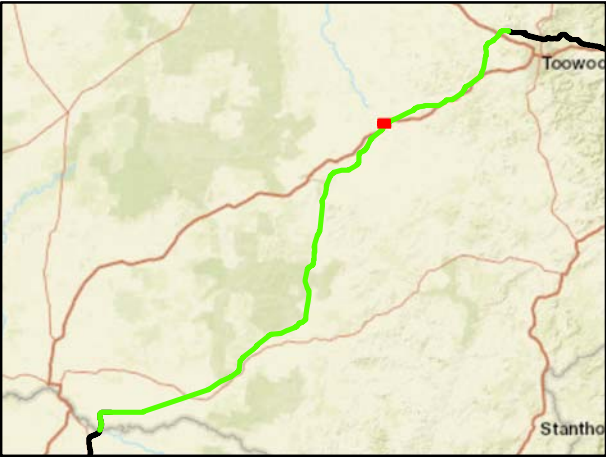
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
- - - Existing rail (non-operational)			⊗ No Crossing Provided - Relocate
— Border to Gowrie alignment			⊗ No Crossing Provided - Road divert/re-align
— Construction routes			
— TRAN_RoadAlignment			
— Rail Access Roads			
— Major roads			
□ Laydown areas			
□ Local Government Areas			

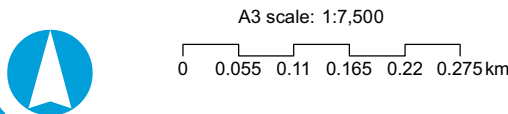
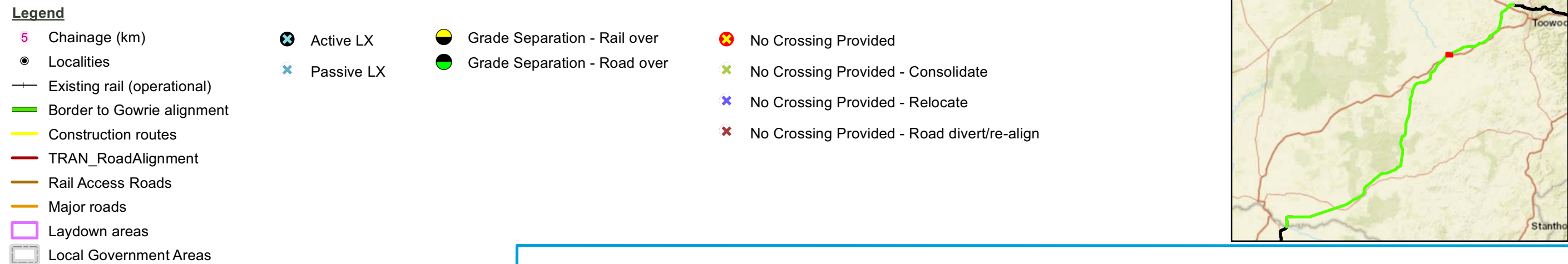


A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

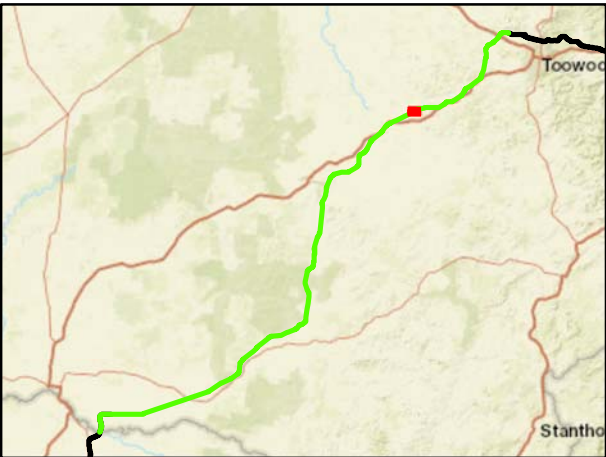


Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Laydown areas			
— Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

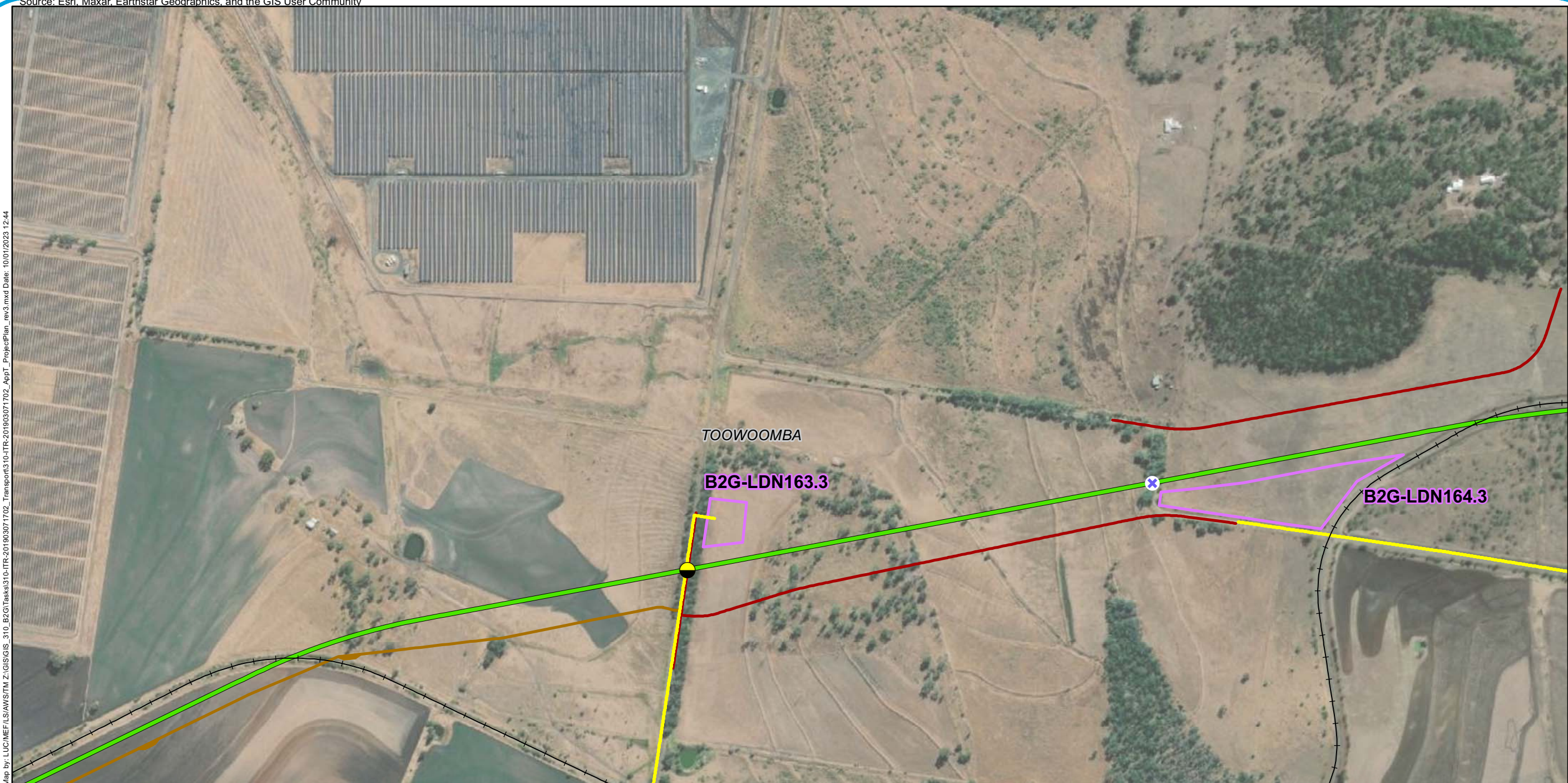


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

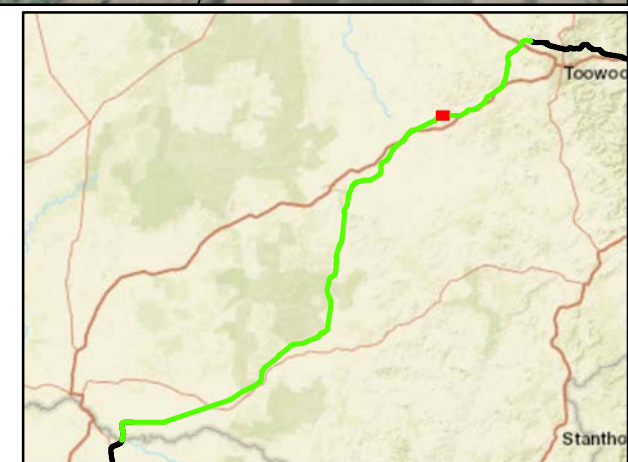
Border to Gowrie
Appendix T40:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

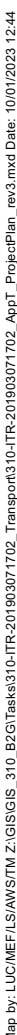
5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Laydown areas			
— Local Government Areas			



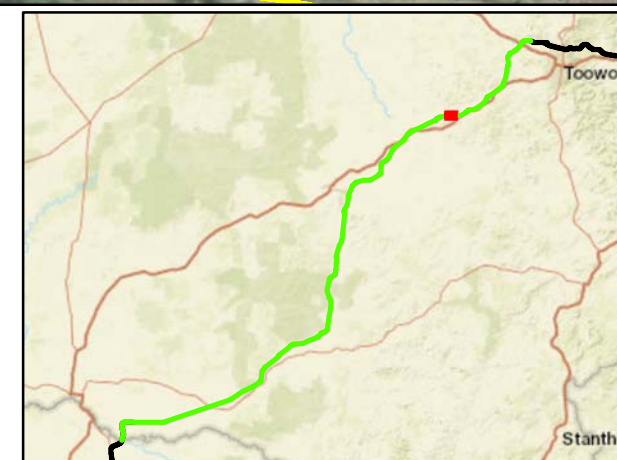
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56



Chainage (km)	Active LX	Grade Separation - Rail over	No Crossing Provided
Existing rail (operational)	Passive LX	Grade Separation - Road over	No Crossing Provided - Consolidate
Border to Gowrie alignment			No Crossing Provided - Relocate
Construction routes			No Crossing Provided - Road divert/re-align
TRAN_RoadAlignment			
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500

0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

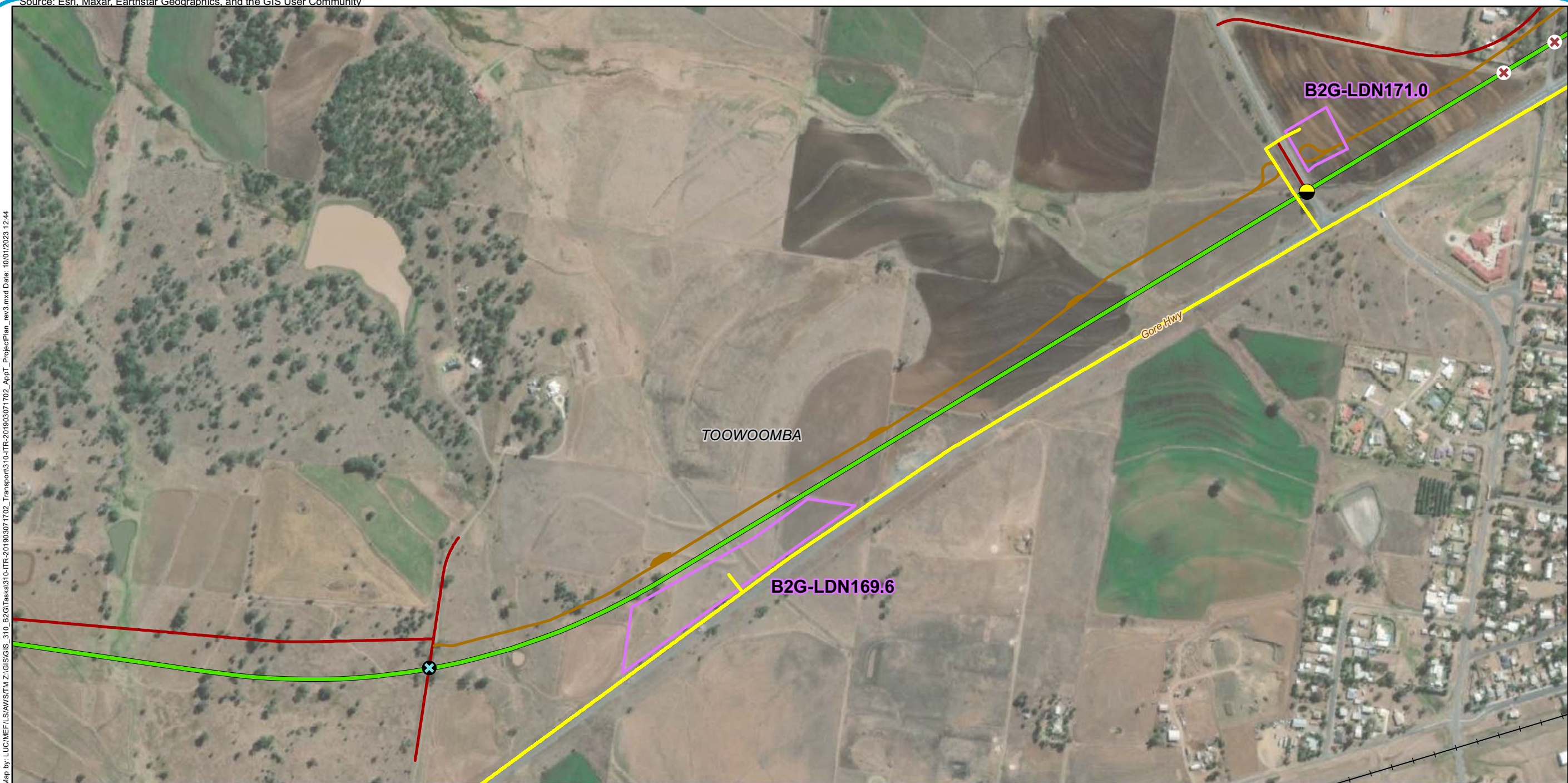
Issue date: 10/01/2023 Version: 3

Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

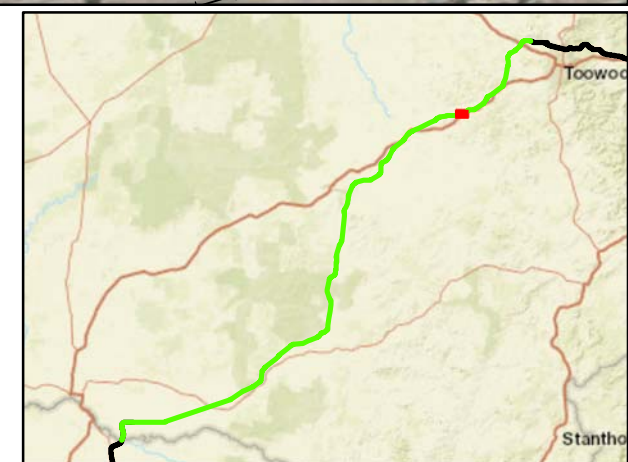
Appendix T42: Project Plan

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



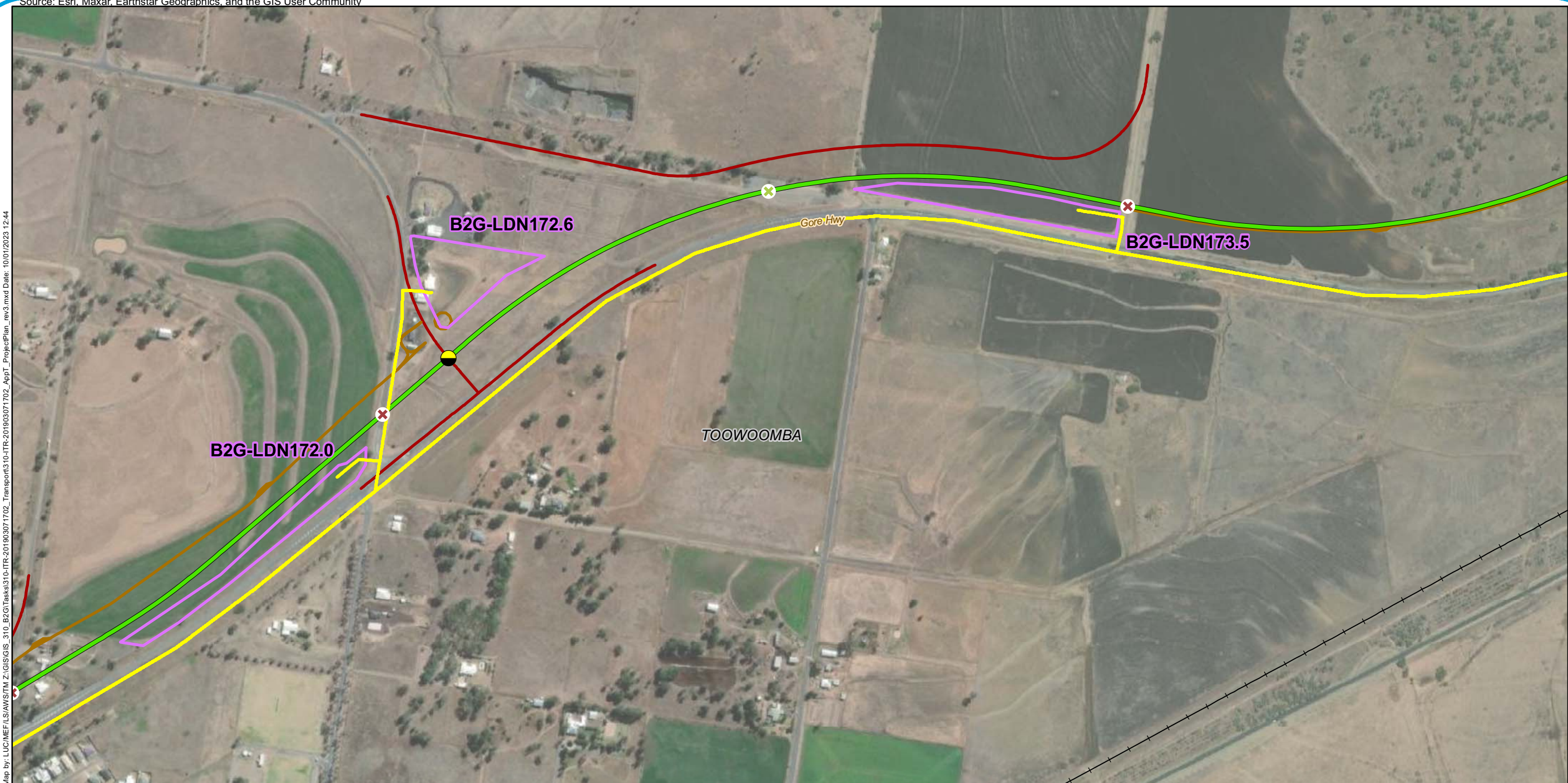
Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Major roads			
□ Laydown areas			
□ Local Government Areas			



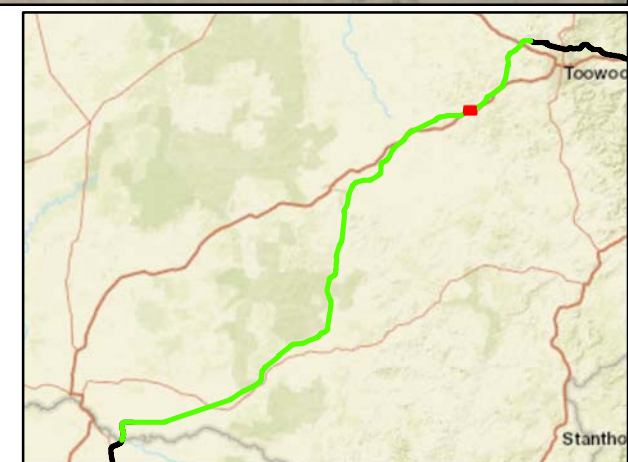
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Major roads			
— Laydown areas			
— Local Government Areas			

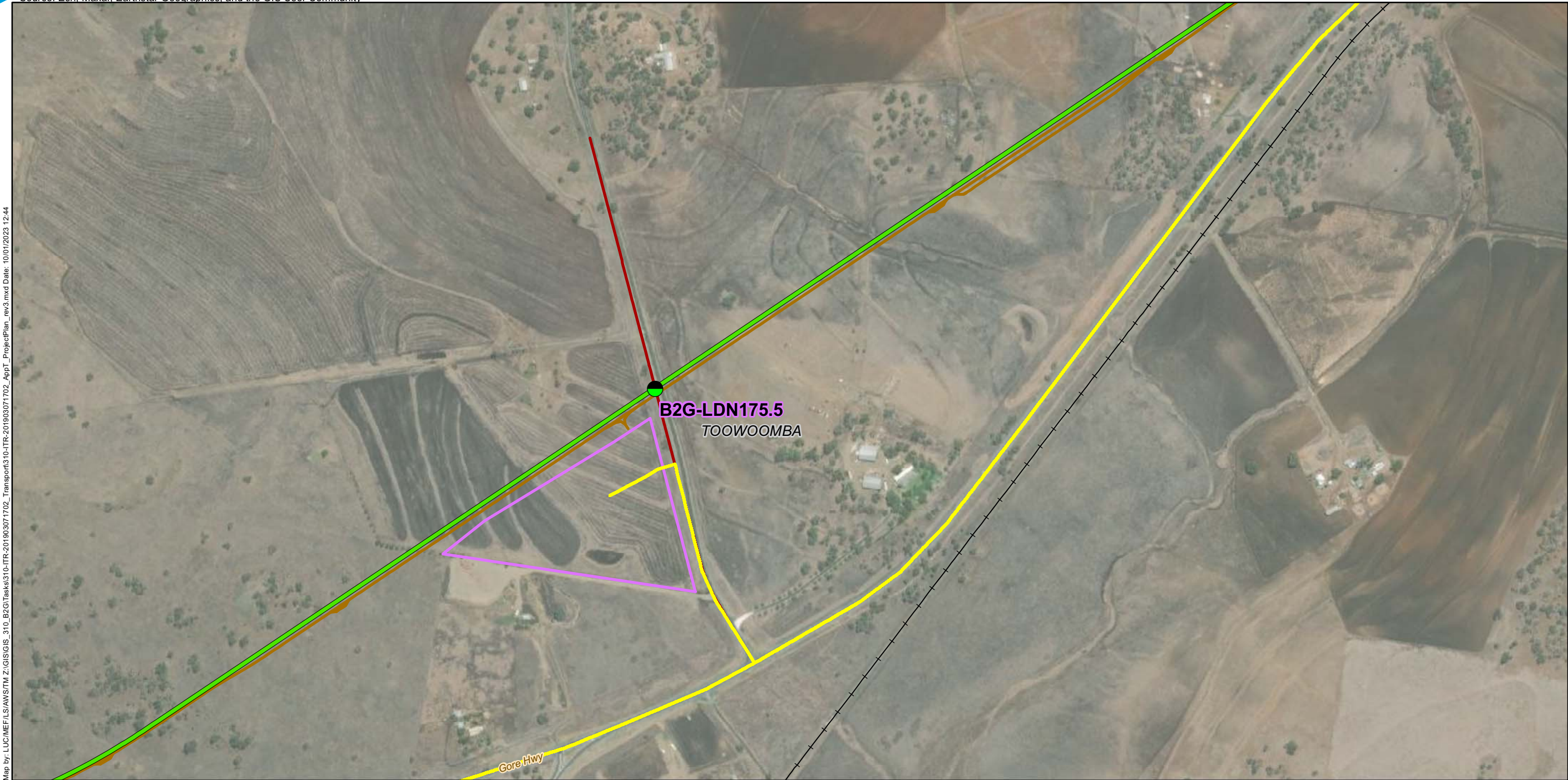


A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



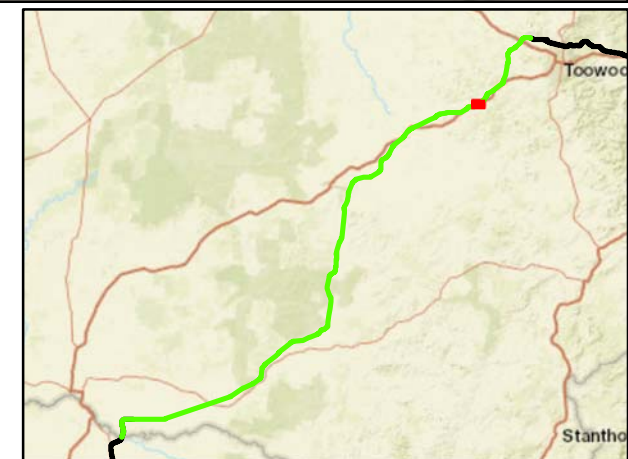
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Major roads			
— Laydown areas			
— Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

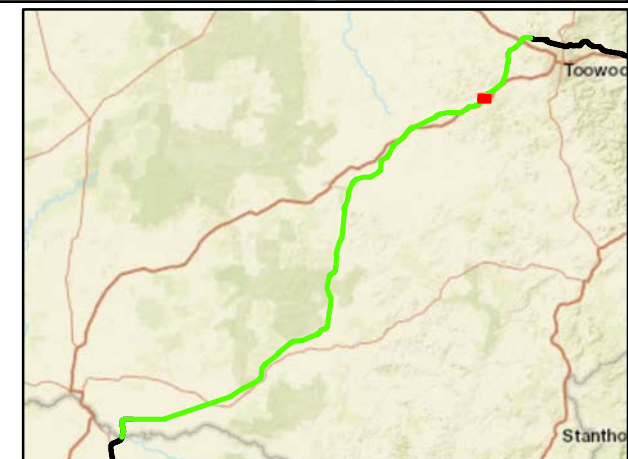
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Construction routes			⊗ No Crossing Provided - Road divert/re-align
— TRAN_RoadAlignment			
— Rail Access Roads			
— Major roads			
— Laydown areas			
— Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km

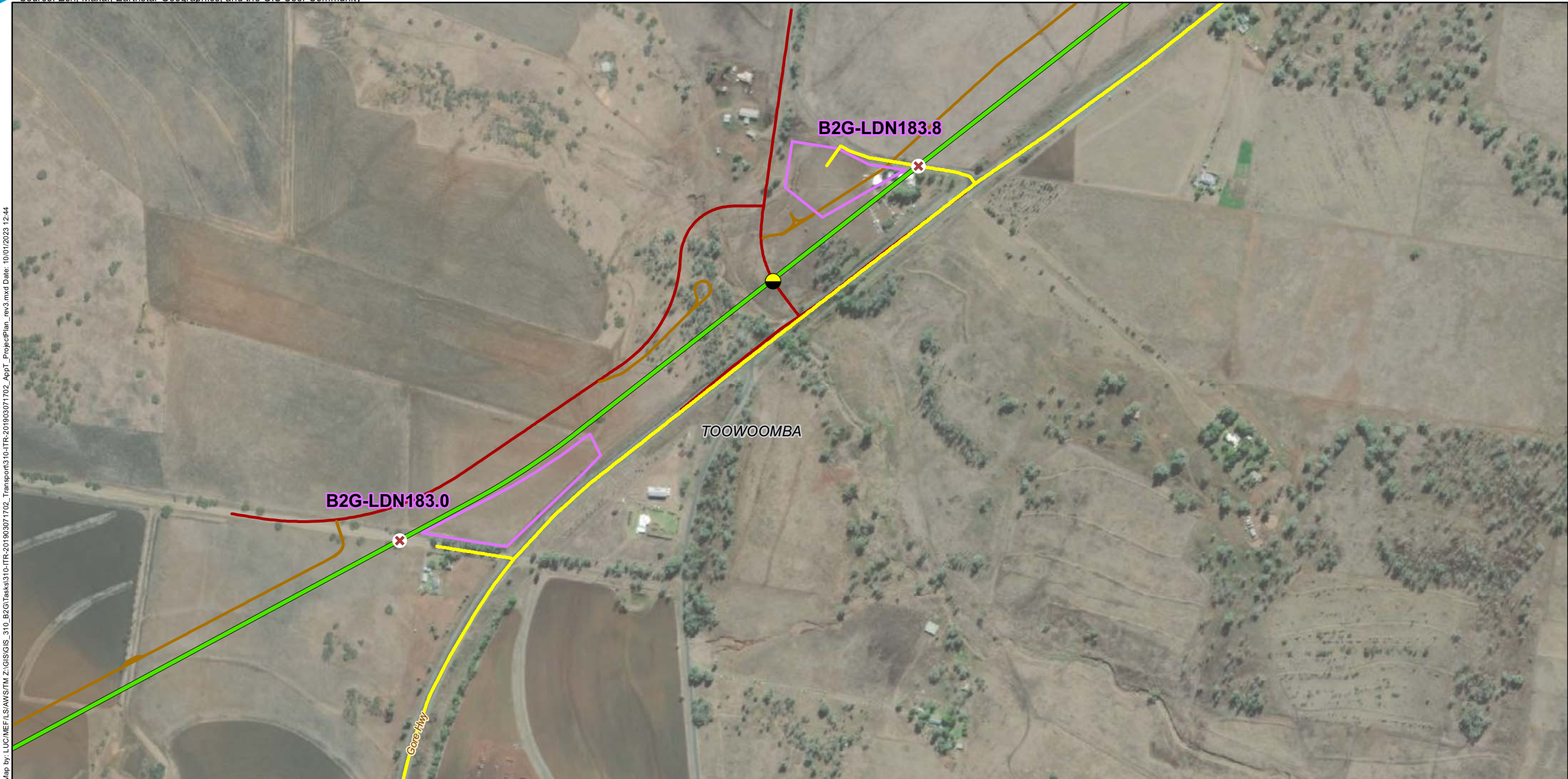


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

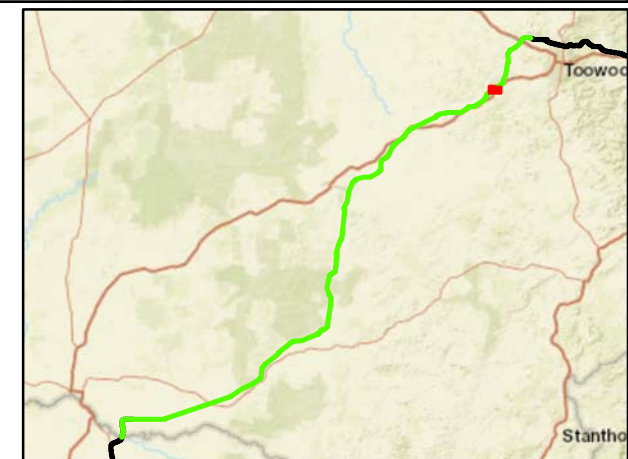
Border to Gowrie
Appendix T46:
Project Plan

Map by: LUC\MEF\LS\AWS\TM 2\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Major roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

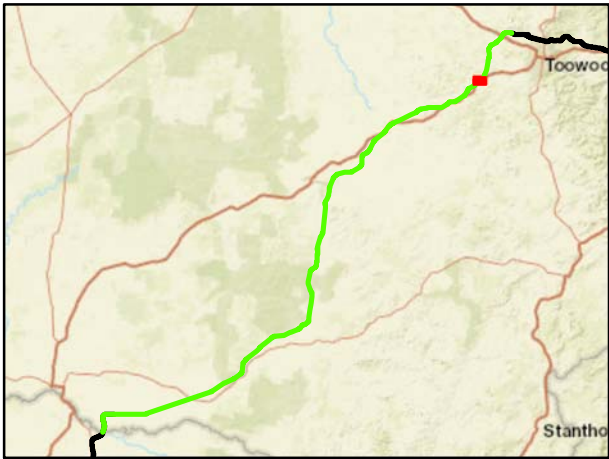
Border to Gowrie
Appendix T47:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Major roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km

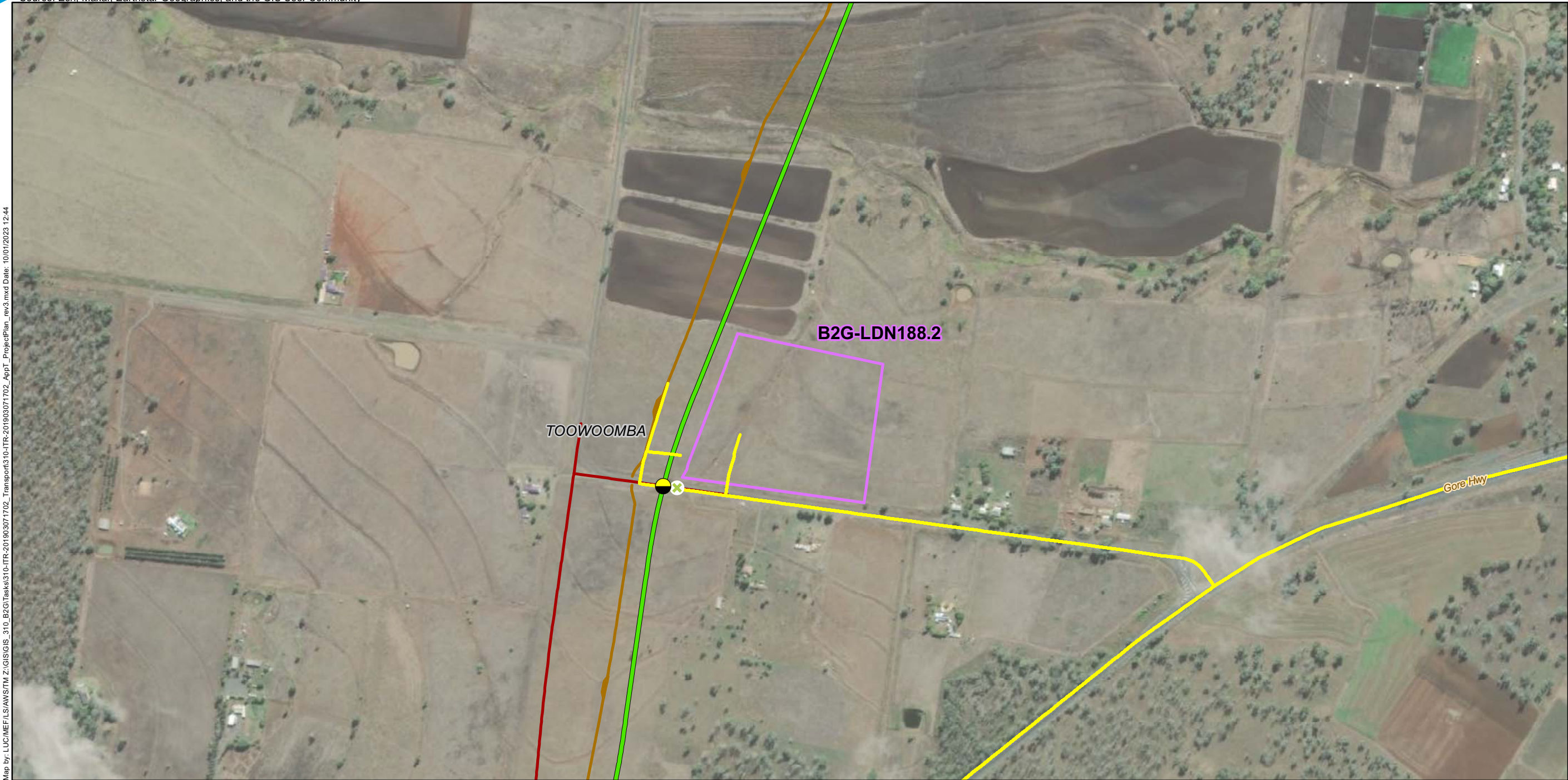


Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

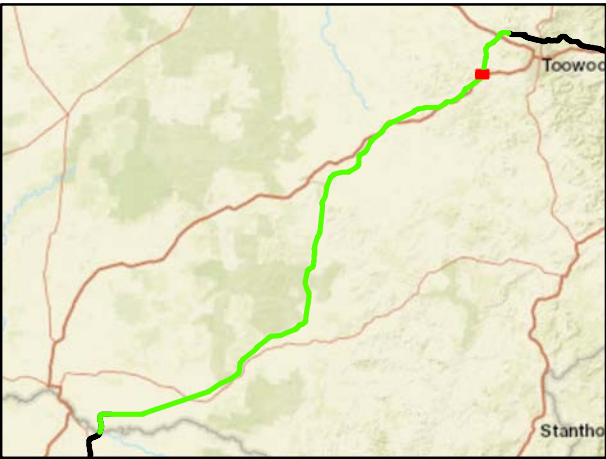
Border to Gowrie
Appendix T48:
Project Plan

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Major roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

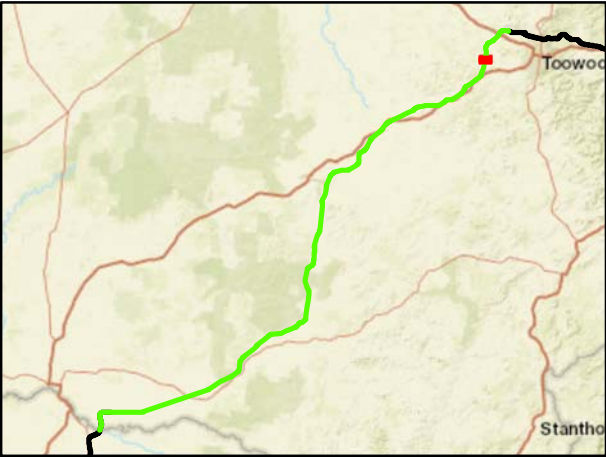
Border to Gowrie
Appendix T49:
Project Plan

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
Rail Access Roads			⊗ No Crossing Provided - Road divert/re-align
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

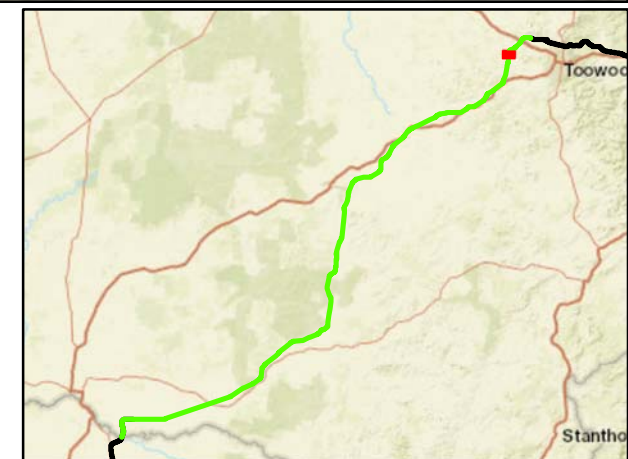
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

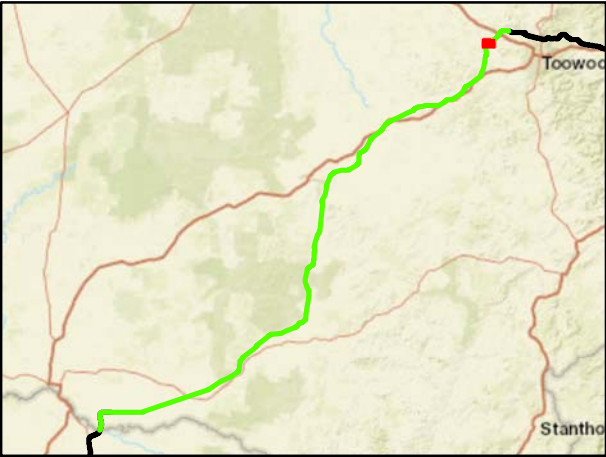
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task\310-ITR-201903071702_Transport\310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Laydown areas			
Local Government Areas			



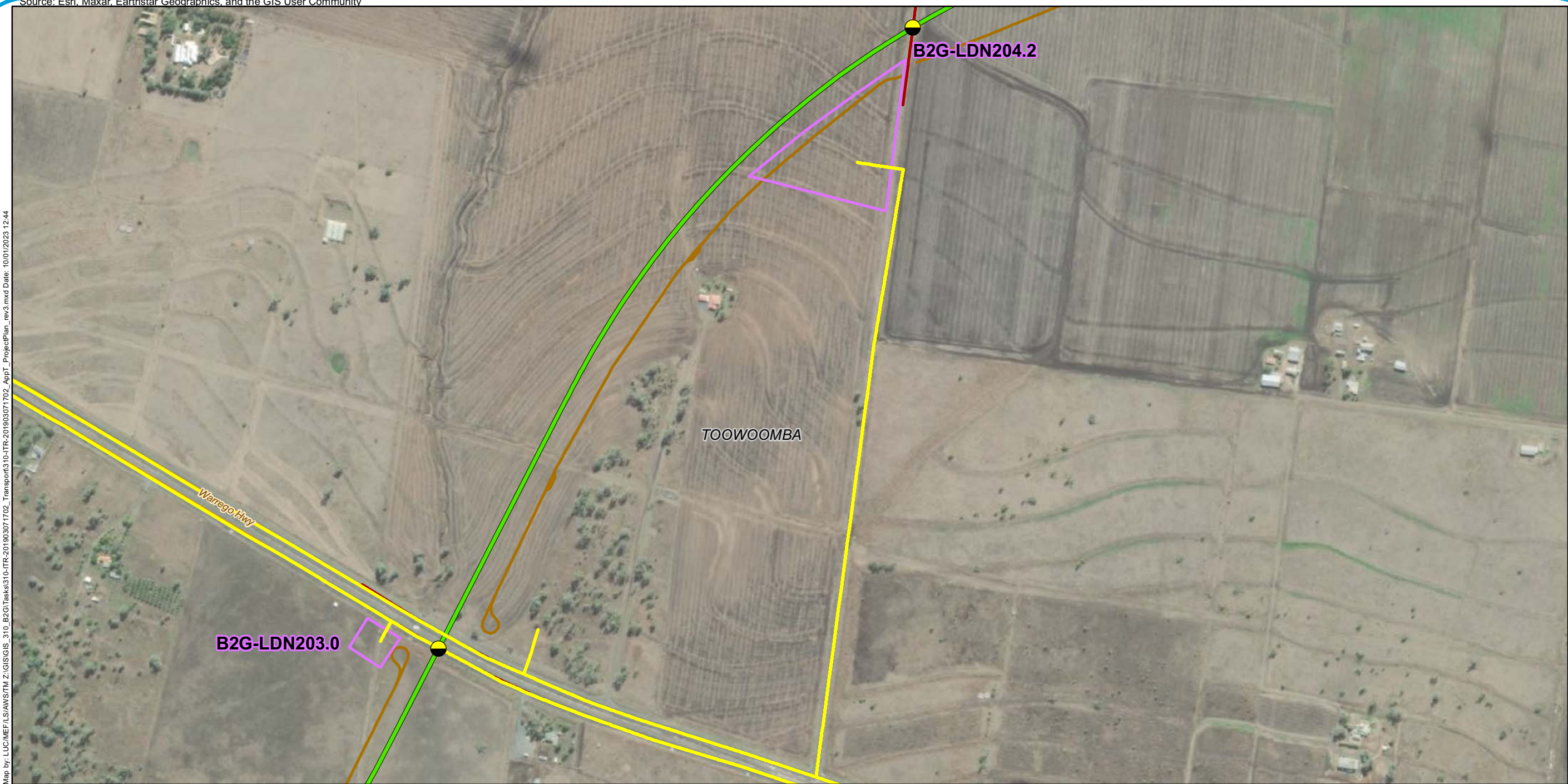
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275 km



Future Freight
Integrating Community, Environment and Engineering

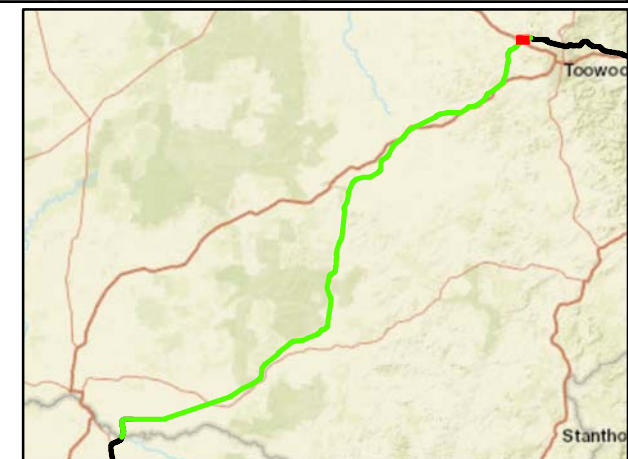
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/STM Z:\GIS\GIS_310_B2G\Taska310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
Border to Gowrie alignment	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
Construction routes			⊗ No Crossing Provided - Relocate
TRAN_RoadAlignment			⊗ No Crossing Provided - Road divert/re-align
Rail Access Roads			
Major roads			
Laydown areas			
Local Government Areas			



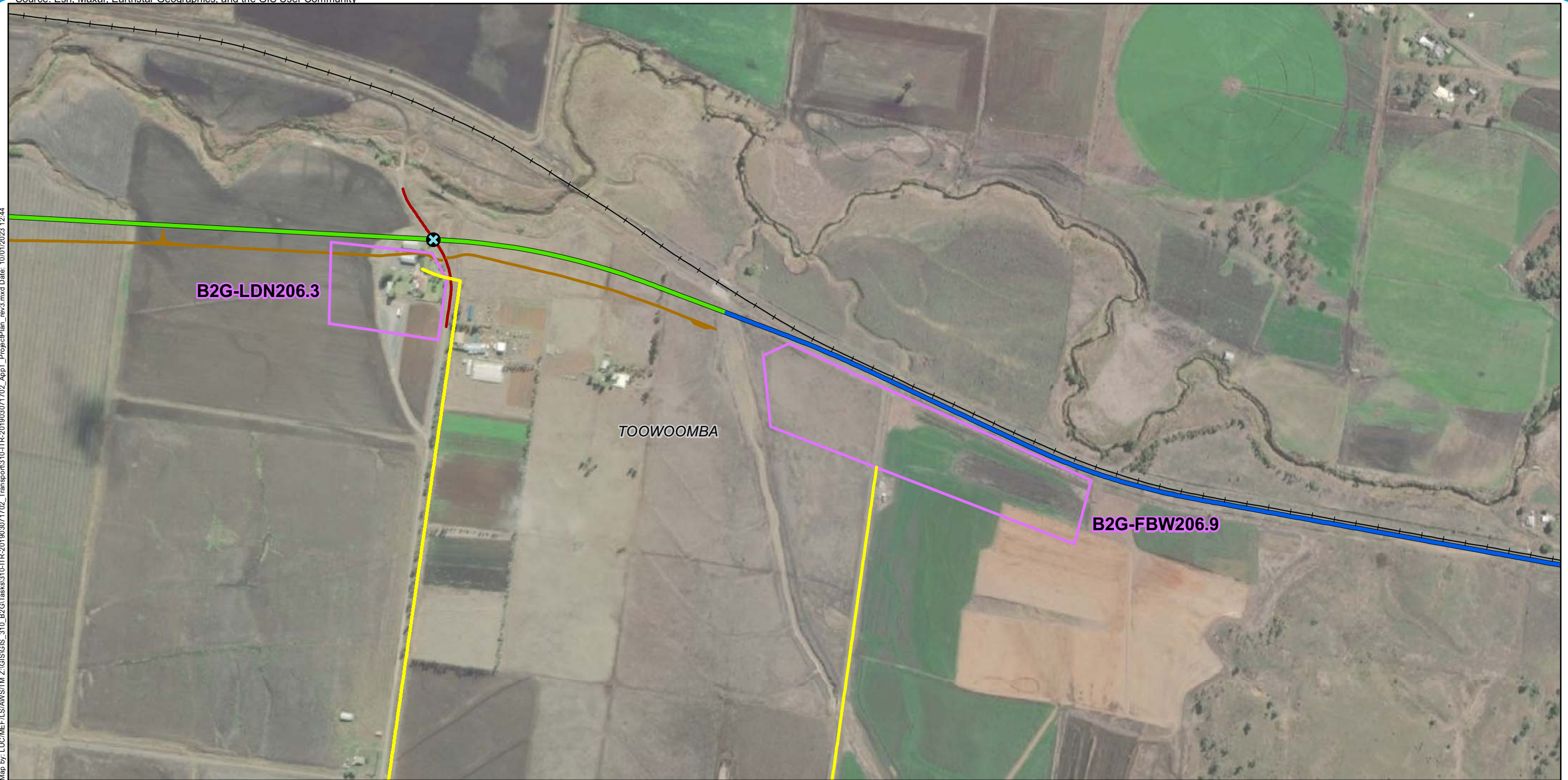
A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

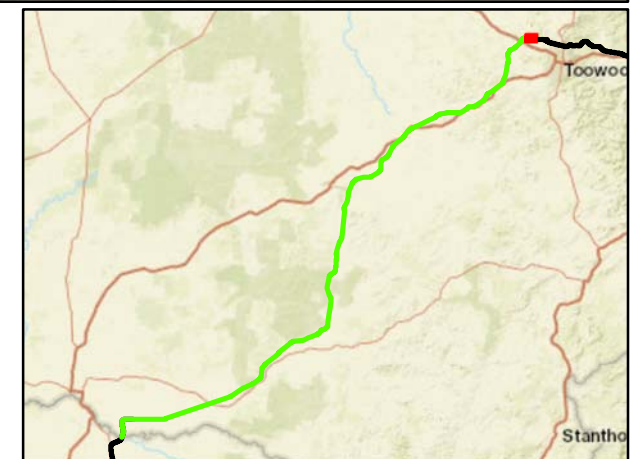
Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Map by: LUC/MEF/LS/AWS/TM Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppT_ProjectPlan_rev3.mxd Date: 10/01/2023 12:44



Legend

5 Chainage (km)	⊗ Active LX	● Grade Separation - Rail over	⊗ No Crossing Provided
— Existing rail (operational)	⊗ Passive LX	● Grade Separation - Road over	⊗ No Crossing Provided - Consolidate
— Border to Gowrie alignment			⊗ No Crossing Provided - Relocate
— Gowrie to Helidon alignment			⊗ No Crossing Provided - Road divert/re-align
— Construction routes			
— TRAN_RoadAlignment			
— Rail Access Roads			
— Laydown areas			
— Local Government Areas			



A3 scale: 1:7,500
0 0.055 0.11 0.165 0.22 0.275km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 10/01/2023 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix T54:
Project Plan

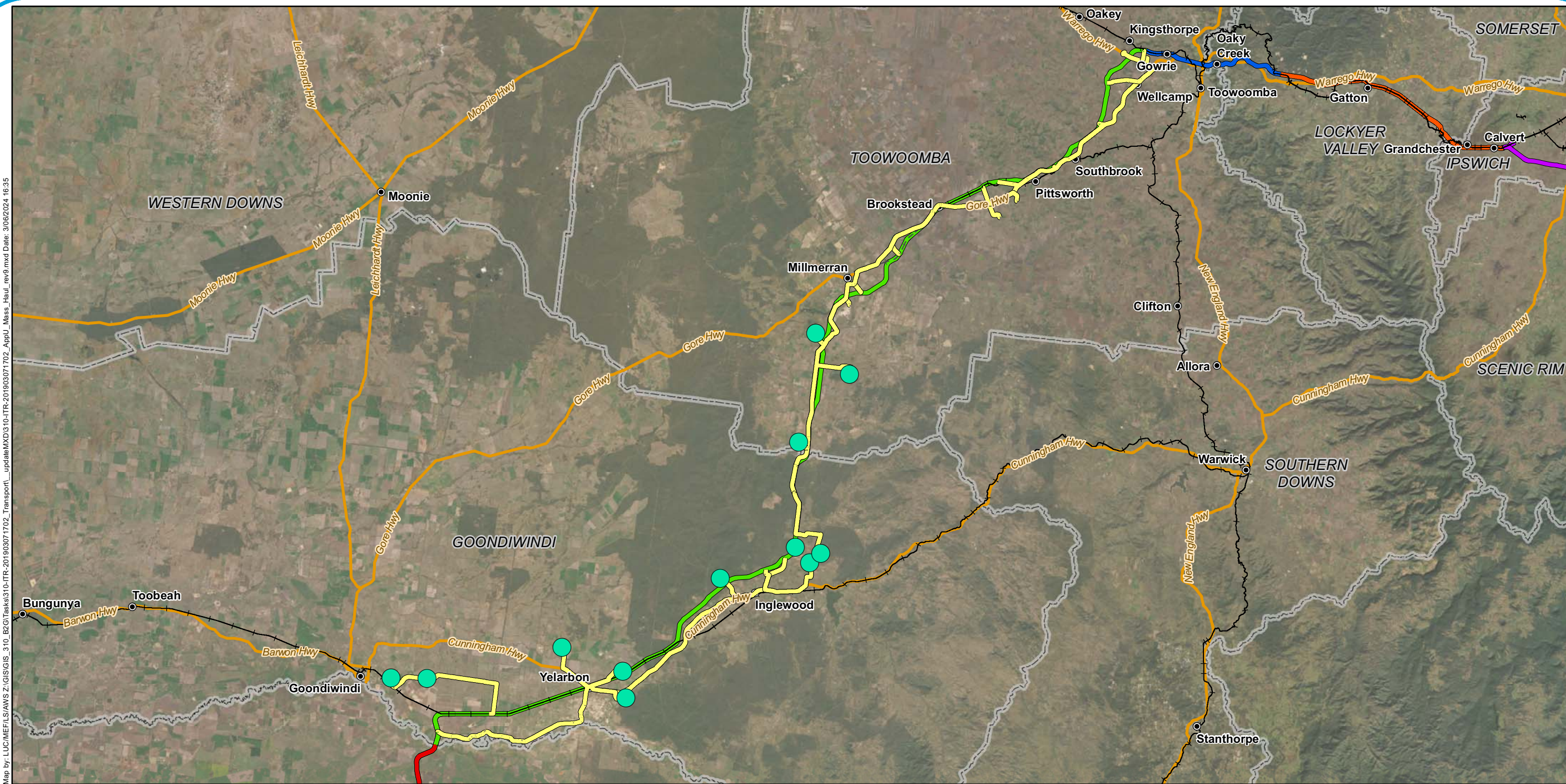
APPENDIX

AA

Traffic Impact Assessment

Appendix U Mass haul (cut, fill and spoil) construction routes

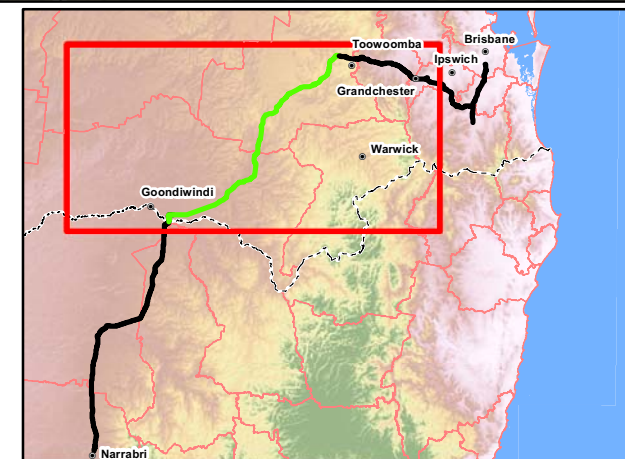
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Map by: LUC/MEF/LS/AWS Z:\GIS\GIS_310_BZ\GIS\Task\310-ITR-201903071702_Transport\update\MXD\310-ITR-201903071702_AppU_Mass_Haul_rev9.mxd Date: 3/06/2024 16:35

Legend

- Localities
- Borrow Sites
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Mass haul construction routes
- Major roads
- Local Government Areas



A3 scale: 1:800,000
0 6 12 18 24 30 km

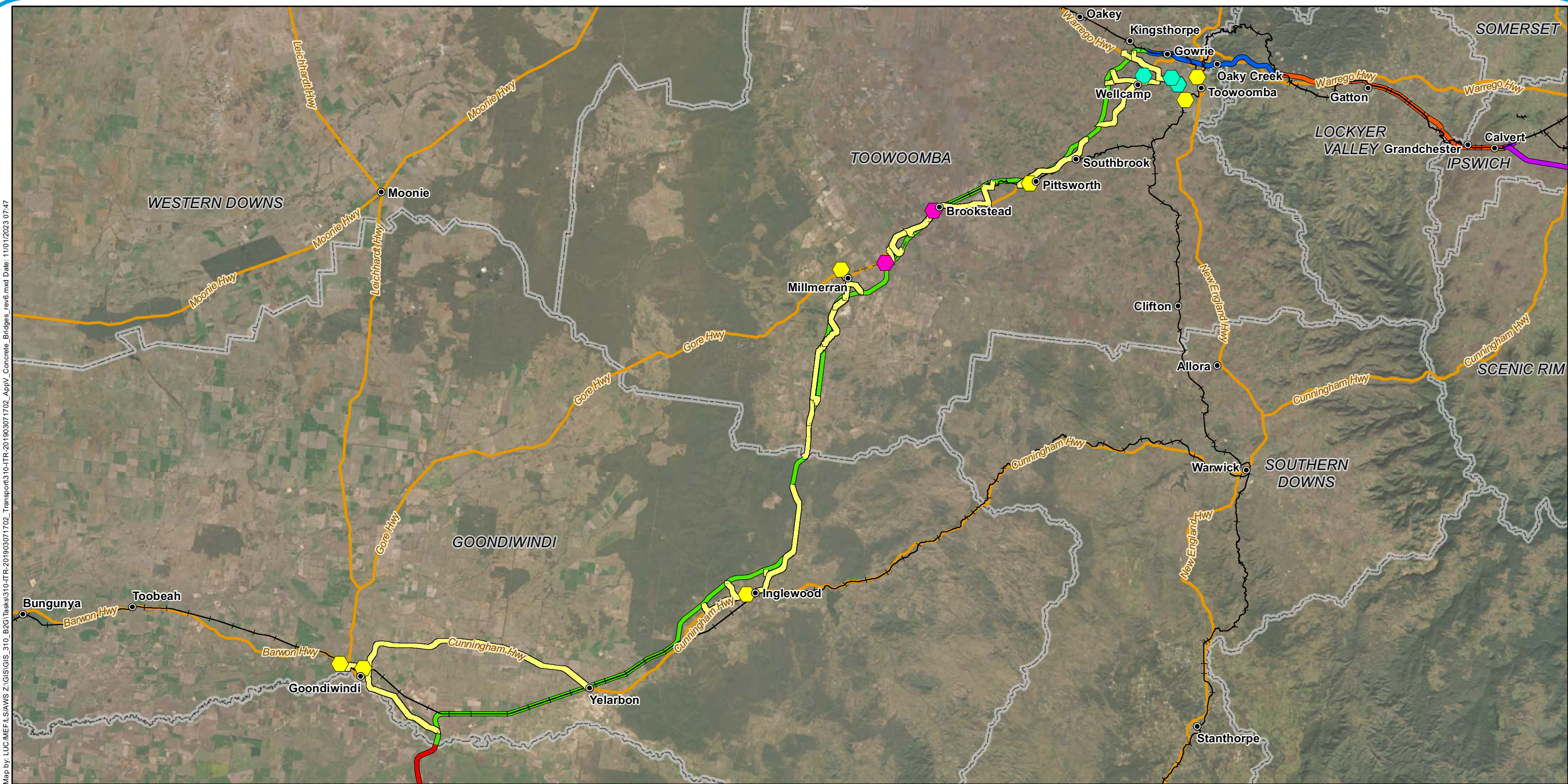
APPENDIX

AA

Traffic Impact Assessment

Appendix V In situ concrete bridge construction routes

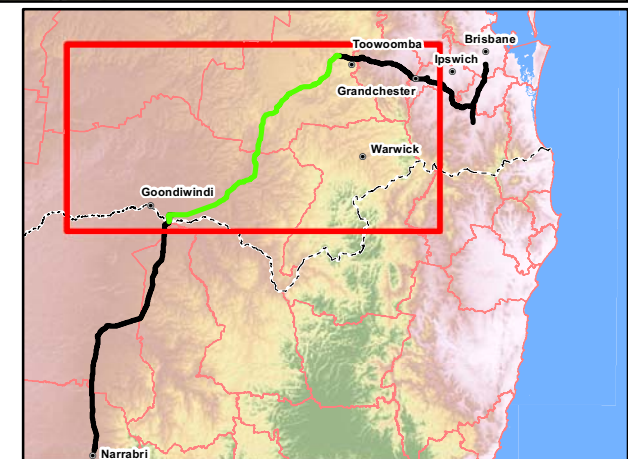
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Map by: LUCMEF\SAWS Z:\GIS\GIS 310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppV_Concrete_Bridges_rev6.mxd Date: 11/01/2023 07:47

Legend

● Localities	— Existing rail (operational)	◆ Proposed batch plants and precast yards
— North Star to NSW/QLD border alignment	- - - Existing rail (non-operational)	◆ Precast concrete suppliers
— Border to Gowrie alignment	— Concrete bridge construction routes	◆ Concrete batch plant locations
— Gowrie to Helidon alignment	— Major roads	
— Helidon to Calvert alignment	□ Local Government Areas	
— Calvert to Kagaru alignment		



A3 scale: 1:800,000
0 6 12 18 24 30 km



Issue date: 11/01/2023 Version: 6
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix V:

In-situ concrete bridge construction routes

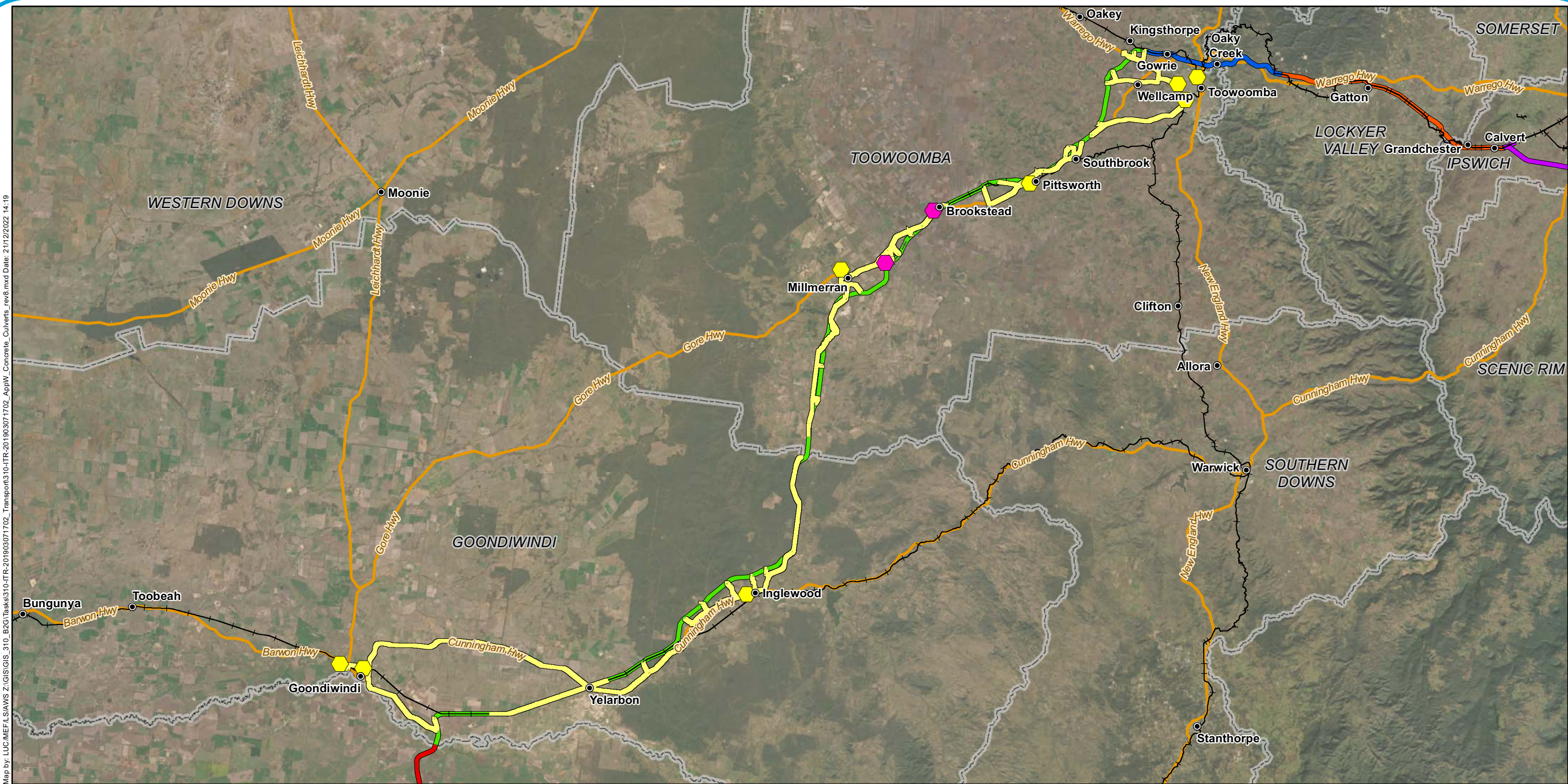
APPENDIX

AA

Traffic Impact Assessment

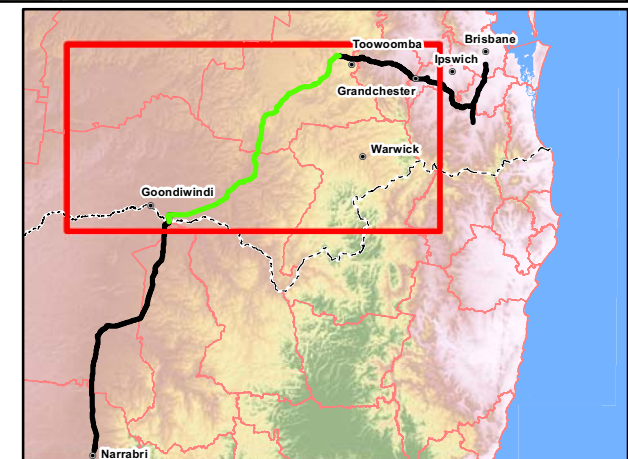
Appendix W In situ concrete culvert construction routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Legend

- Localities
- ◆ Proposed batch plants and precast yards
- ◆ Concrete batch plant locations
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Concrete culvert construction routes
- Local Government Areas



A3 scale: 1:800,000
0 6 12 18 24 30 km

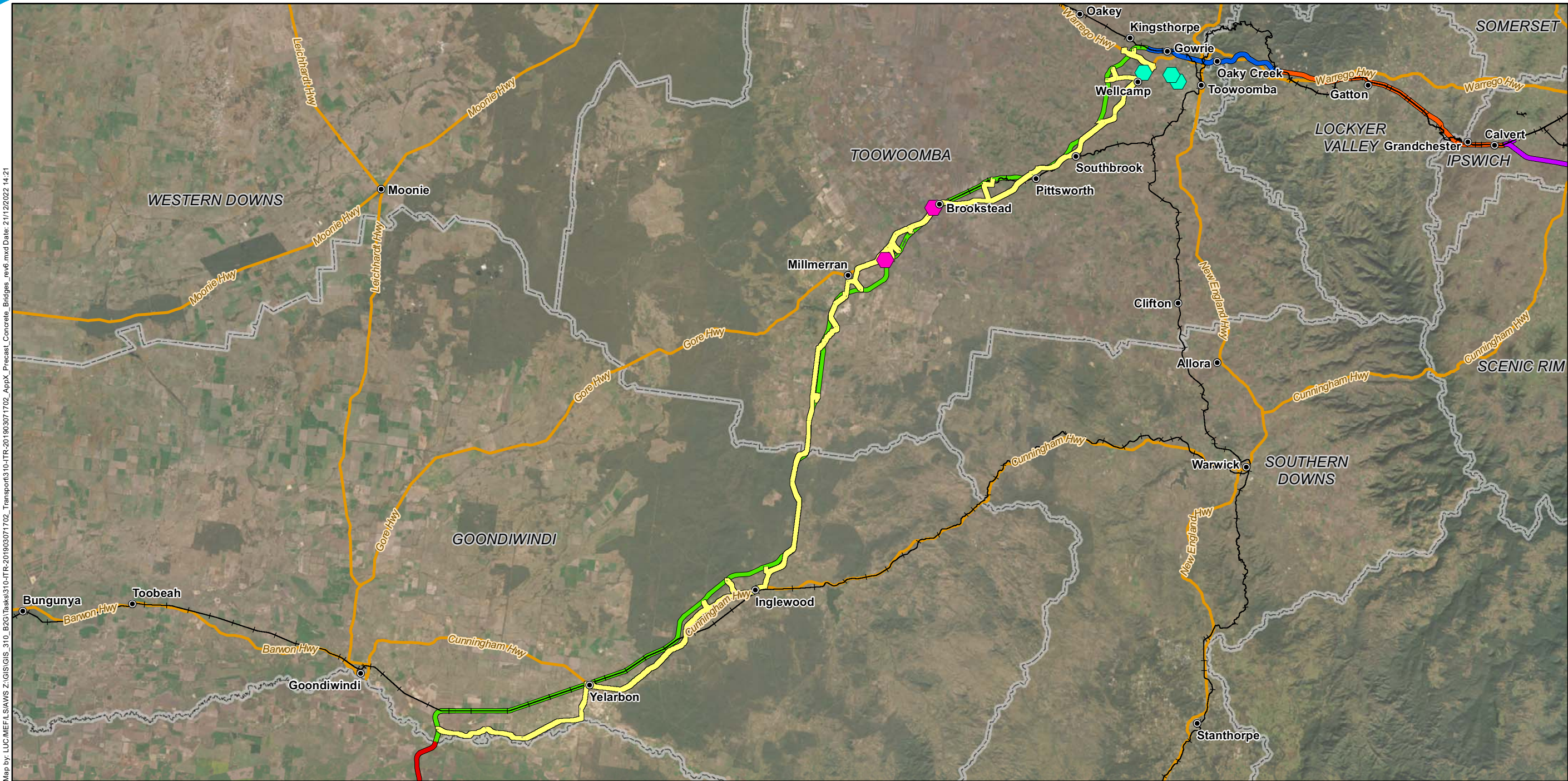
APPENDIX

AA

Traffic Impact Assessment

Appendix X Precast concrete bridge construction routes

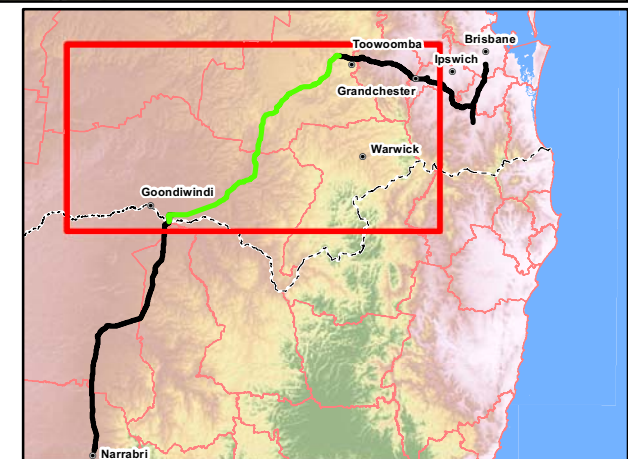
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Map by: LUCMEF\SAWS Z:\GIS\GIS_310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppX_Precast_Concrete_Bridges_rev6.mxd Date: 21/12/2022 14:21

Legend

- Localities
- ◆ Proposed batch plants and precast yards
- ◆ Precast concrete suppliers
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Precast concrete bridge construction routes
- Local Government Areas



A3 scale: 1:800,000
0 6 12 18 24 30 km

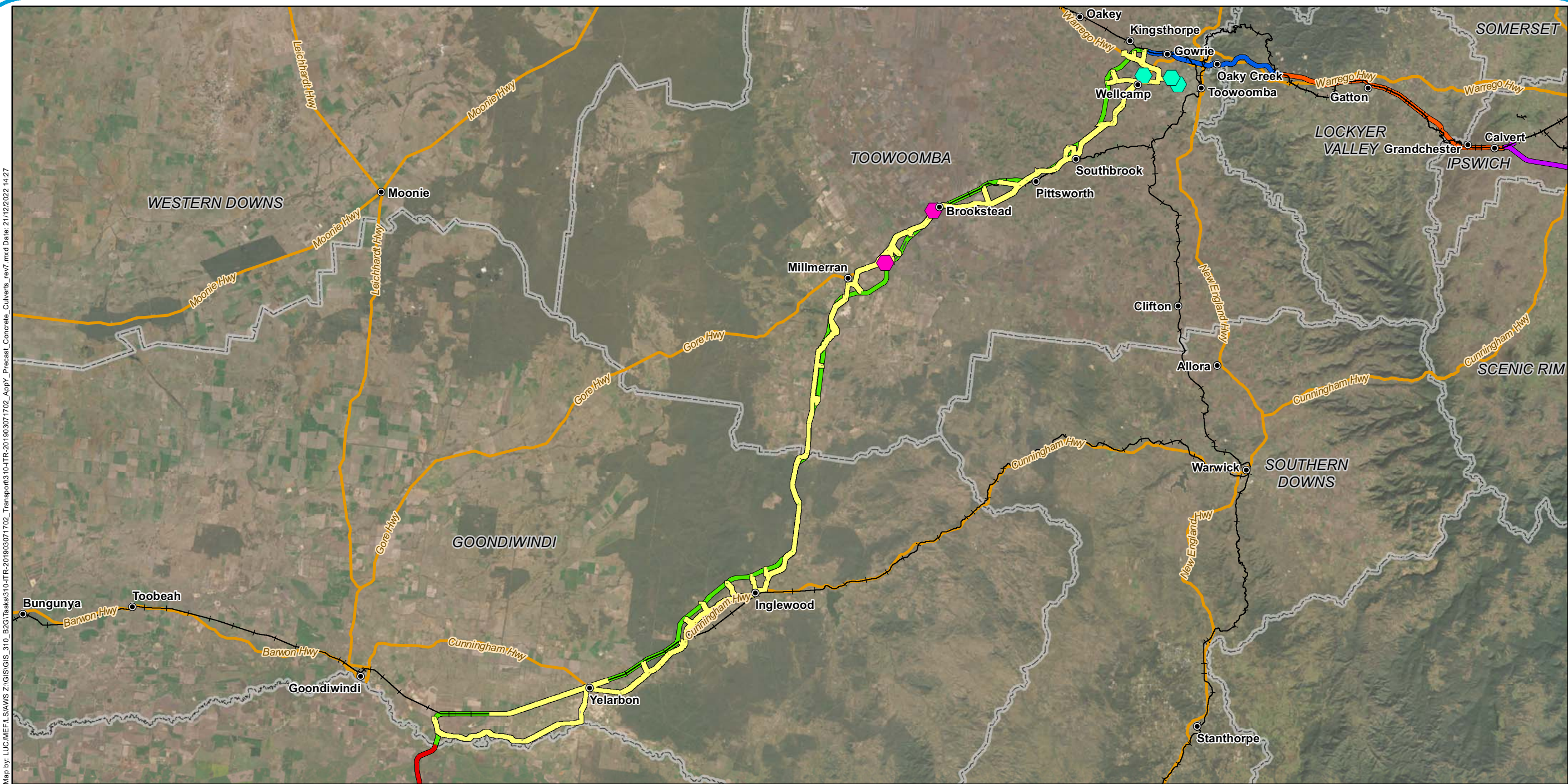
APPENDIX

AA

Traffic Impact Assessment

Appendix Y Precast concrete culvert construction routes

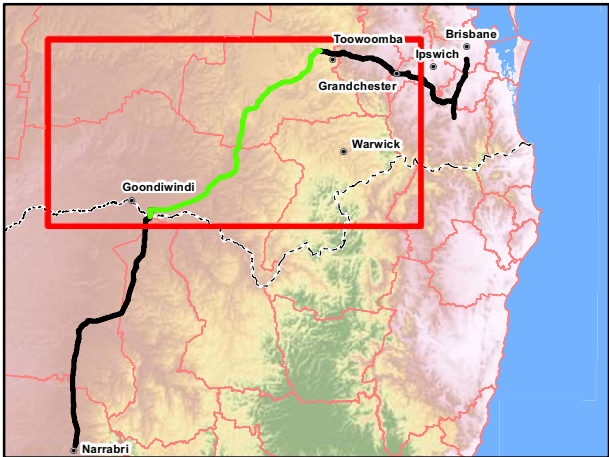
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Map by: LUCMEF\LSAWS Z:\GIS\GIS 310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_Apply_Precast_Concrete_Culverts_rev7.mxd Date: 21/12/2022 14:27

Legend

- Localities
- ◆ Proposed batch plants and precast yards
- ◆ Precast concrete suppliers
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Precast concrete culvert construction routes
- Local Government Areas



A3 scale: 1:800,000
0 6 12 18 24 30 km



Issue date: 21/12/2022 Version: 7
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie
Appendix Y: Precast concrete culvert
construction routes

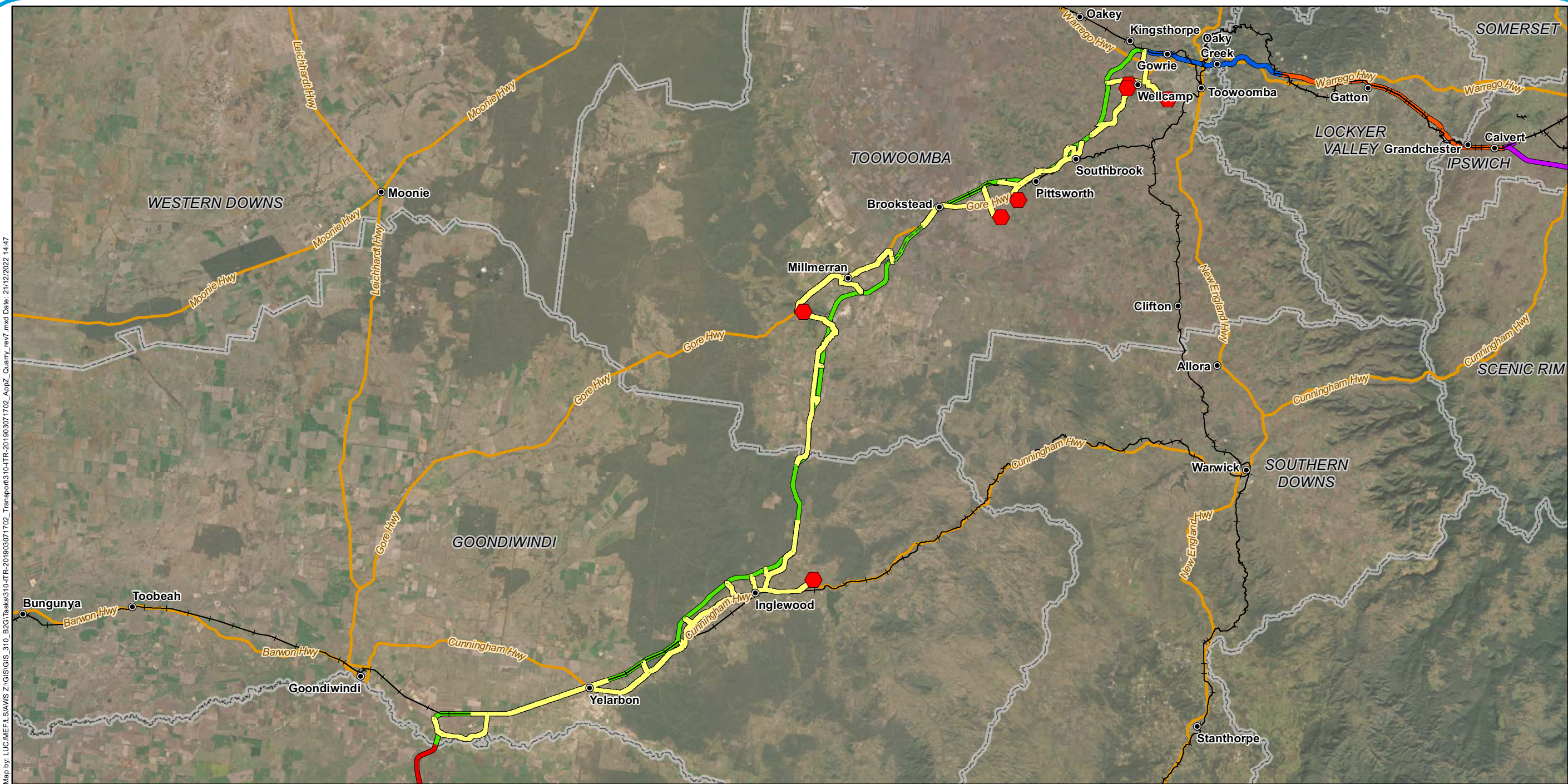
APPENDIX

AA

Traffic Impact Assessment

Appendix Z Quarry construction routes

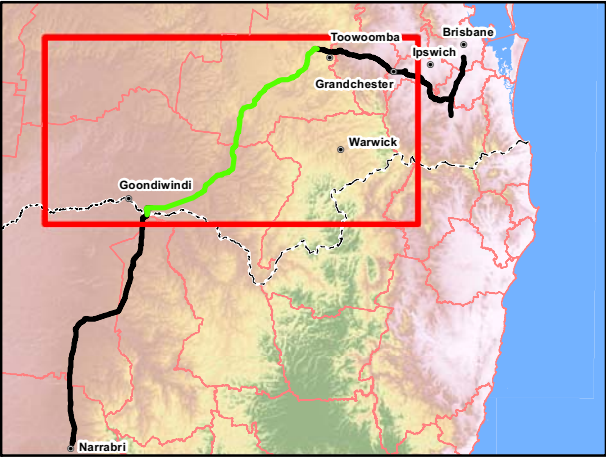
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Map by: LUCMEF\LSAWS Z:\GIS\GIS 310_B2G\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_App2_Quarry_rev7.mxd Date: 21/12/2022 14:47

Legend

● Localities	— Existing rail (operational)
◆ Quarry locations	- - - Existing rail (non-operational)
— North Star to NSW/QLD border alignment	— Major roads
— Border to Gowrie alignment	— Quarry construction routes
— Gowrie to Helidon alignment	□ Local Government Areas
— Helidon to Calvert alignment	
— Calvert to Kagaru alignment	



A3 scale: 1:800,000

0 6 12 18 24 30 km



Future Freight
Integrating Community, Environment and Engineering

Issue date: 21/12/2022 Version: 7
Coordinate System: GDA 1994 MGA Zone 56

Border to Gowrie

Appendix Z: Quarry construction routes

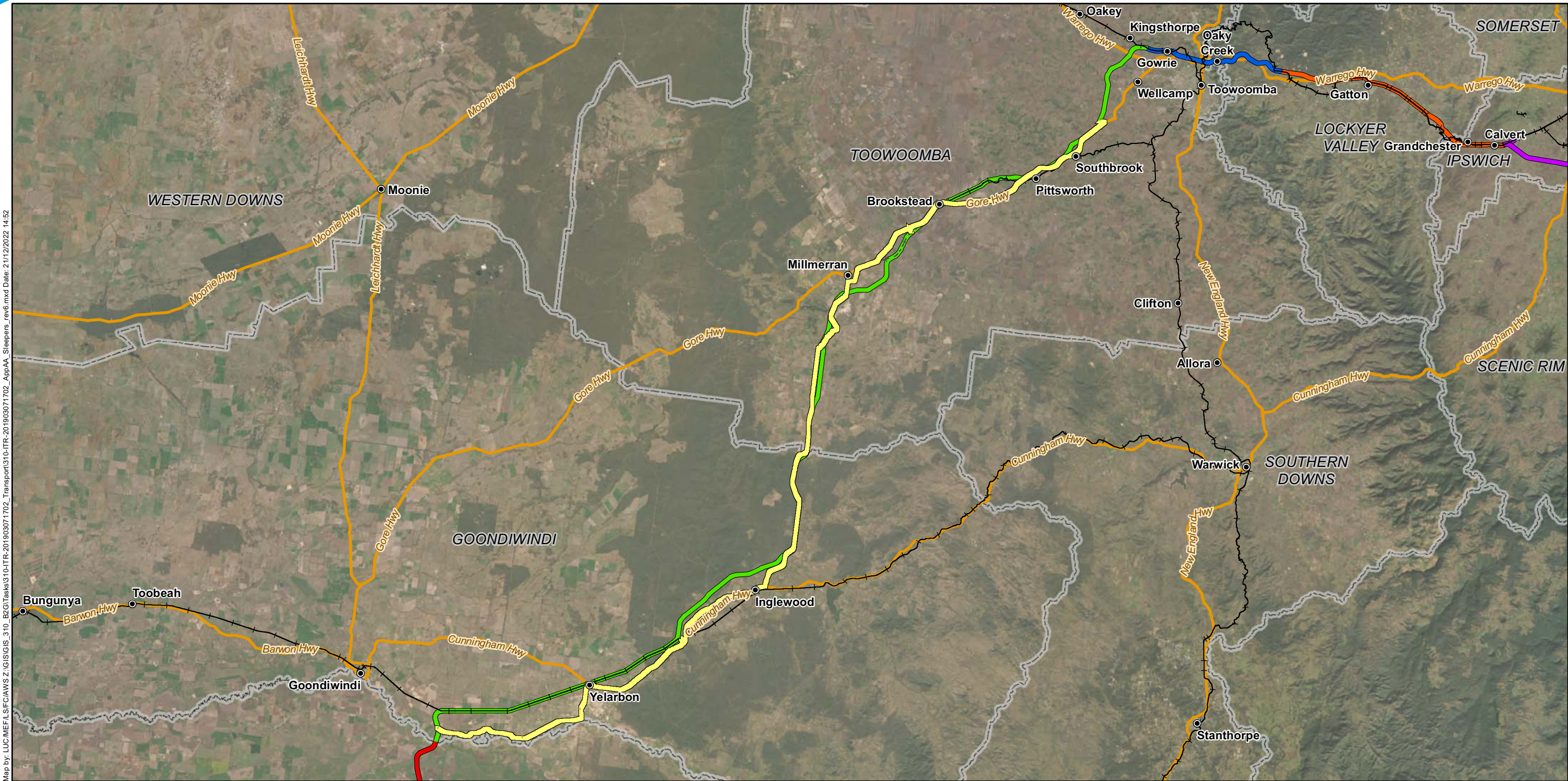
APPENDIX

AA

Traffic Impact Assessment

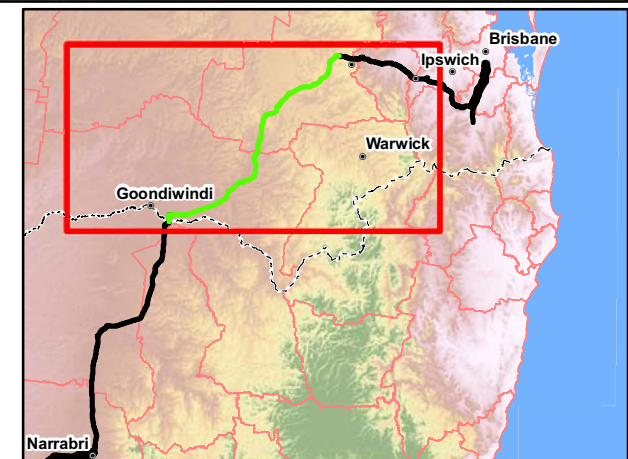
Appendix AA Sleepers construction routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Legend

● Localities	— Existing rail (operational)
— North Star to NSW/QLD border alignment	- - - Existing rail (non-operational)
— Border to Gowrie alignment	— Major roads
— Gowrie to Helidon alignment	— Sleepers construction routes
— Helidon to Calvert alignment	□ Local Government Areas
— Calvert to Kagaru alignment	



A3 scale: 1:800,000
0 6 12 18 24 30 km

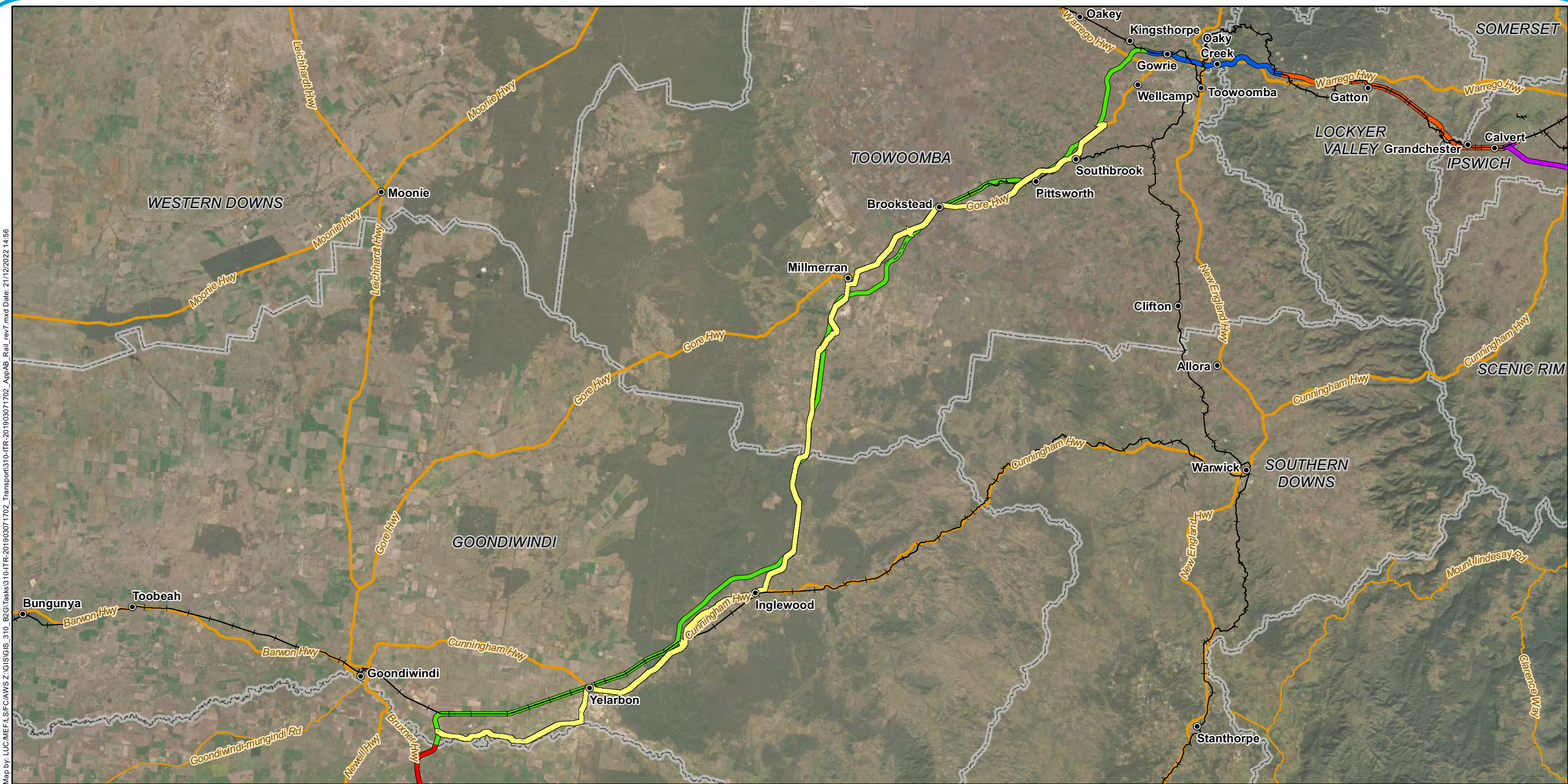
APPENDIX

AA

Traffic Impact Assessment

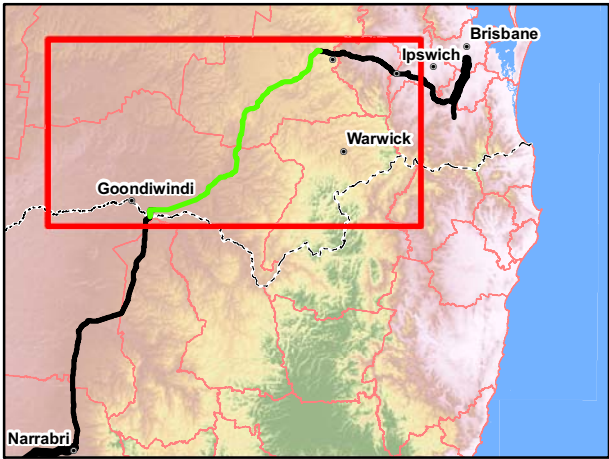
Appendix AB Rail construction routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Legend

- Localities
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Rail construction routes
- Local Government Areas



A3 scale: 1:800,000
0 6 12 18 24 30 km

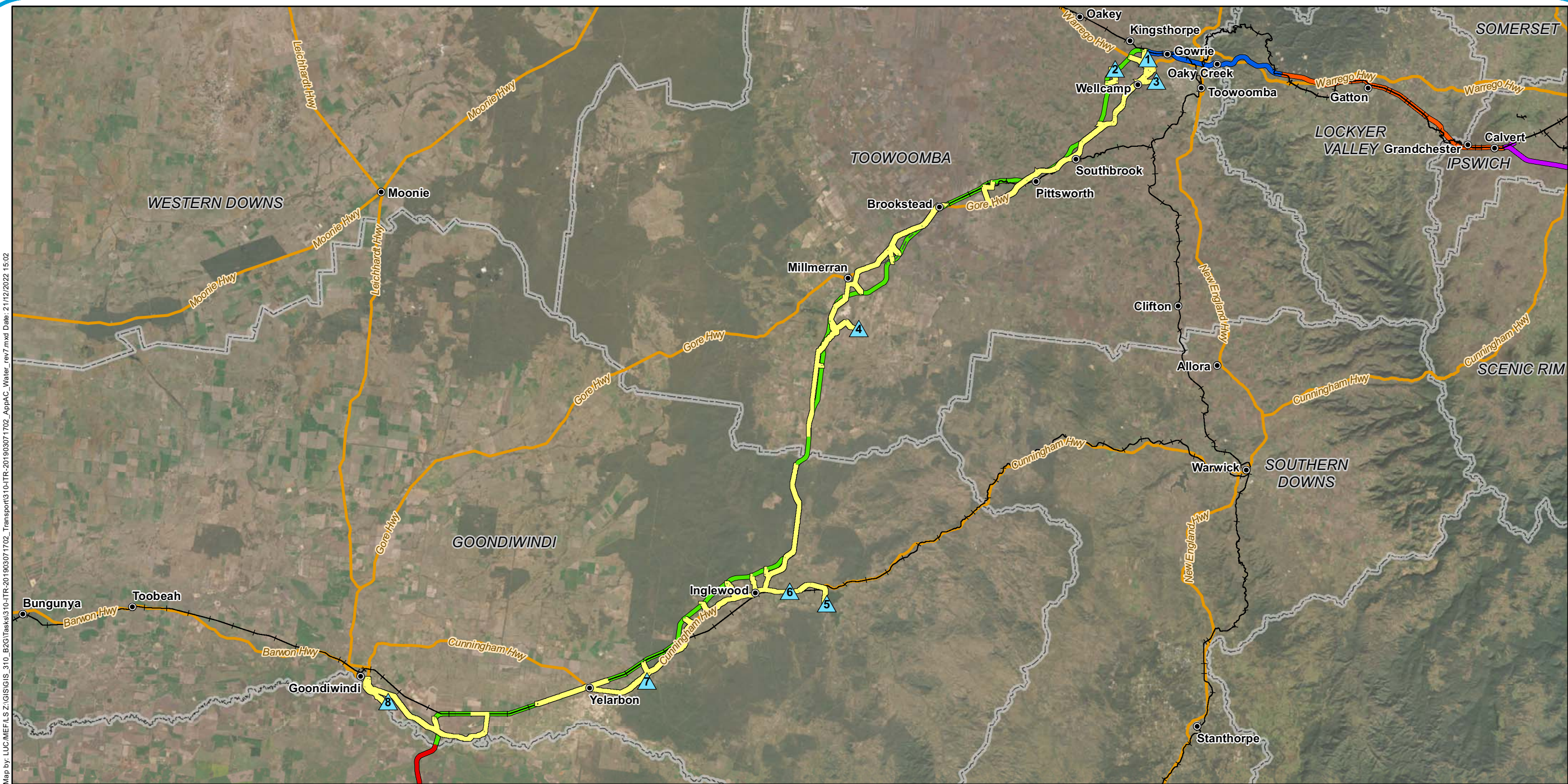
APPENDIX

AA

Traffic Impact Assessment

Appendix AC Water construction routes

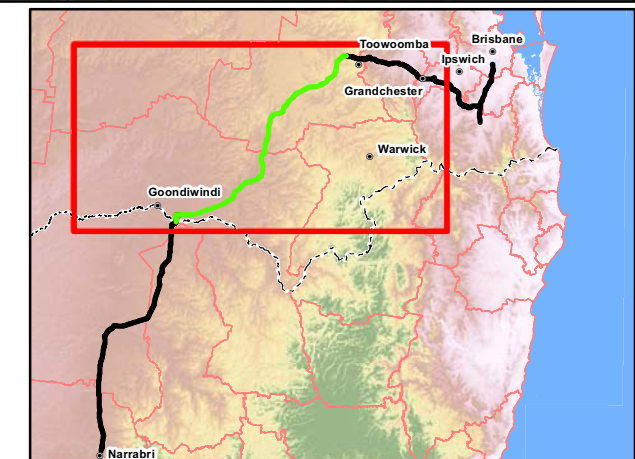
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Map by: LUCMEFALS Z:\GIS\GIS_310_B2G\Task310-ITR-201903071702_Transport\310-ITR-201903071702_AppAC_Water_rev7.mxd Date: 21/12/2022 15:02

Legend

- Localities
- ▲ Water Sources
- North Star to NSW/QLD border alignment
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Helidon to Calvert alignment
- Calvert to Kagaru alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Water construction routes
- Major roads
- Local Government Areas



A3 scale: 1:800,000
0 6 12 18 24 30 km

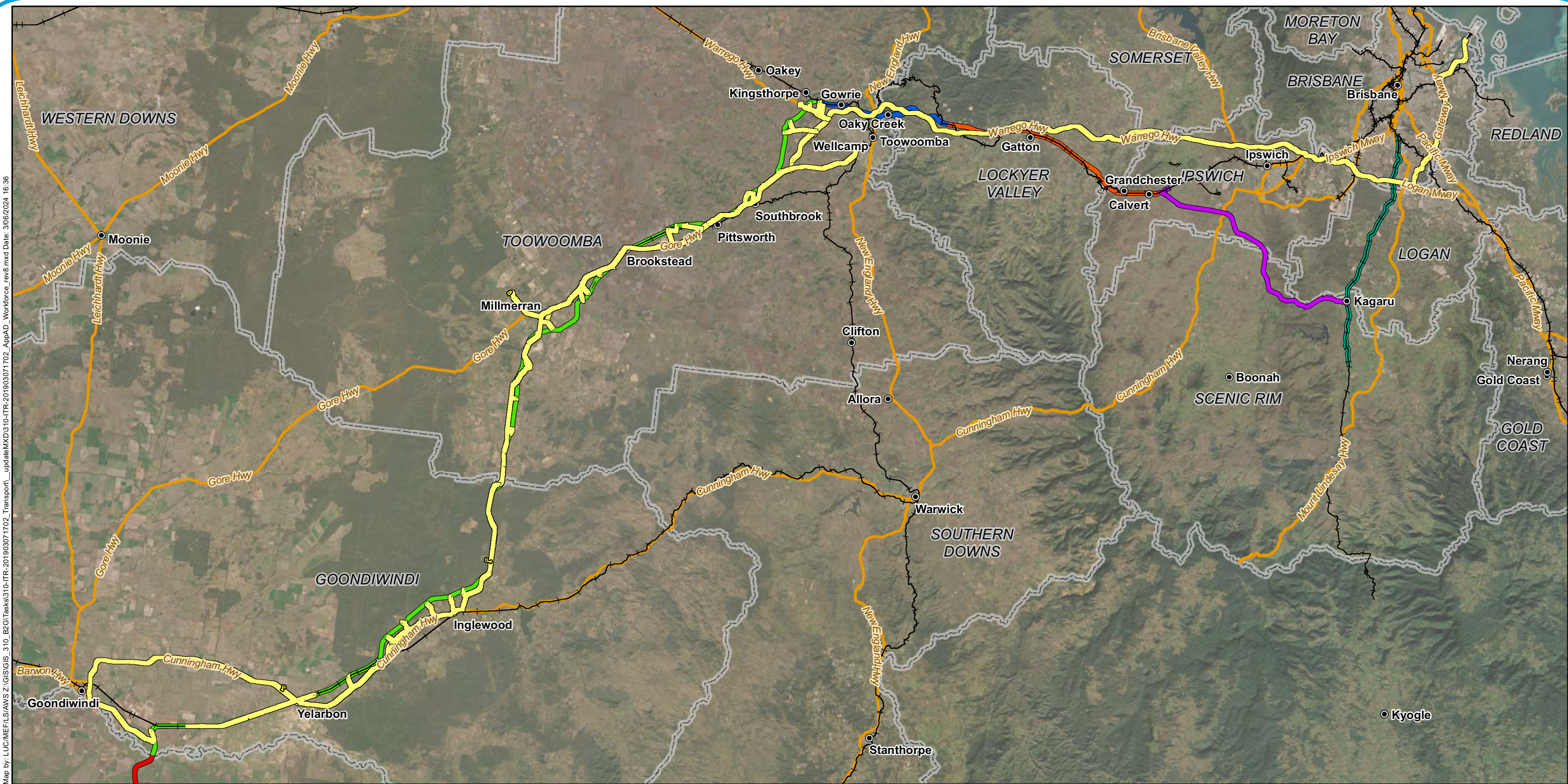
APPENDIX

AA

Traffic Impact Assessment

Appendix AD Workforce construction routes

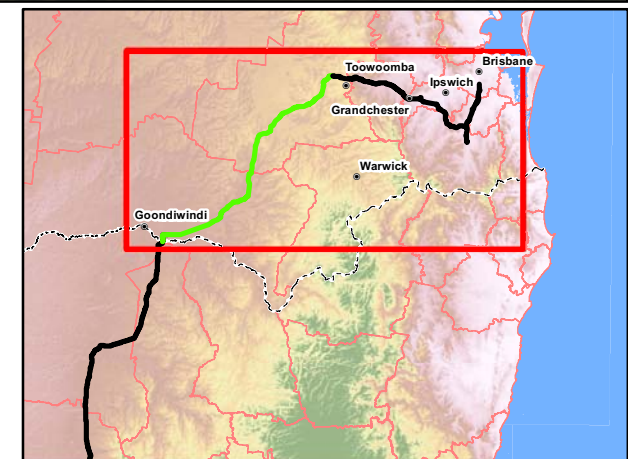
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Map by: LUC/MEF/LS/AWS Z:\GIS\GIS_310_BZ\GIS\Task\310-ITR-201903071702_Transport\update\MXD\310-ITR-201903071702_AppAD_Workforce_rev8.mxd Date: 30/06/2024 16:36

Legend

● Localities	— Existing rail (operational)
— North Star to NSW/QLD border alignment	- - - Existing rail (non-operational)
— Border to Gowrie alignment	— Major roads
— Gowrie to Helidon alignment	— Workforce construction routes
— Helidon to Calvert alignment	□ Non-resident workforce accommodation facilities
— Calvert to Kagaru alignment	□ Miscellaneous Site Facility
— Kagaru to Acacia Ridge/Bromelton alignment	□ Local Government Areas



A3 scale: 1:850,000
0 6 12 18 24 30 km

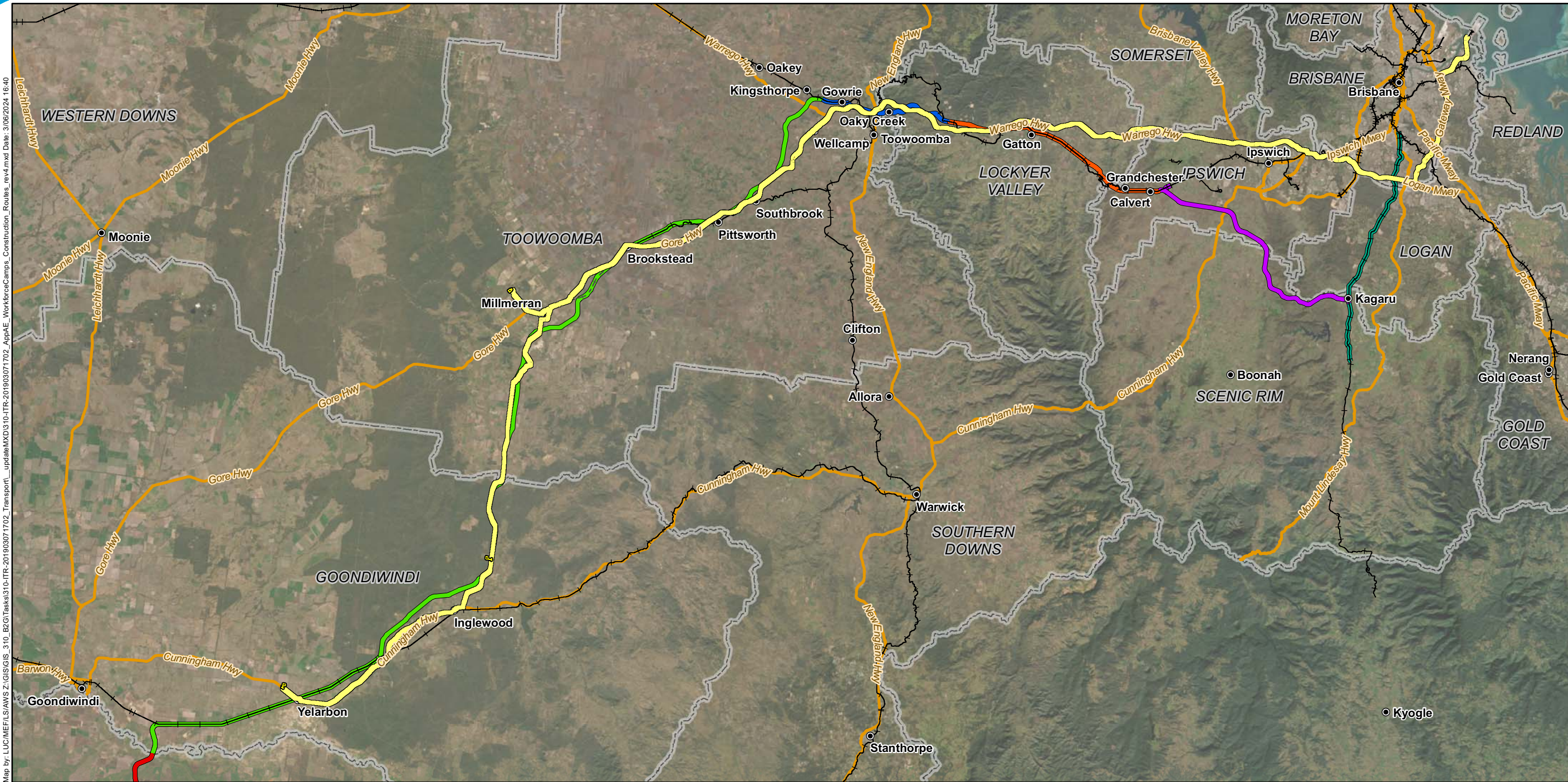
APPENDIX

AA

Traffic Impact Assessment

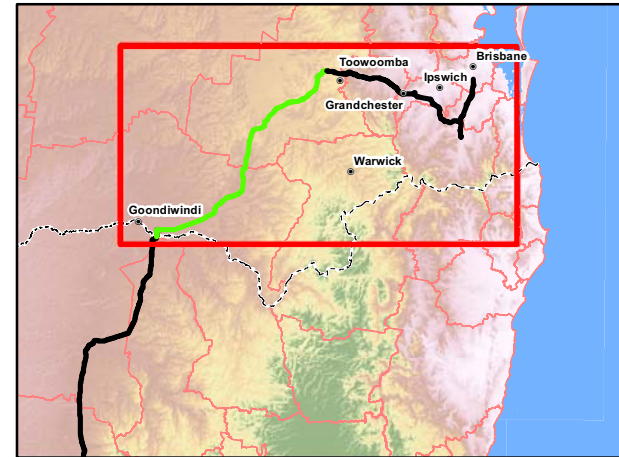
Appendix AE Workers camp cabins construction routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Legend

● Localities	— Existing rail (operational)
— North Star to NSW/QLD border alignment	- - - Existing rail (non-operational)
— Border to Gowrie alignment	— Major roads
— Gowrie to Helidon alignment	— Non-resident workforce accommodation facilities construction routes
— Helidon to Calvert alignment	□ Non-resident workforce accommodation facilities
— Calvert to Kagaru alignment	□ Miscellaneous Site Facility
— Kagaru to Acacia Ridge/Bromelton alignment	□ Local Government Areas



A3 scale: 1:850,000
0 6.5 13 19.5 26 32.5km



Issue date: 03/06/2024 Version: 4
Coordinate System: GDA 1994 MGA Zone 56

APPENDIX

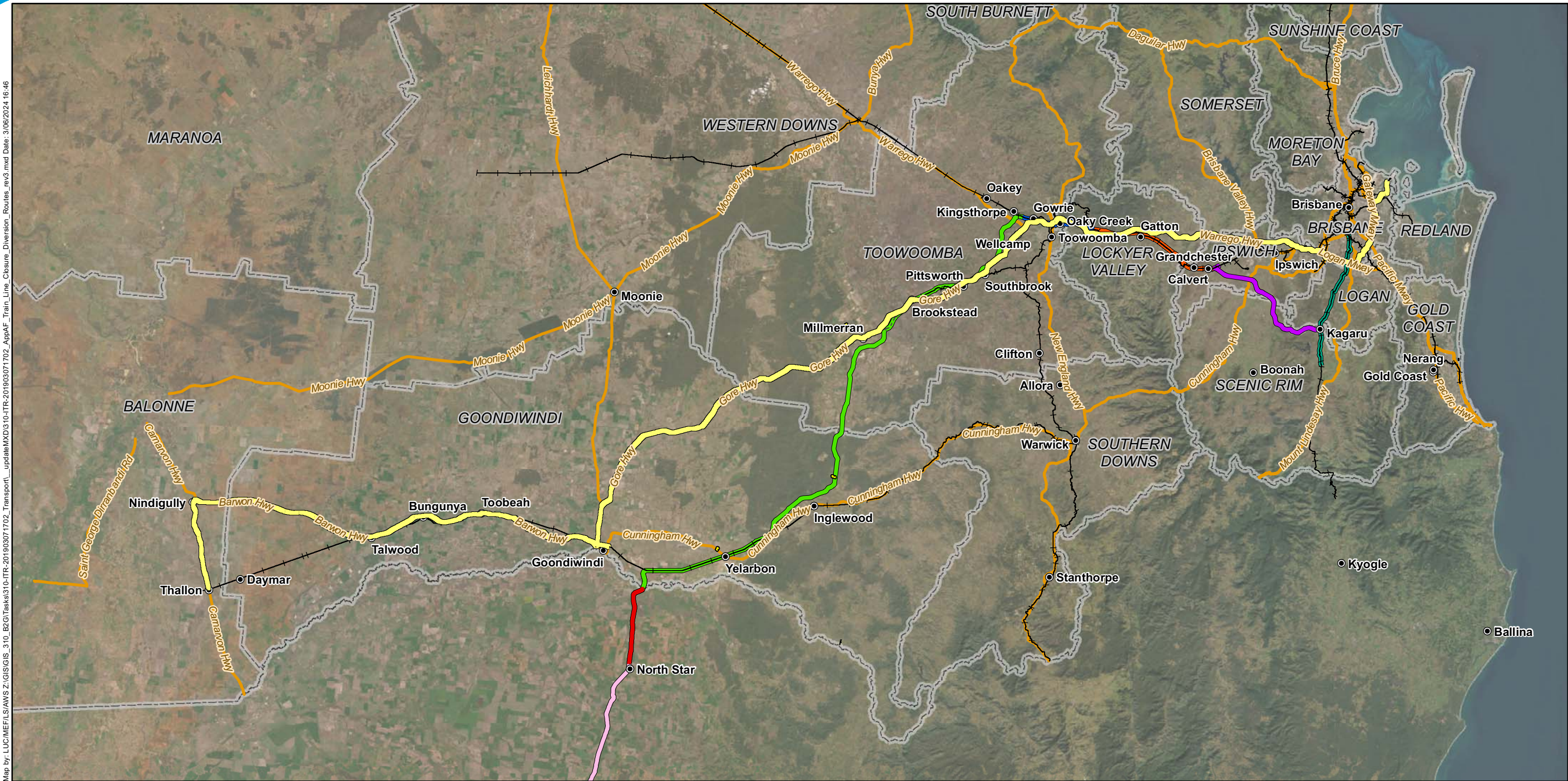
AA

Traffic Impact Assessment

Appendix AF Trainline closure diversion routes

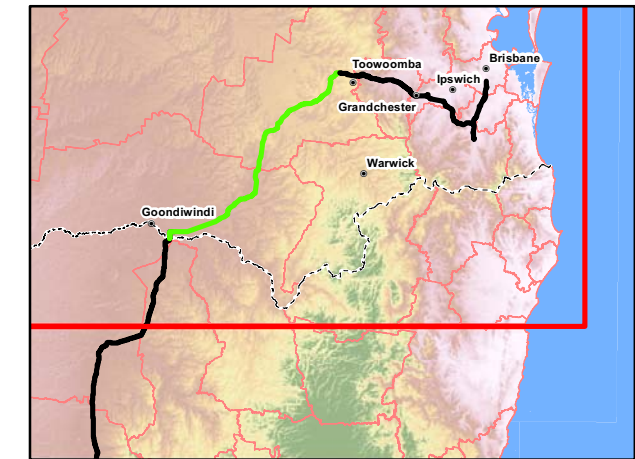
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Map by: LUC/MEF/LS/AWS Z:\GIS\GIS_310_BZ\GIS\GIS_310-ITR-201903071702_Transport\updateMXD\310-ITR-201903071702_AppAF_Train_Line_Closure_Diversion_Routes_rev3.mxd Date: 3/06/2024 16:46



Legend

- Localities
- 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
- Existing rail (operational)
- Existing rail (non-operational)
- Major roads
- Rail-to-road diversion routes due to rail closure
- Non-resident workforce accommodation facilities
- Local Government Areas



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



Issue date: 03/06/2024 Version: 3
Coordinate System: GDA 1994 MGA Zone 56

APPENDIX

AA

Traffic Impact Assessment

Appendix AG Oversize overmass pinch point locations

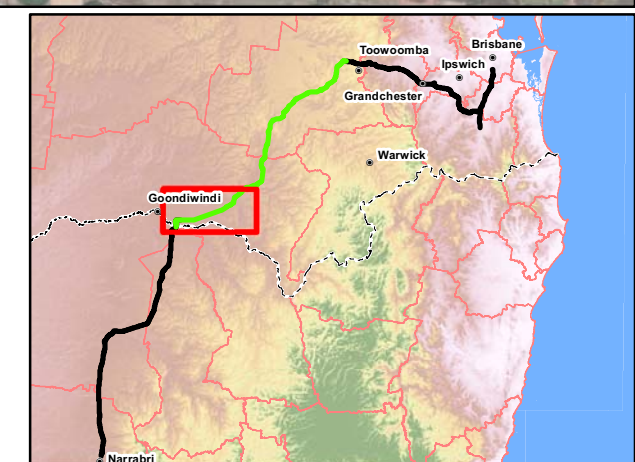
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Map by: LUC\MEF\LS\AWS Z\GIS\GIS_310_B2\GIS\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppAG_OSOM_Pinch_Points_rev2.mxd Date: 15/02/2023 10:45



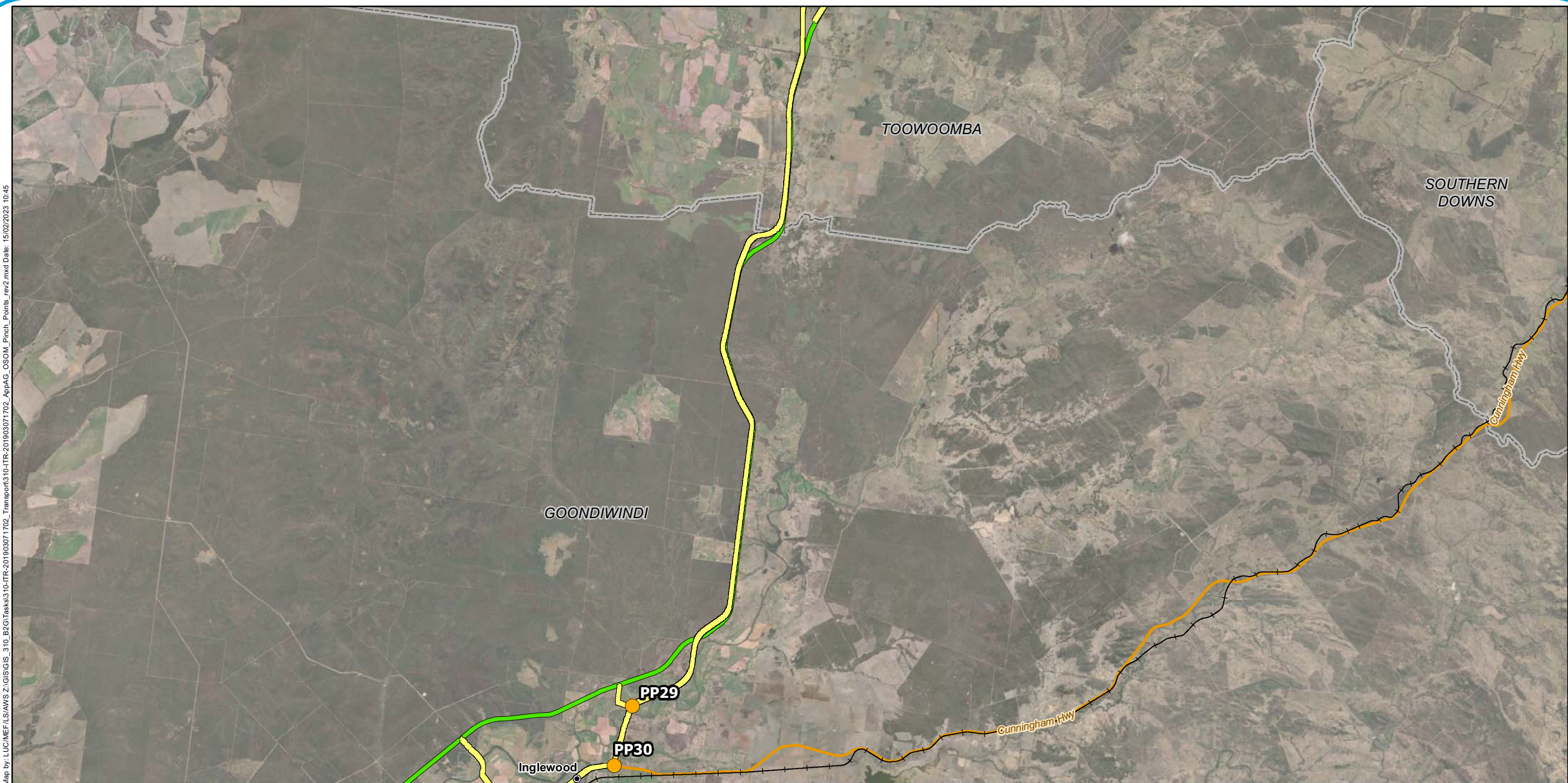
Legend

● Localities	— Existing rail (operational)
● OSOM pinch point locations	— Construction routes
— North Star to NSW/QLD border alignment	— Major roads
— Border to Gowrie alignment	Local Government Areas



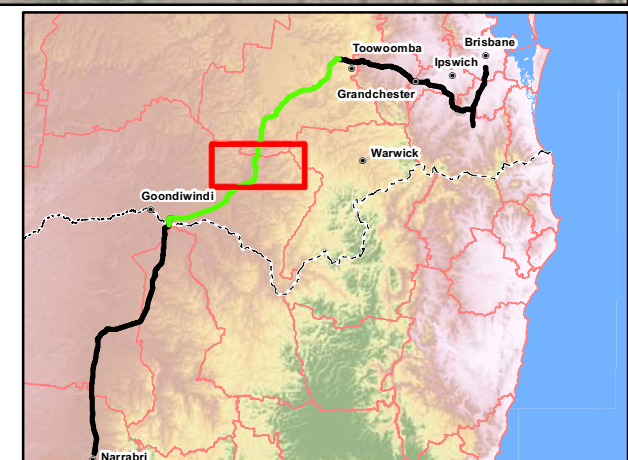
A3 scale: 1:200,000
0 1.5 3 4.5 6 7.5km

Map by: LUC\MEF\LS\AWS Z\GIS\GIS_310_B2\GIS\Tasks\310-ITR-201903071702_Transport\310-ITR-201903071702_AppAG_OSOM_Pinch_Points_rev2.mxd Date: 15/02/2023 10:45

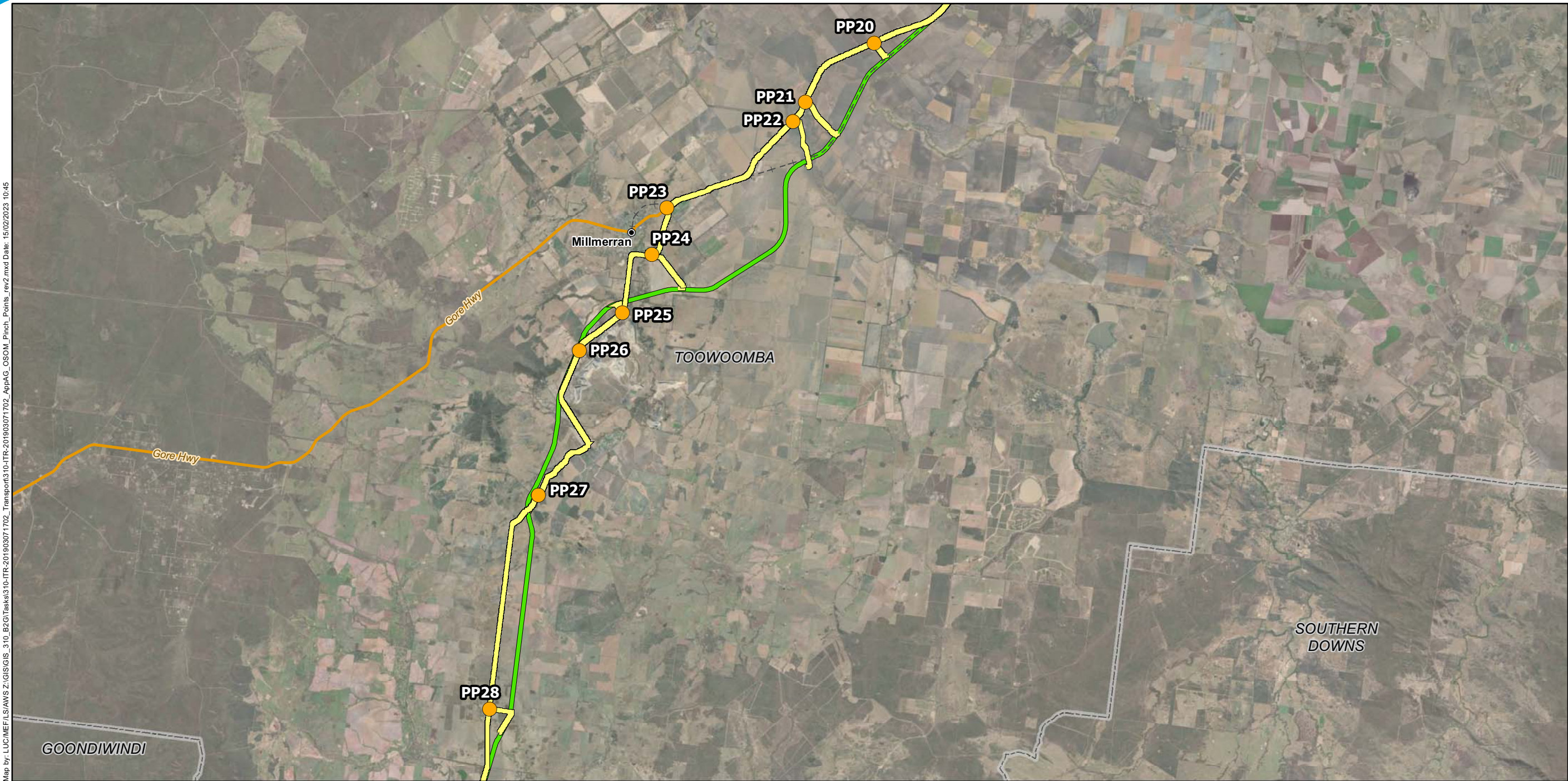


Legend

● Localities	— Existing rail (operational)
● OSOM pinch point locations	— Construction routes
— Border to Gowrie alignment	— Major roads
	▭ Local Government Areas

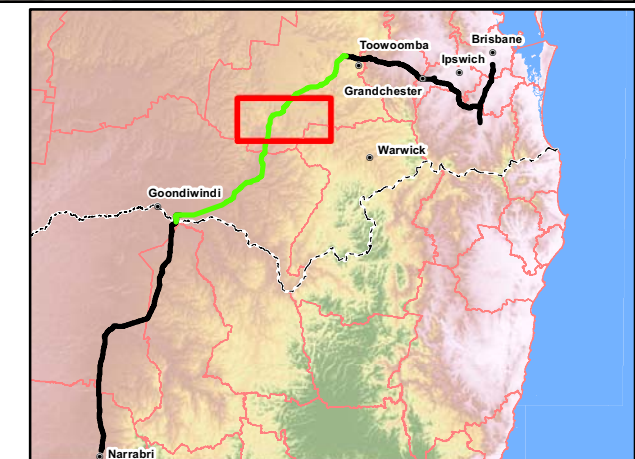


A3 scale: 1:200,000
0 1.5 3 4.5 6 7.5km



Legend

- Localities
- OSOM pinch point locations
- Border to Gowrie alignment
- - - Existing rail (non-operational)
- Construction routes
- Major roads
- Local Government Areas



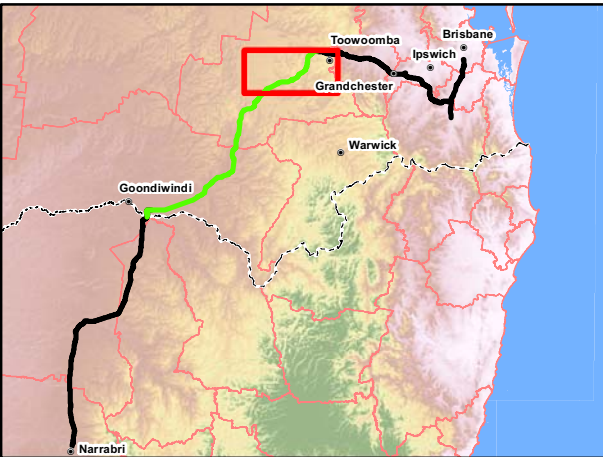
A3 scale: 1:200,000
0 1.5 3 4.5 6 7.5km



Map by: LUC\MEF\LS\AWS Z\GIS\GIS_310_B2\GIS\Task310-ITR-201903071702_Transport310-ITR-201903071702_AppAG_OSOM_Pinch_Points_rev2.mxd Date: 15/02/2023 10:45

Legend

- Localities
- OSOM pinch point locations
- Border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail (operational)
- Existing rail (non-operational)
- Construction routes
- Major roads
- Local Government Areas



A3 scale: 1:200,000
0 1.5 3 4.5 6 7.5km



Issue date: 13/02/2023 Version: 2
Coordinate System: GDA 1994 MGA Zone 56

**Border to Gowrie
Appendix AG4:
OSOM pinch point locations**

APPENDIX

AA

Traffic Impact Assessment

Appendix AH DTMR AADT reports

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

AADT Segment Report

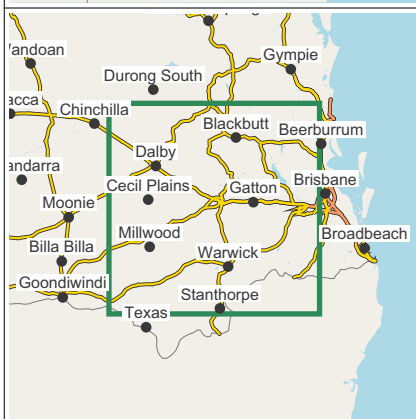
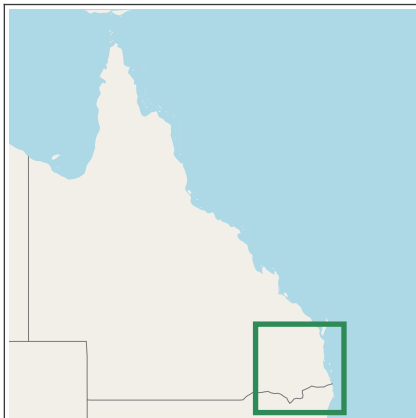
Area 402 - Darling Downs District
Road Segment from 0.000km to 20.256km

Road Section 28A - GORE HIGHWAY (TOOWOOMBA-MILLMERRAN)

Segment Site 30042

Traffic Year 2019

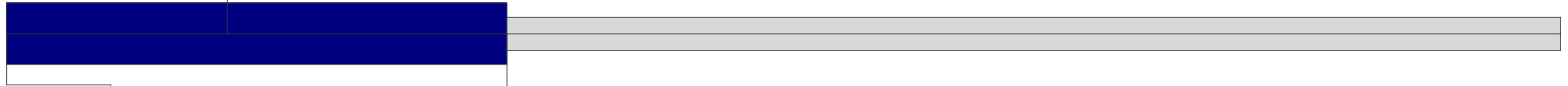
Data Collection Year 2019



Site 30042. Point 230000153. WIM &
PCS-30042_430m North of McHugh Rd.

8.93 km

The width of each Road Segment is proportional to its AADT.



0.00 km

Start Point 230022019. 28A-
Start at Eastern of Ramp (Rhs).

20.26 km

End Point 230019650. Int 28A &
323-Oakey-Pittsworth Rd (Rhs).

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	2,744	100%
A	2,716	100%
B	5,460	100%

Light Vehicles (0A)

G	2,150	78.35%
A	2,107	77.58%
B	4,257	77.97%

Heavy Vehicles (0B)

G	595	21.68%
A	608	22.39%
B	1,203	22.03%

Short Vehicles (1A)

G	2,150	78.35%
A	2,107	77.58%
B	4,257	77.97%

Trucks and Buses (1B)

G	231	8.42%
A	218	8.03%
B	449	8.22%

Articulated Vehicles (1C)

G	129	4.70%
A	130	4.79%
B	259	4.74%

Road Trains (1D)

G	235	8.56%
A	260	9.57%
B	495	9.07%

Short 2-Axle
Vehicles (2A)

G	2,063	75.18%
A	2,034	74.89%
B	4,097	75.04%

Short Vehicles
Towing (2B)

G	87	3.17%
A	73	2.69%
B	160	2.93%

2-Axle Trucks
and Buses (2C)

G	193	7.03%
A	183	6.74%
B	376	6.89%

3-Axle Trucks
and Buses (2D)

G	27	0.98%
A	25	0.92%
B	52	0.95%

4-Axle
Trucks (2E)

G	11	0.40%
A	10	0.37%
B	21	0.38%

3-Axle
Articulated (2F)

G	9	0.33%
A	8	0.29%
B	17	0.31%

4-Axle
Articulated (2G)

G	17	0.62%
A	14	0.52%
B	31	0.57%

5-Axle
Articulated (2H)

G	12	0.44%
A	11	0.41%
B	23	0.42%

6-Axle
Articulated (2I)

G	91	3.32%
A	97	3.57%
B	188	3.44%

B Double (2J)

G	193	7.03%
A	218	8.03%
B	411	7.53%

Double Road
Trains (2K)

G	42	1.53%
A	42	1.55%
B	84	1.54%

Triple Road
Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

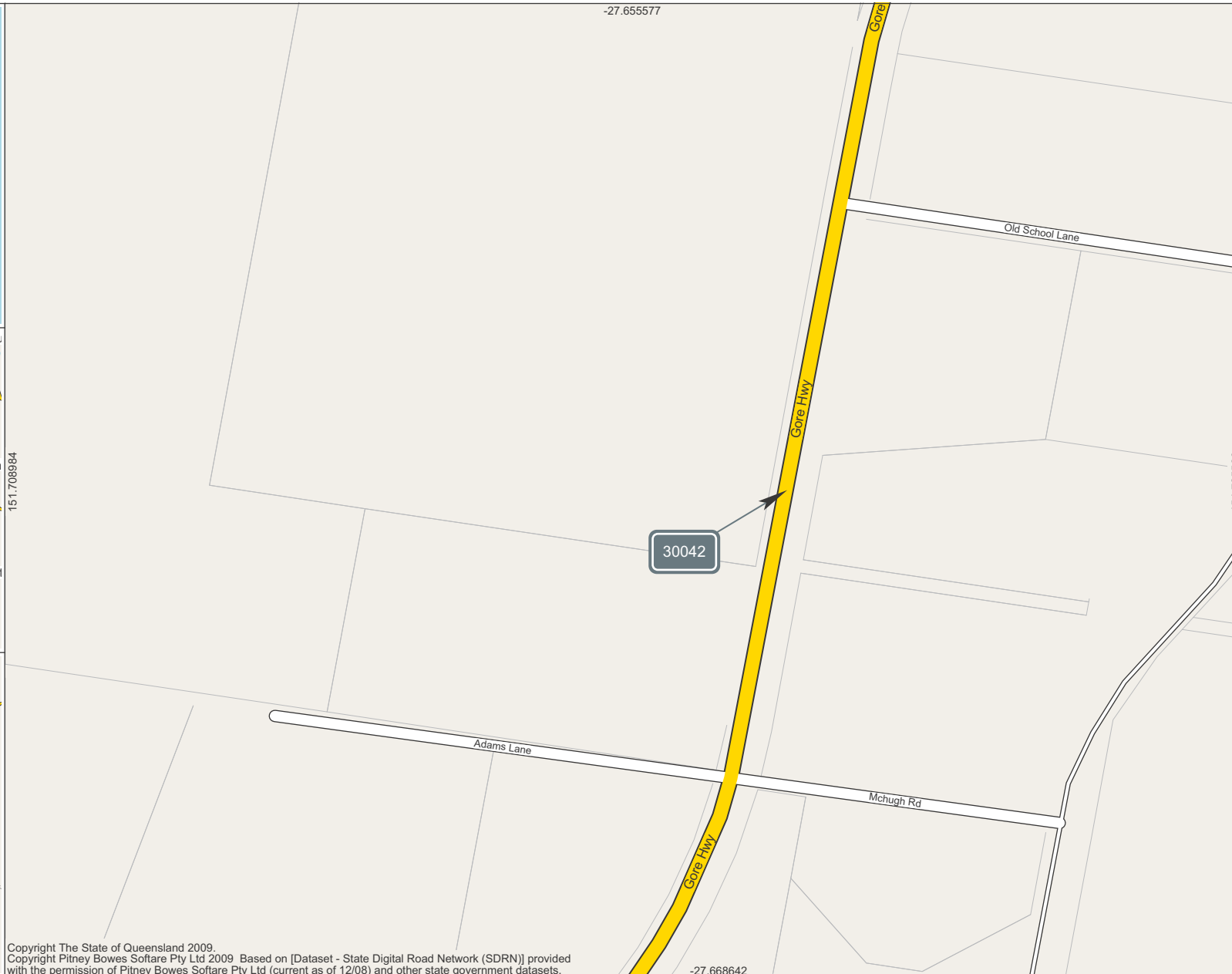
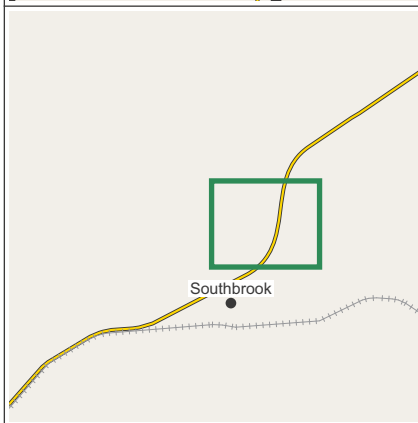
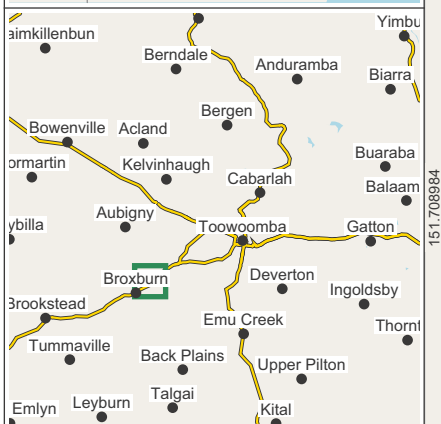
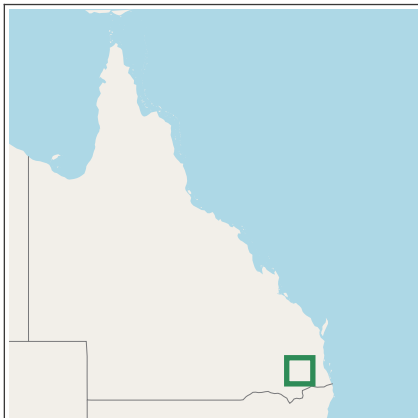
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

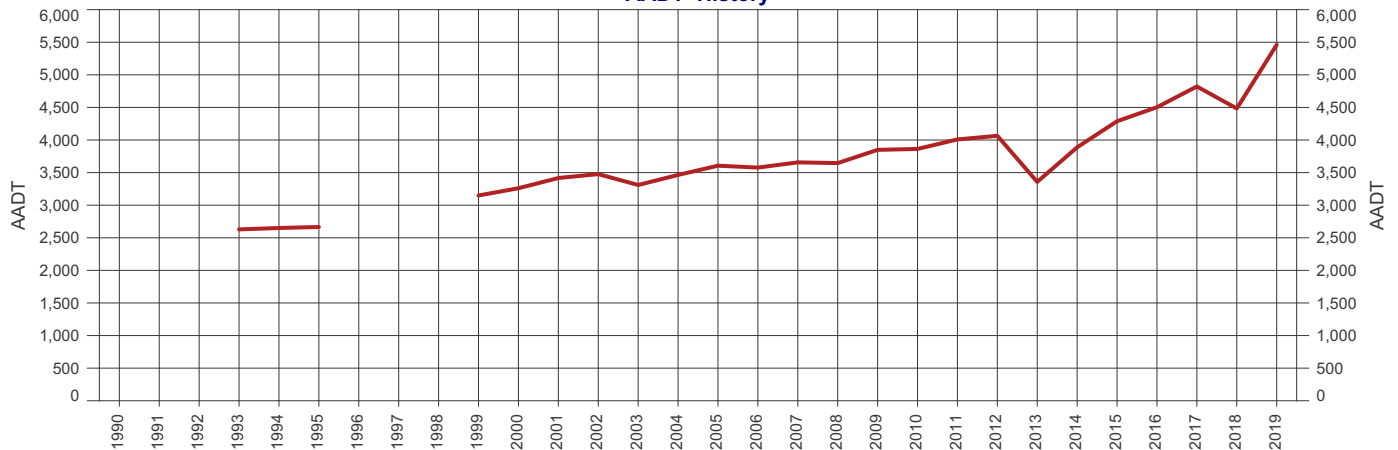
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 28A - GORE HIGHWAY (TOOWOOMBA-MILLMERRAN)
Site 30042 - 28A-PCS & WiM Site Southbrook
Thru Dist 8.93
Type P - Permanent
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 21.77%
AADT 5,460 Growth last 5 Yrs 6.94%
Avg Week Day 0 Growth last 10 Yrs 4.72%
Avg Weekend Day 0

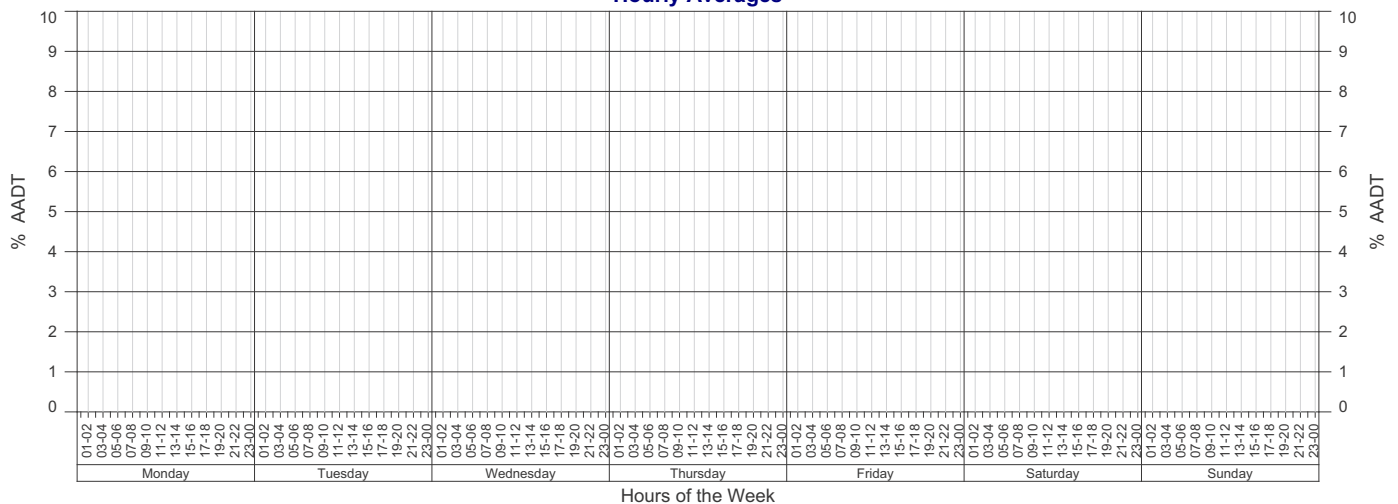
AADT History

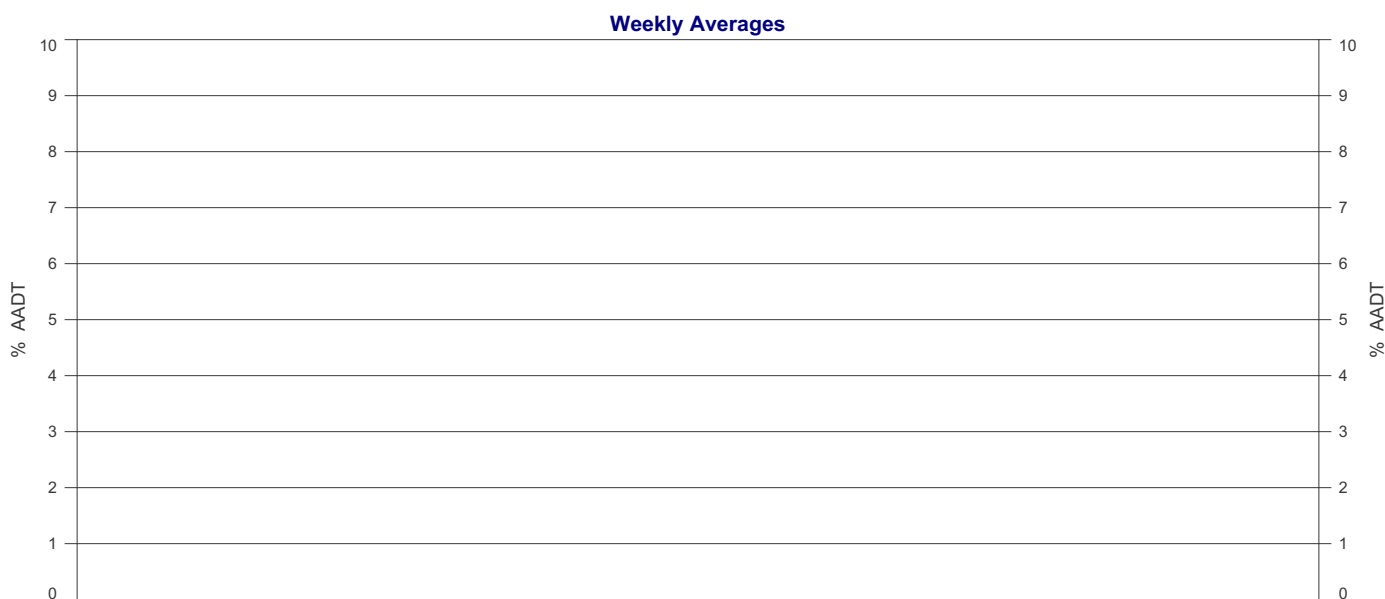
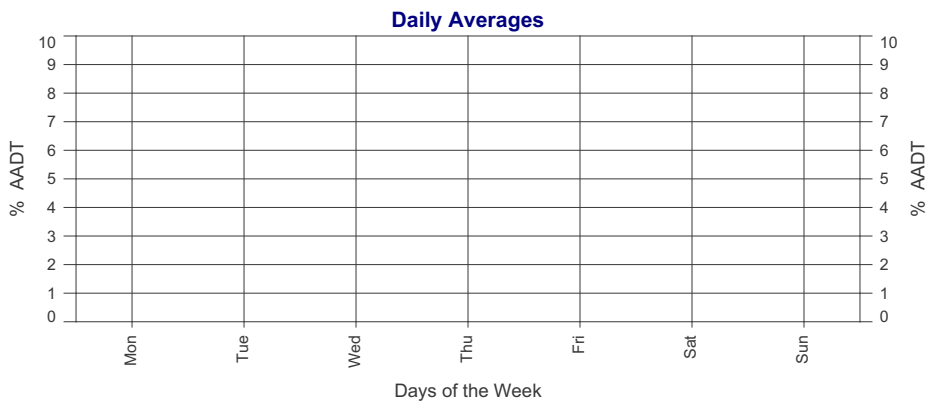


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	5,460	21.77%	6.94%	4.72%
2018	4,484	-6.99%	3.83%	2.12%
2017	4,821	7.06%	6.08%	3.43%
2016	4,503	5.01%	4.11%	2.66%
2015	4,288	10.29%	2.84%	2.09%
2014	3,888	15.78%	0.08%	0.88%
2013	3,358	-17.37%	-3.44%	-0.93%
2012	4,064	1.37%	2.28%	1.97%
2011	4,009	3.78%	2.47%	1.94%
2010	3,863	0.36%	1.72%	1.65%
2009	3,849	5.57%	2.14%	1.90%
2008	3,646	-0.30%	1.39%	
2007	3,657	2.24%	1.58%	
2006	3,577	-0.80%	1.15%	
2005	3,606	4.10%	1.91%	2.58%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	3,464	4.65%	1.46%	2.50%
2003	3,310	-4.80%		2.27%
2002	3,477	1.76%		
2001	3,417	4.82%		
2000	3,260	3.52%	4.08%	
1999	3,149		3.80%	
1998				
1997				
1996				
1995	2,666	0.60%		
1994	2,650	0.80%		
1993	2,629			
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

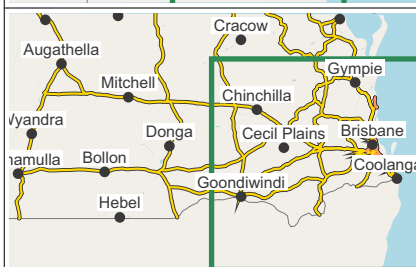
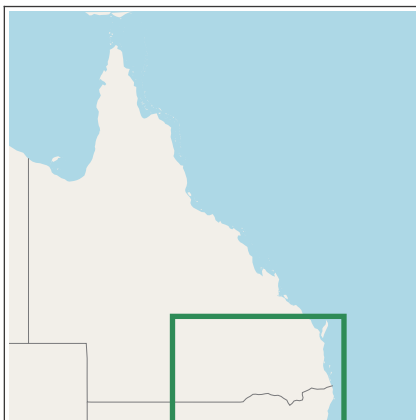
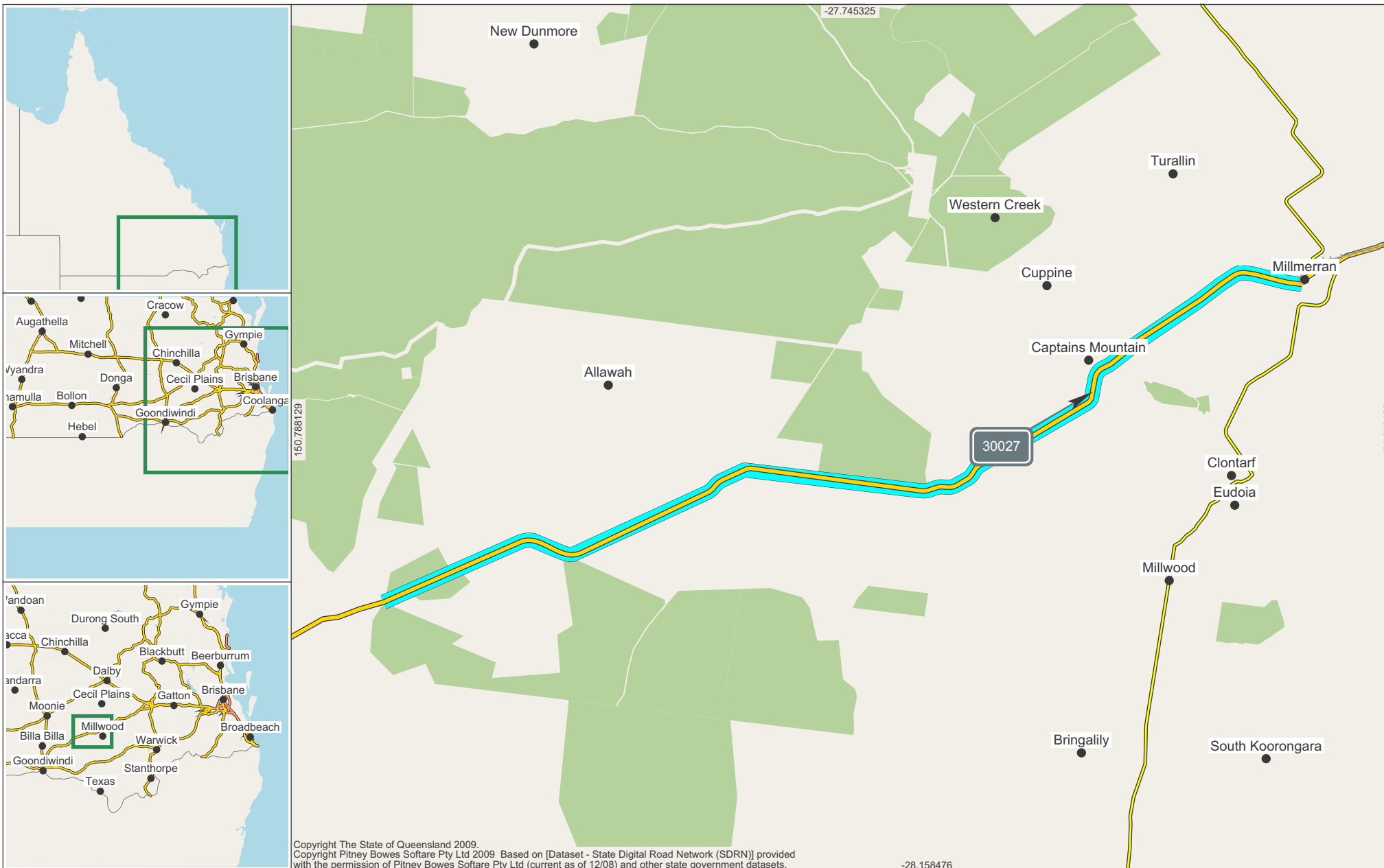
Area 402 - Darling Downs District
Road Segment from 0.000km to 49.920km

Road Section 28B - GORE HIGHWAY (MILLMERRAN-GOONDIWINDI)

Segment Site 30027

Traffic Year 2019

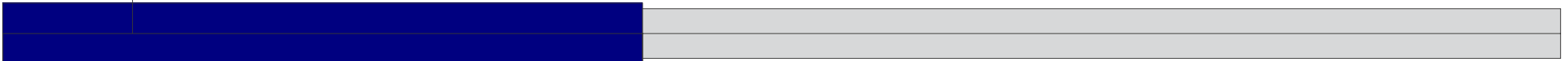
Data Collection Year 2019



Site 30027. Point 230000133. CS-30027_1.03km West of Lumbys Rd (Rhs).

10.12 km

The width of each Road Segment is proportional to its AADT.

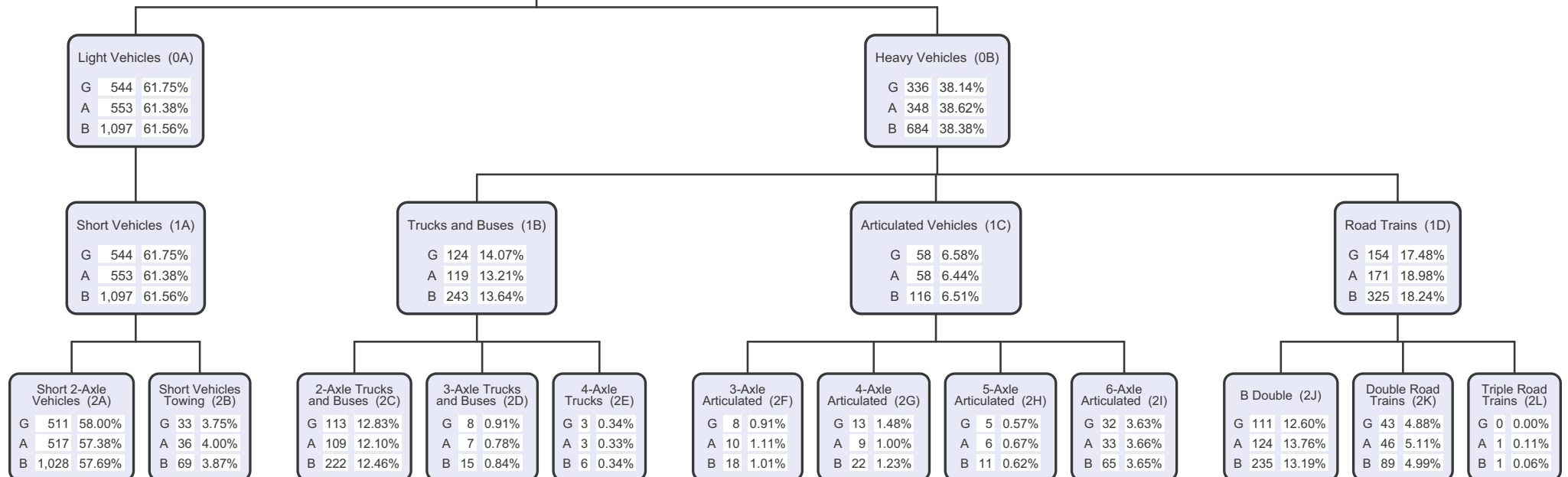


0.00 km
Start Point 230000134. Int 28B-Commens St & 28A/Campbell St.

49.92 km
End Point 230000135. LGA 265 / 231 Regional Councils.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	881	100%
A	901	100%
B	1,782	100%



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

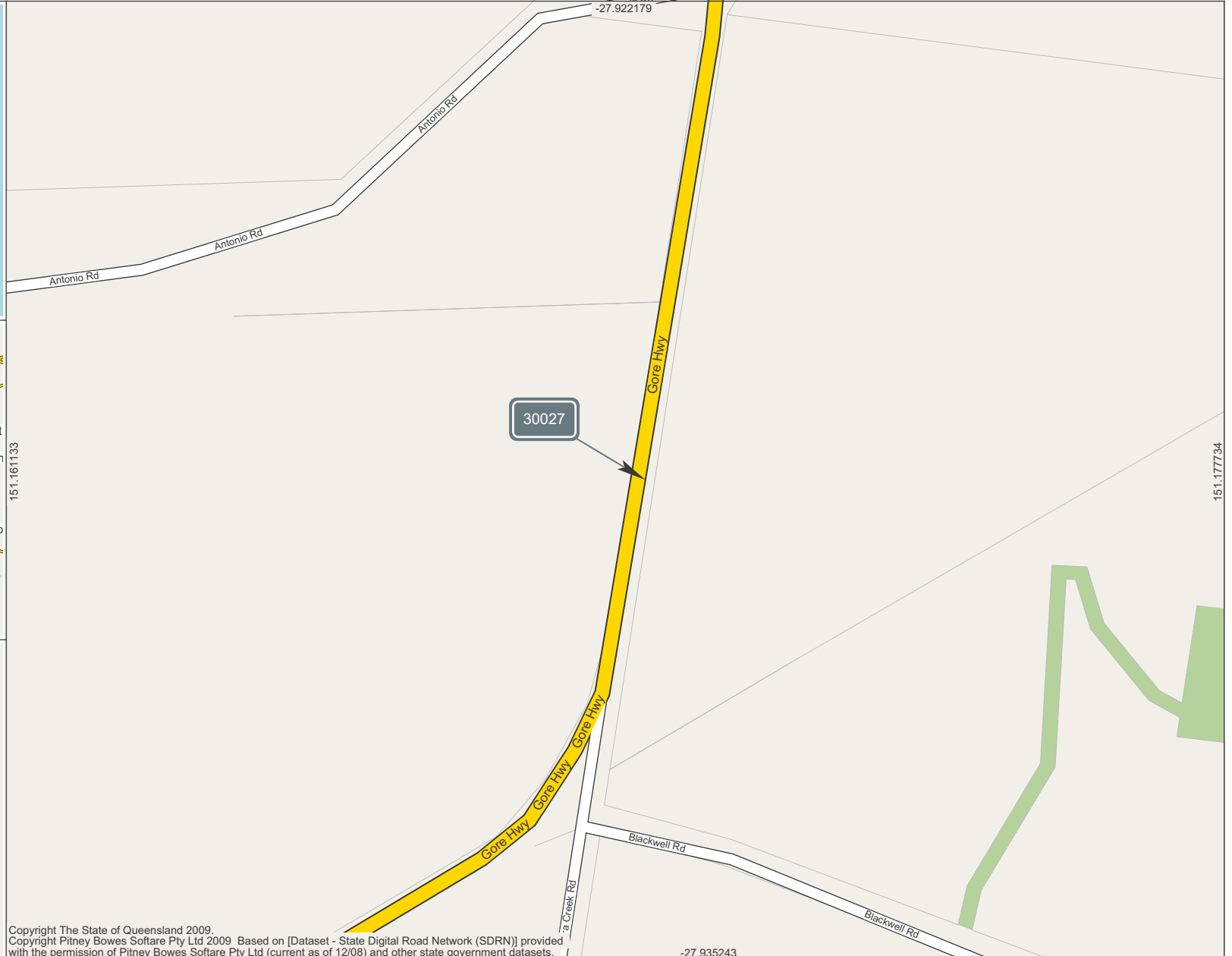
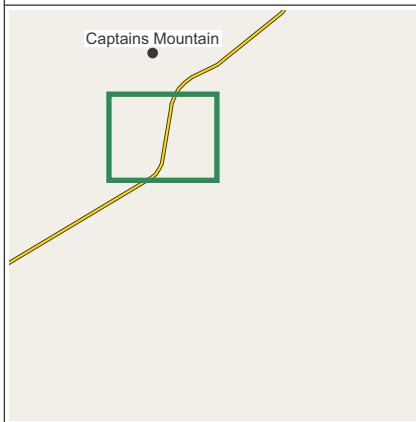
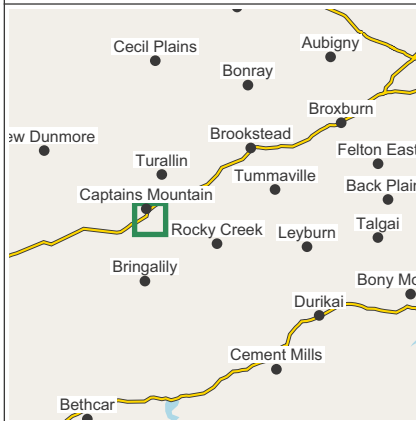
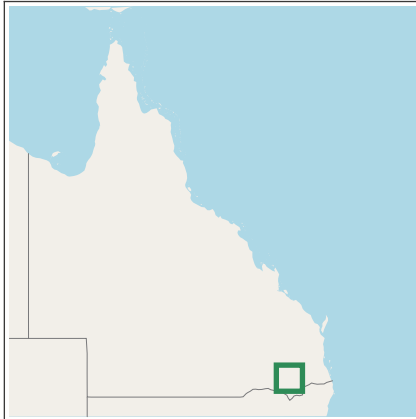
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

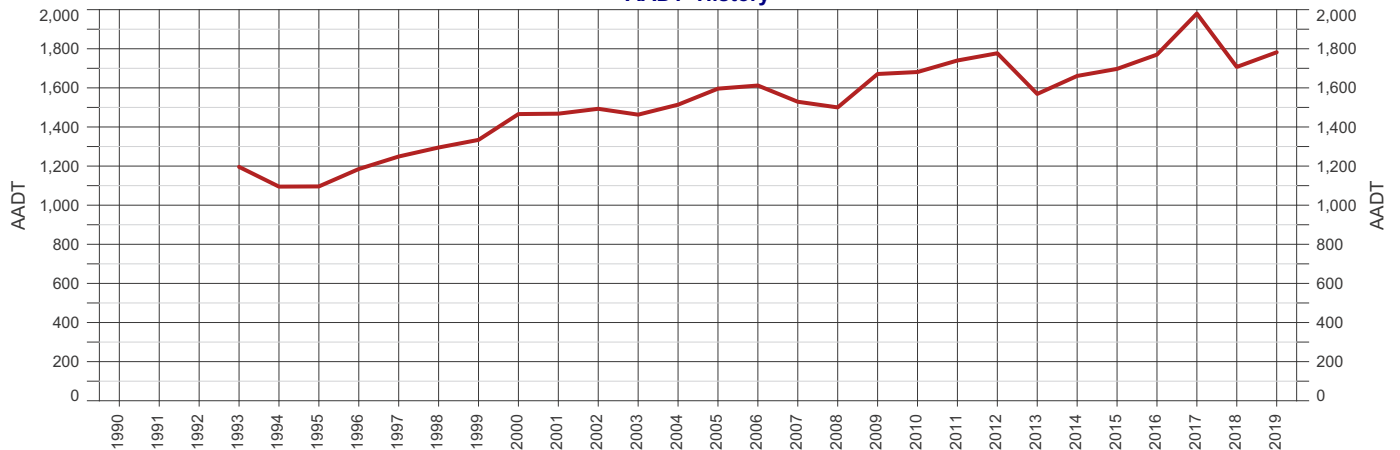
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 28B - GORE HIGHWAY (MILLMERRAN-GOONDIWINDI)
Site 30027 - 28B-2.50km East Captains Mtn Servo
Thru Dist 10.12
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,782
Avg Week Day 1,817
Avg Weekend Day 1,425
Growth last Year 4.39%
Growth last 5 Yrs 0.73%
Growth last 10 Yrs 0.66%

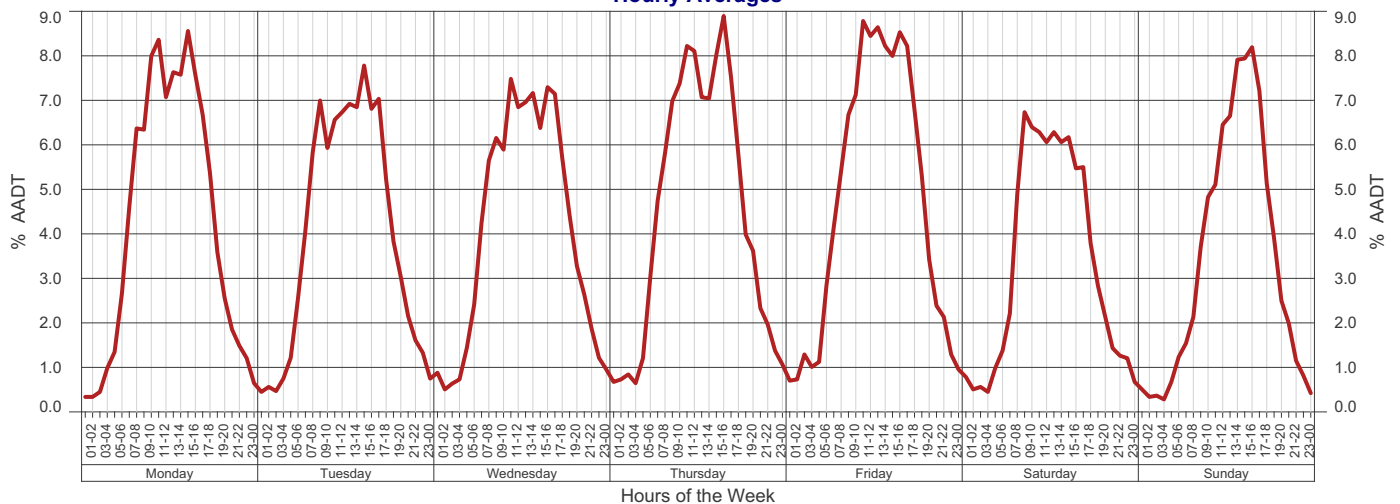
AADT History

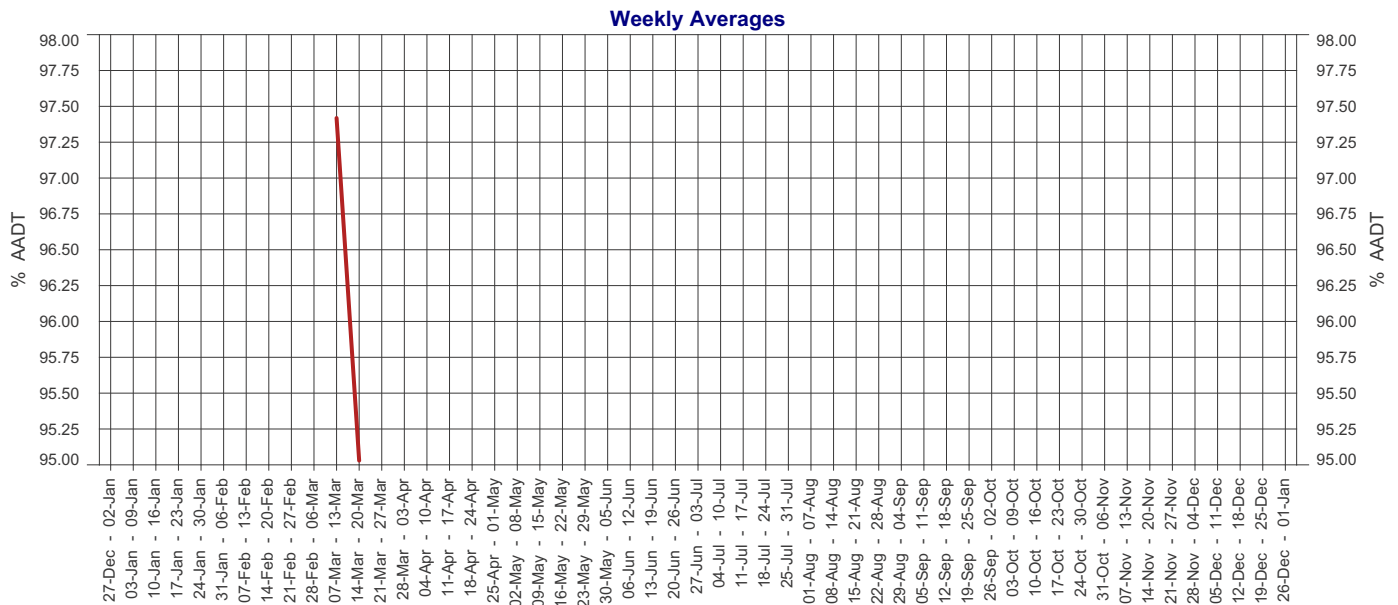
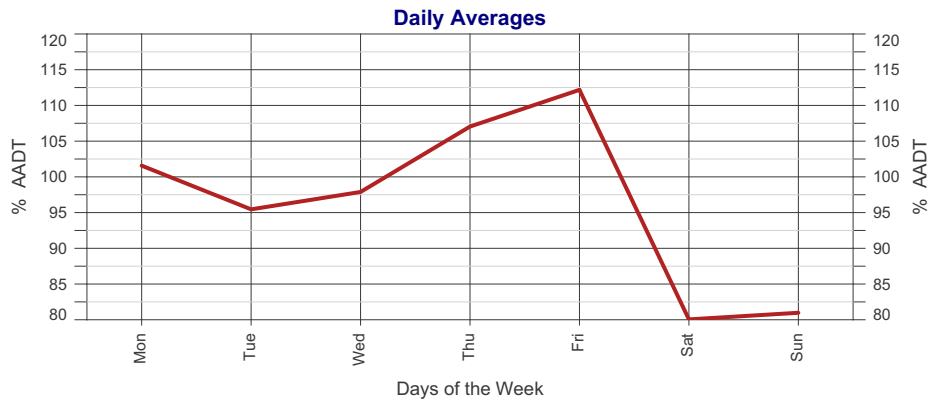


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,782	4.39%	0.73%	0.66%
2018	1,707	-13.79%	0.60%	0.41%
2017	1,980	11.86%	4.50%	2.84%
2016	1,770	4.30%	1.10%	1.28%
2015	1,697	2.17%	-0.02%	0.74%
2014	1,661	5.86%	-0.54%	0.63%
2013	1,569	-11.71%	-1.02%	0.07%
2012	1,777	2.13%	3.23%	2.06%
2011	1,740	3.51%	2.69%	1.95%
2010	1,681	0.60%	1.73%	1.59%
2009	1,671	11.40%	1.97%	1.87%
2008	1,500	-1.90%	-0.47%	0.68%
2007	1,529	-5.15%	0.34%	1.40%
2006	1,612	1.00%	2.21%	2.69%
2005	1,596	5.42%	2.18%	3.20%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,514	3.49%	1.68%	2.98%
2003	1,463	-2.01%	1.73%	2.71%
2002	1,493	1.70%	3.43%	
2001	1,468	0.14%	4.24%	
2000	1,466	9.90%	5.85%	
1999	1,334	3.01%	4.25%	
1998	1,295	3.68%	3.29%	
1997	1,249	5.40%		
1996	1,185	8.12%		
1995	1,096	0.09%		
1994	1,095	-8.44%		
1993	1,196			
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

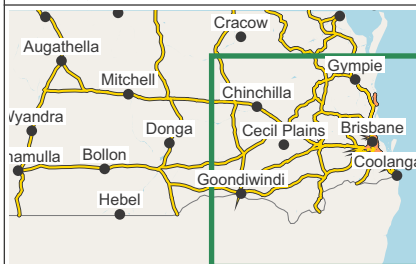
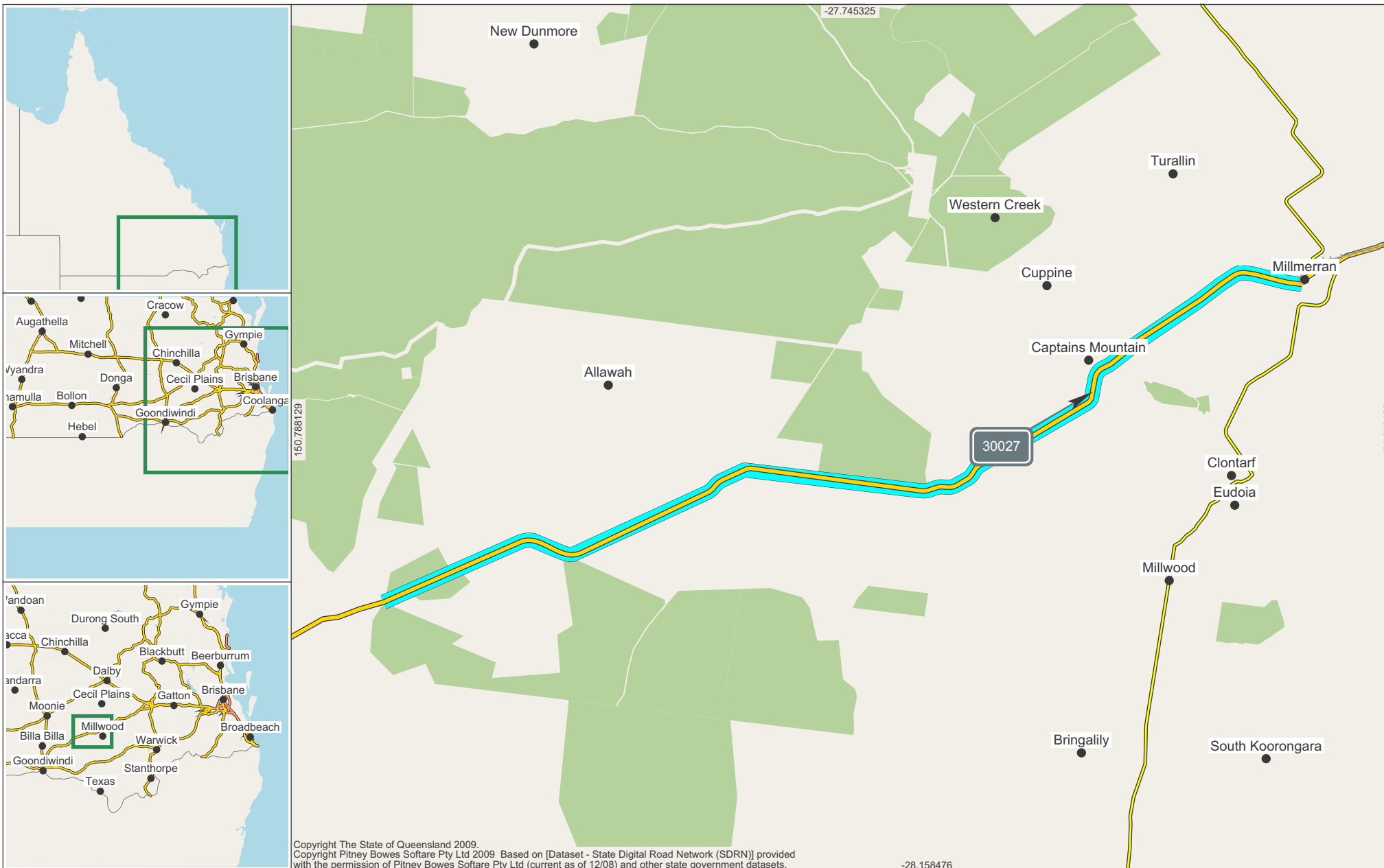
Area 402 - Darling Downs District
Road Segment from 0.000km to 49.920km

Road Section 28B - GORE HIGHWAY (MILLMERRAN-GOONDIWINDI)

Segment Site 30027

Traffic Year 2019

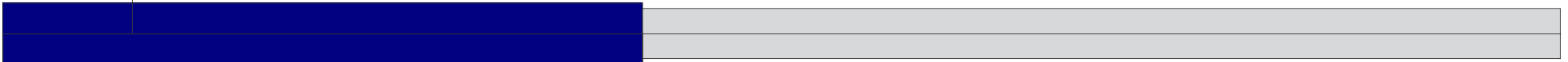
Data Collection Year 2019



Site 30027. Point 230000133. CS-30027_1.03km West of Lumbys Rd (Rhs).

10.12 km

The width of each Road Segment is proportional to its AADT.



0.00 km

Start Point 230000134. Int 28B-Commens St & 28A/Campbell St.

49.92 km

End Point 230000135. LGA 265 / 231 Regional Councils.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	881	100%
A	901	100%
B	1,782	100%

Light Vehicles (0A)		
G	544	61.75%
A	553	61.38%
B	1,097	61.56%

Heavy Vehicles (0B)		
G	336	38.14%
A	348	38.62%
B	684	38.38%

Short Vehicles (1A)		
G	544	61.75%
A	553	61.38%
B	1,097	61.56%

Trucks and Buses (1B)		
G	124	14.07%
A	119	13.21%
B	243	13.64%

Articulated Vehicles (1C)		
G	58	6.58%
A	58	6.44%
B	116	6.51%

Road Trains (1D)		
G	154	17.48%
A	171	18.98%
B	325	18.24%

Short 2-Axle Vehicles (2A)		
G	511	58.00%
A	517	57.38%
B	1,028	57.69%

Short Vehicles Towing (2B)		
G	33	3.75%
A	36	4.00%
B	69	3.87%

2-Axle Trucks and Buses (2C)		
G	113	12.83%
A	109	12.10%
B	222	12.46%

3-Axle Trucks and Buses (2D)		
G	8	0.91%
A	7	0.78%
B	15	0.84%

4-Axle Trucks (2E)		
G	3	0.34%
A	3	0.33%
B	6	0.34%

3-Axle Articulated (2F)		
G	8	0.91%
A	10	1.11%
B	18	1.01%

4-Axle Articulated (2G)		
G	13	1.48%
A	9	1.00%
B	22	1.23%

5-Axle Articulated (2H)		
G	5	0.57%
A	6	0.67%
B	11	0.62%

6-Axle Articulated (2I)		
G	32	3.63%
A	33	3.66%
B	65	3.65%

B Double (2J)		
G	111	12.60%
A	124	13.76%
B	235	13.19%

Double Road Trains (2K)		
G	43	4.88%
A	46	5.11%
B	89	4.99%

Triple Road Trains (2L)		
G	0	0.00%
A	1	0.11%
B	1	0.06%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

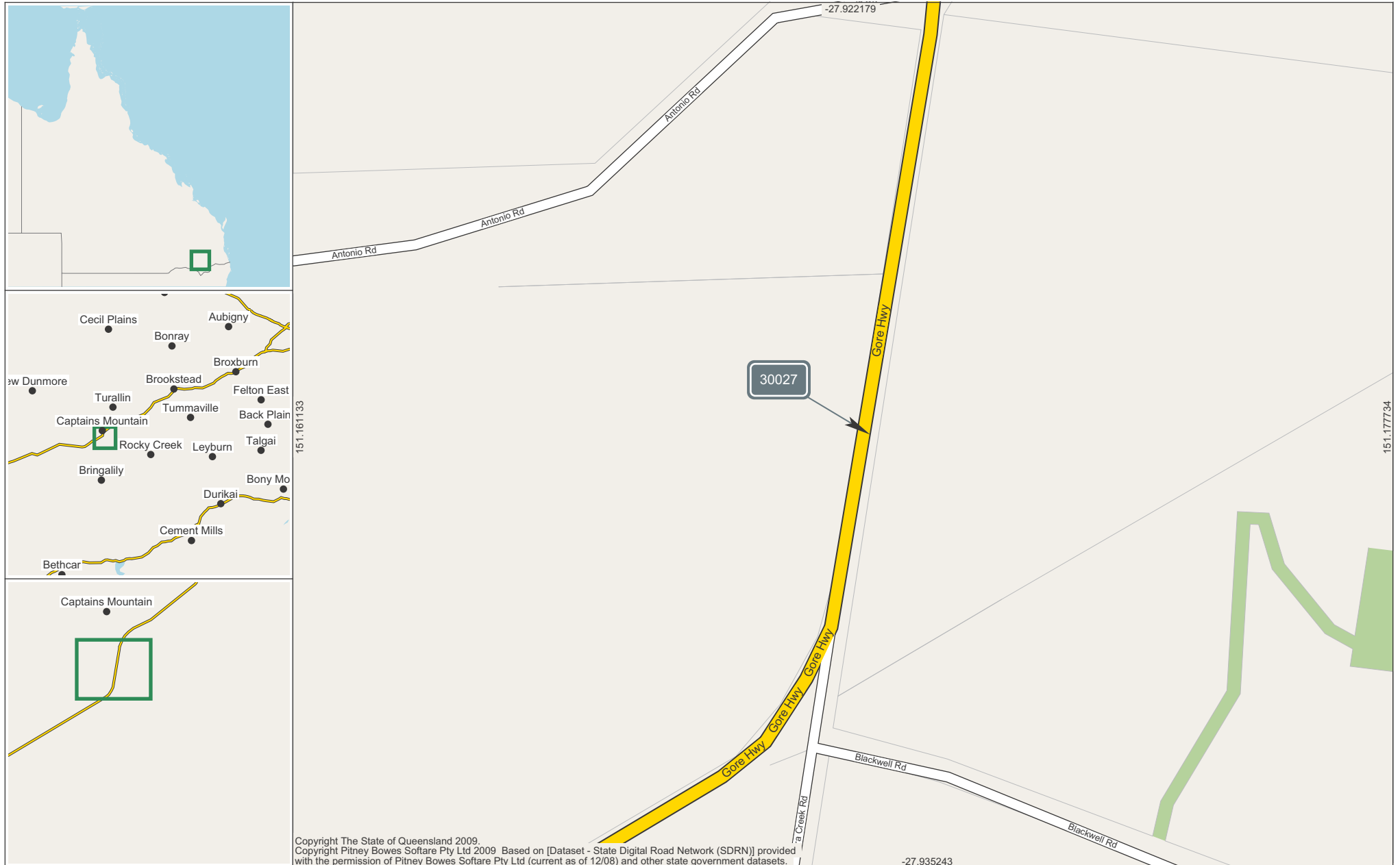
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

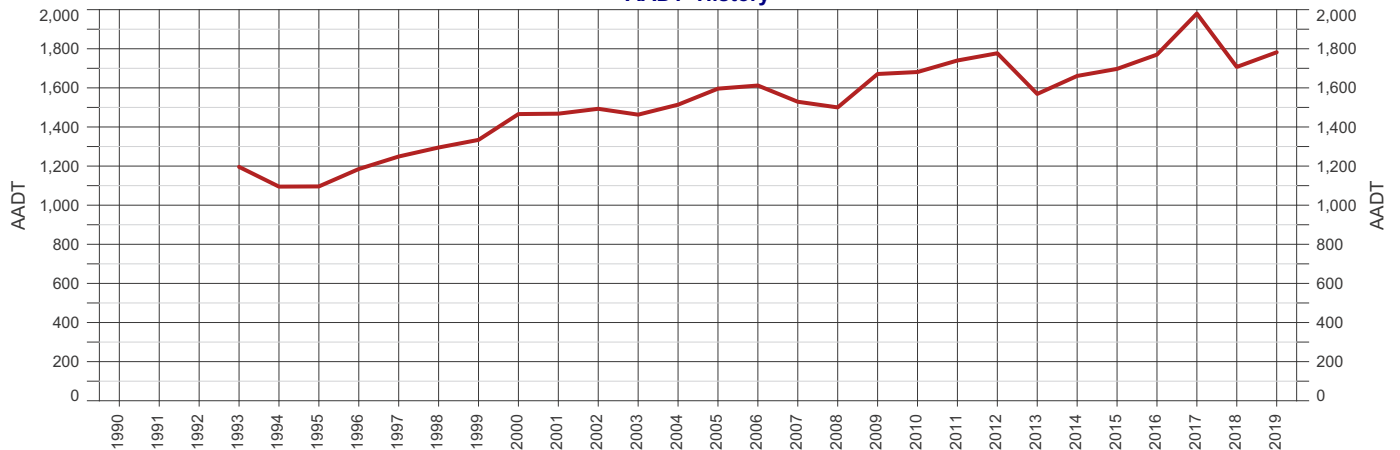
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 28B - GORE HIGHWAY (MILLMERRAN-GOONDIWINDI)
Site 30027 - 28B-2.50km East Captains Mtn Servo
Thru Dist 10.12
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,782
Avg Week Day 1,817
Avg Weekend Day 1,425
Growth last Year 4.39%
Growth last 5 Yrs 0.73%
Growth last 10 Yrs 0.66%

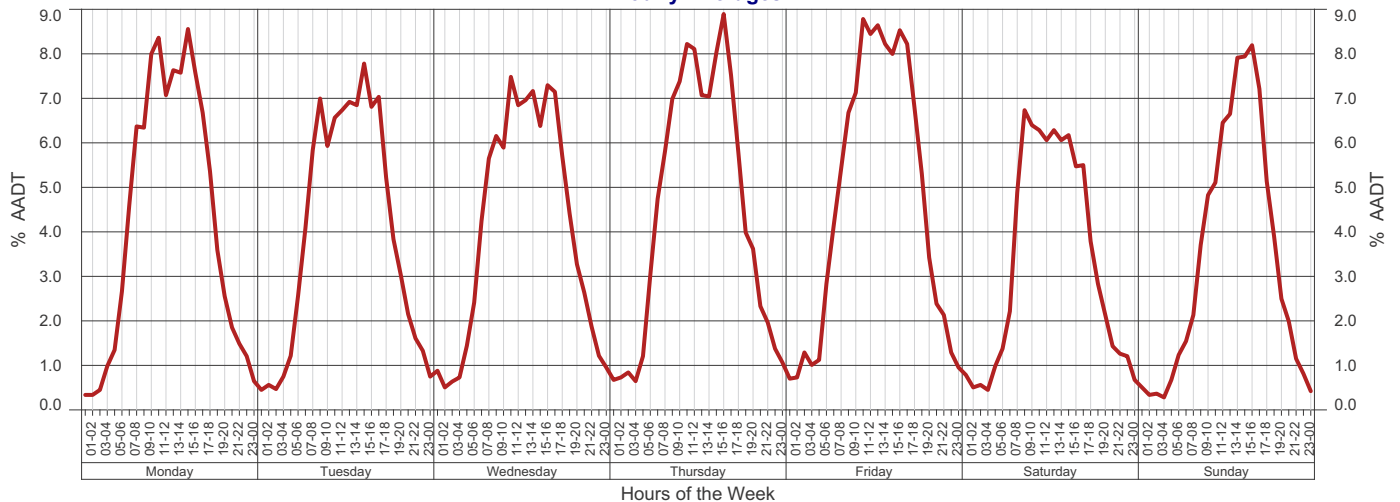
AADT History

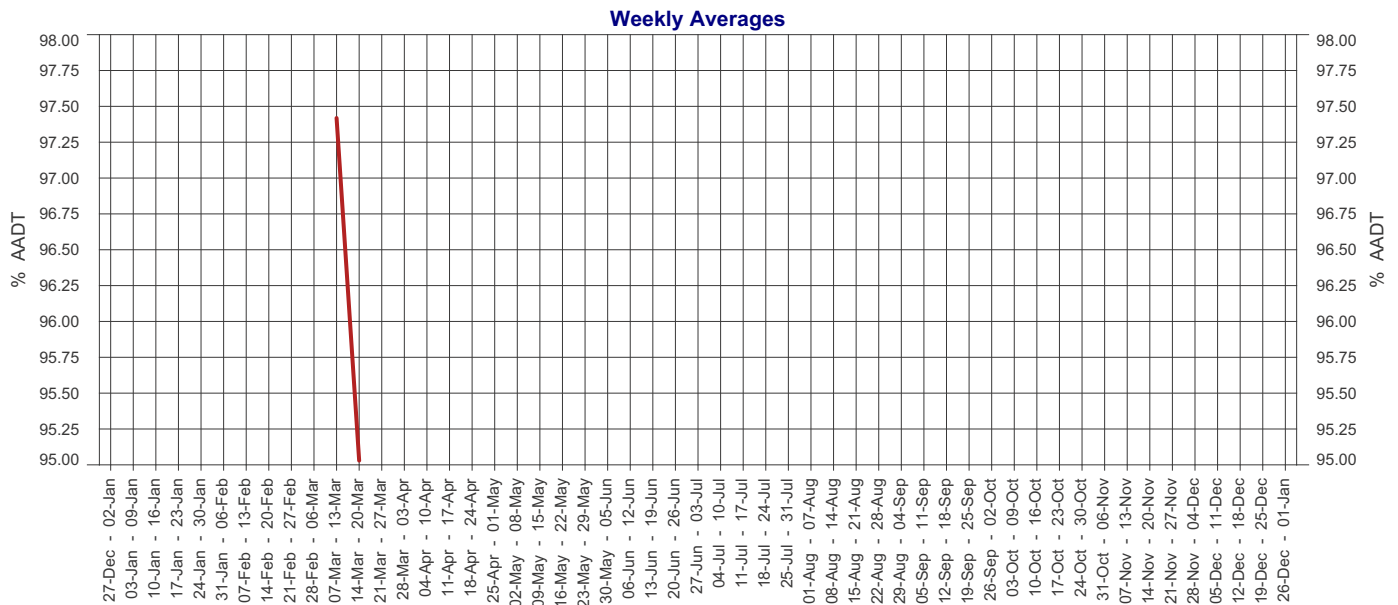
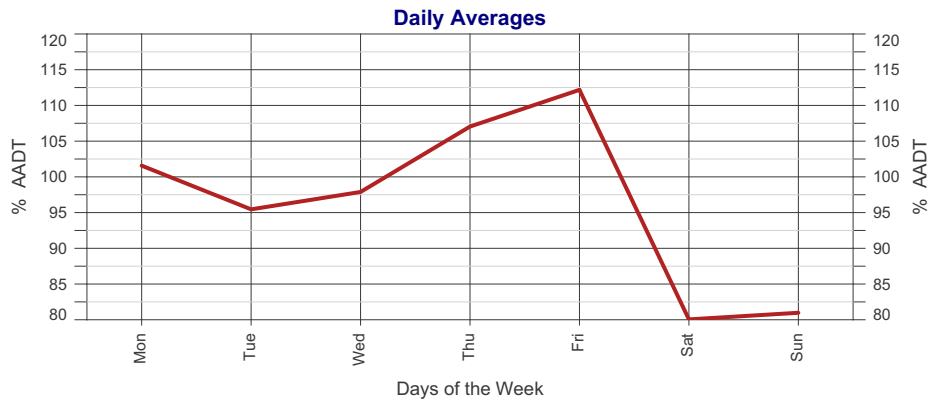


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,782	4.39%	0.73%	0.66%
2018	1,707	-13.79%	0.60%	0.41%
2017	1,980	11.86%	4.50%	2.84%
2016	1,770	4.30%	1.10%	1.28%
2015	1,697	2.17%	-0.02%	0.74%
2014	1,661	5.86%	-0.54%	0.63%
2013	1,569	-11.71%	-1.02%	0.07%
2012	1,777	2.13%	3.23%	2.06%
2011	1,740	3.51%	2.69%	1.95%
2010	1,681	0.60%	1.73%	1.59%
2009	1,671	11.40%	1.97%	1.87%
2008	1,500	-1.90%	-0.47%	0.68%
2007	1,529	-5.15%	0.34%	1.40%
2006	1,612	1.00%	2.21%	2.69%
2005	1,596	5.42%	2.18%	3.20%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,514	3.49%	1.68%	2.98%
2003	1,463	-2.01%	1.73%	2.71%
2002	1,493	1.70%	3.43%	
2001	1,468	0.14%	4.24%	
2000	1,466	9.90%	5.85%	
1999	1,334	3.01%	4.25%	
1998	1,295	3.68%	3.29%	
1997	1,249	5.40%		
1996	1,185	8.12%		
1995	1,096	0.09%		
1994	1,095	-8.44%		
1993	1,196			
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

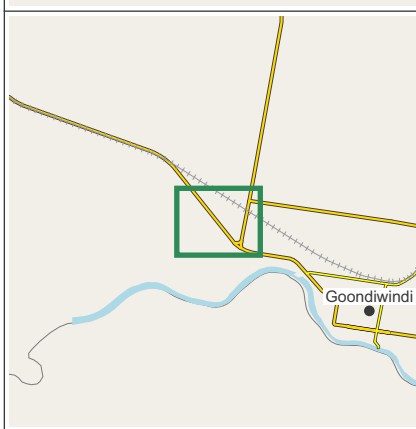
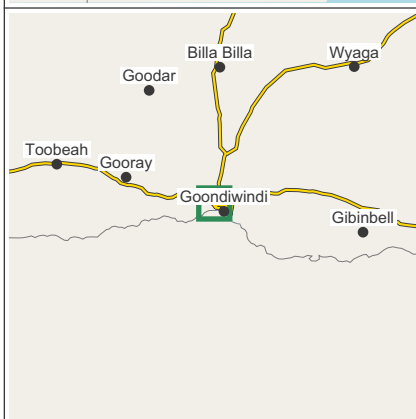
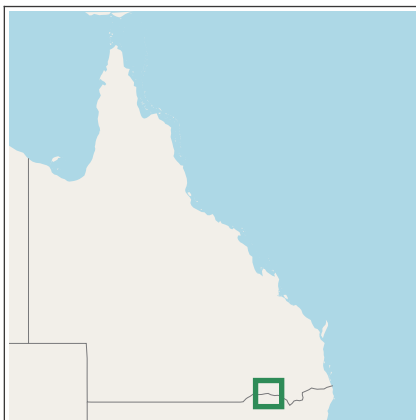
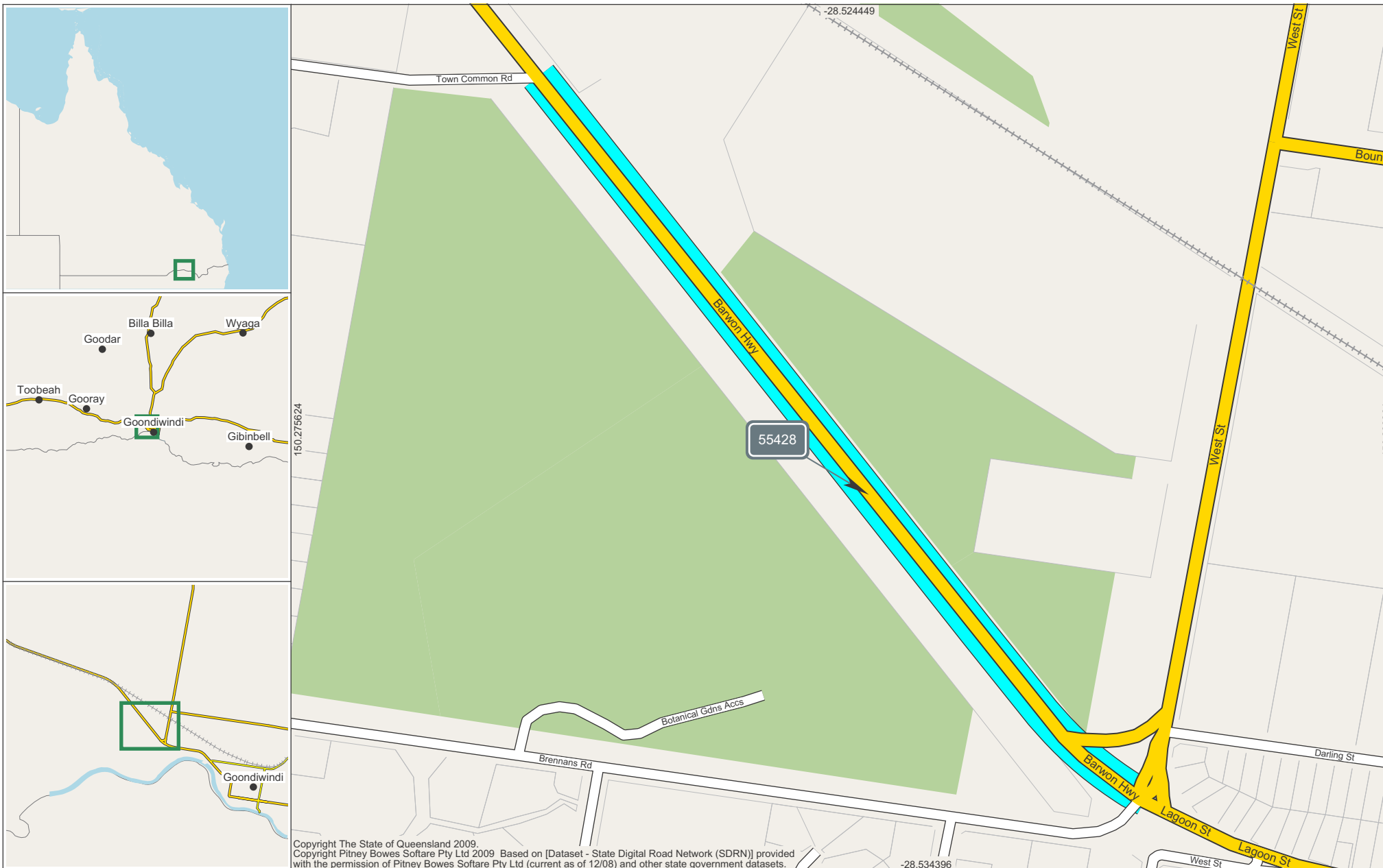
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

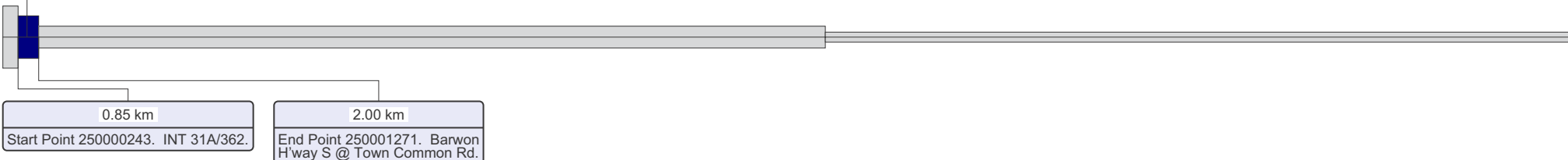
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 55428. Point 250002779.
Coverage Site - 600m East of Town
Common Rd (Opp Grain Storage).

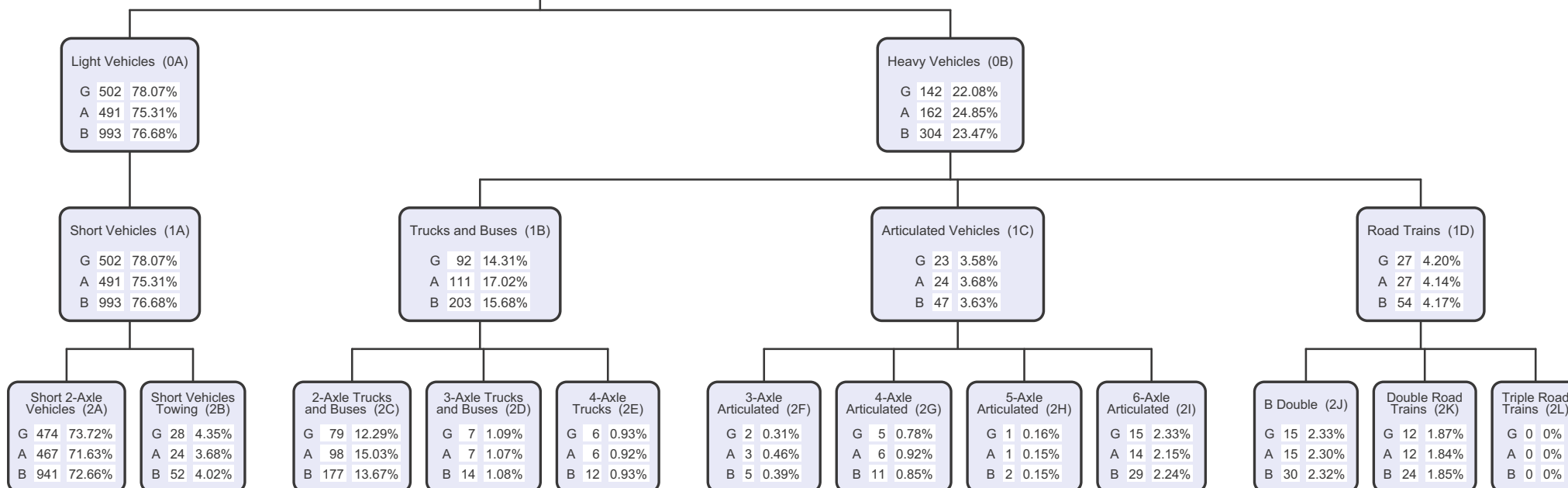
1.35 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	643	100%
A	652	100%
B	1,295	100%



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

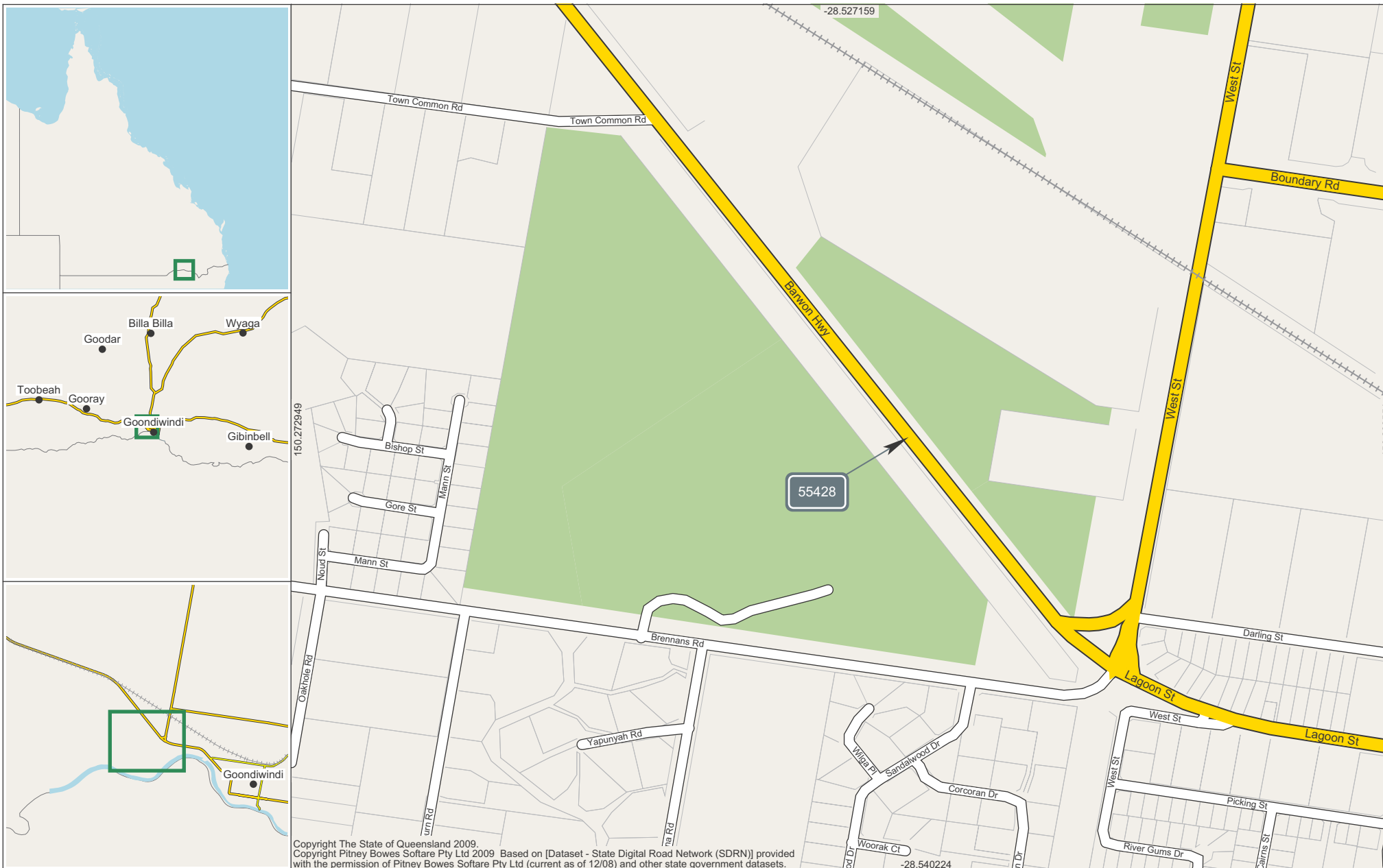
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

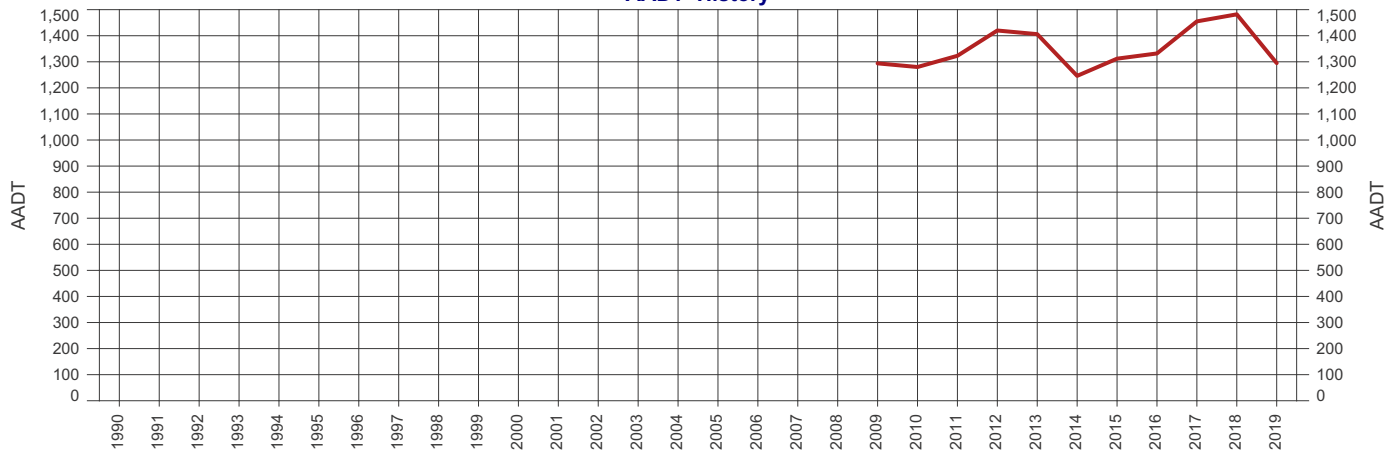
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 31A - BARWON HIGHWAY (GOONDIWINDI - TALWOOD)
Site 55428 - 31A-500m West of Goondi. West Conn Rd
Thru Dist 1.35
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,295
Avg Week Day 1,489
Avg Weekend Day 971
Growth last Year -12.62%
Growth last 5 Yrs -0.57%
Growth last 10 Yrs -0.39%

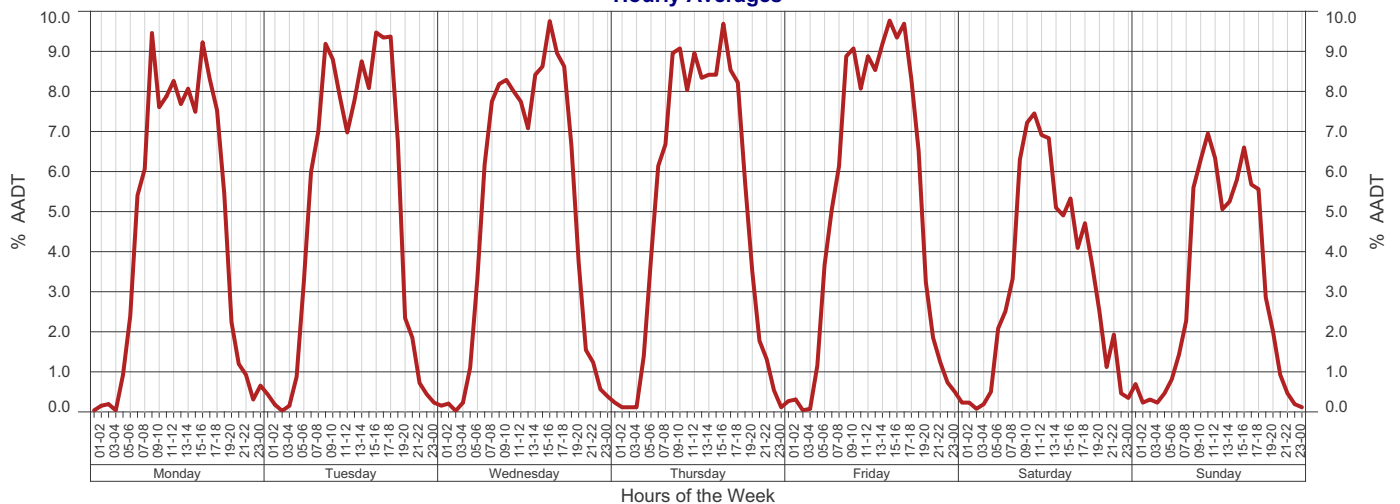
AADT History

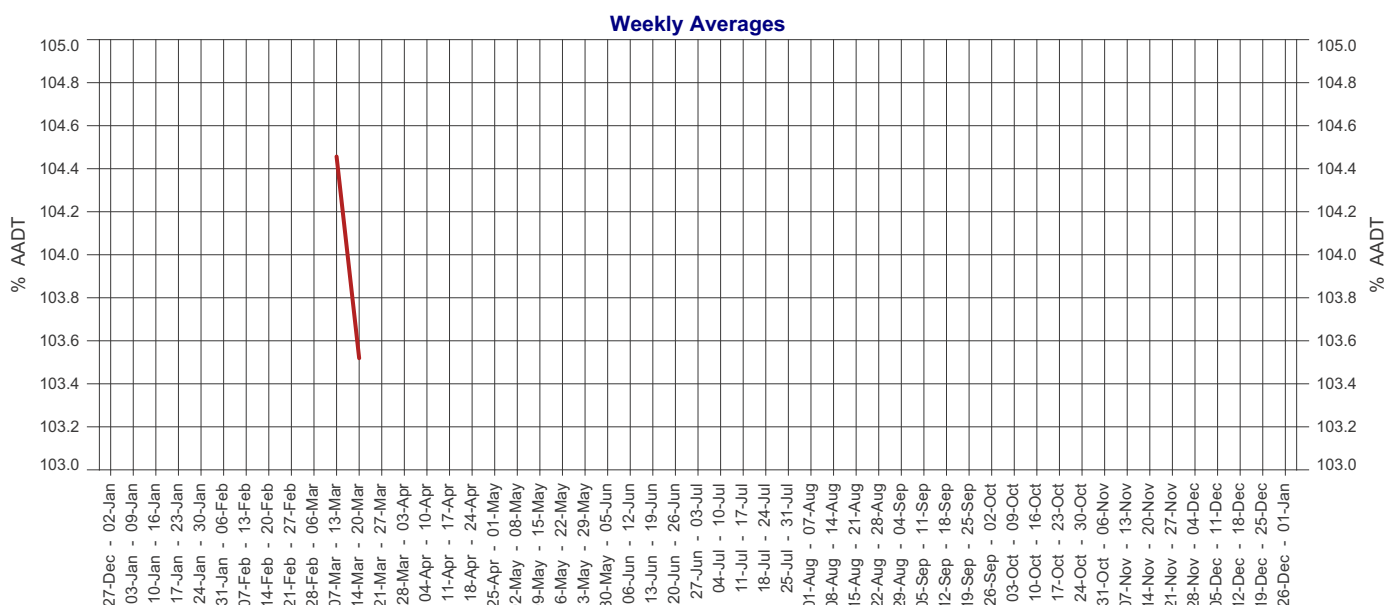
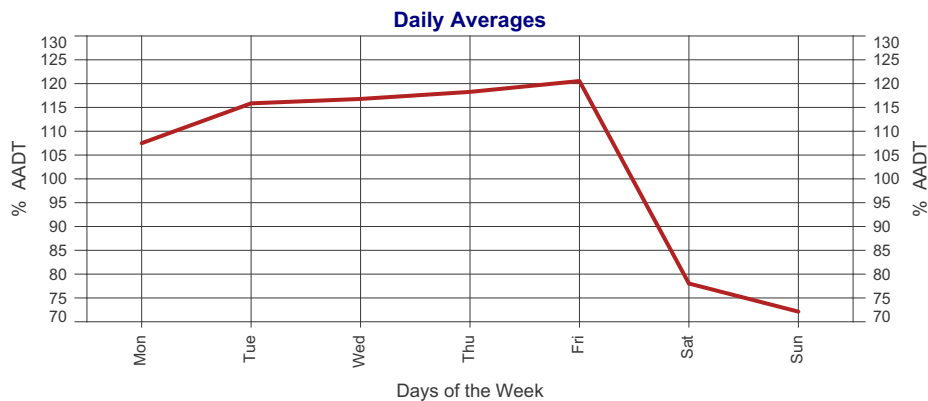


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,295	-12.62%	-0.57%	-0.39%
2018	1,482	1.86%	2.87%	
2017	1,455	9.23%	1.87%	
2016	1,332	1.52%	-0.43%	
2015	1,312	5.30%	-0.42%	
2014	1,246	-11.38%	-1.55%	
2013	1,406	-0.99%		
2012	1,420	7.33%		
2011	1,323	3.36%		
2010	1,280	-1.08%		
2009	1,294			
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28							March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							April M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							July M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31						
September M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29							October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							December M T W T F S S 30 31 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29						

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

Area 407 - North Coast District

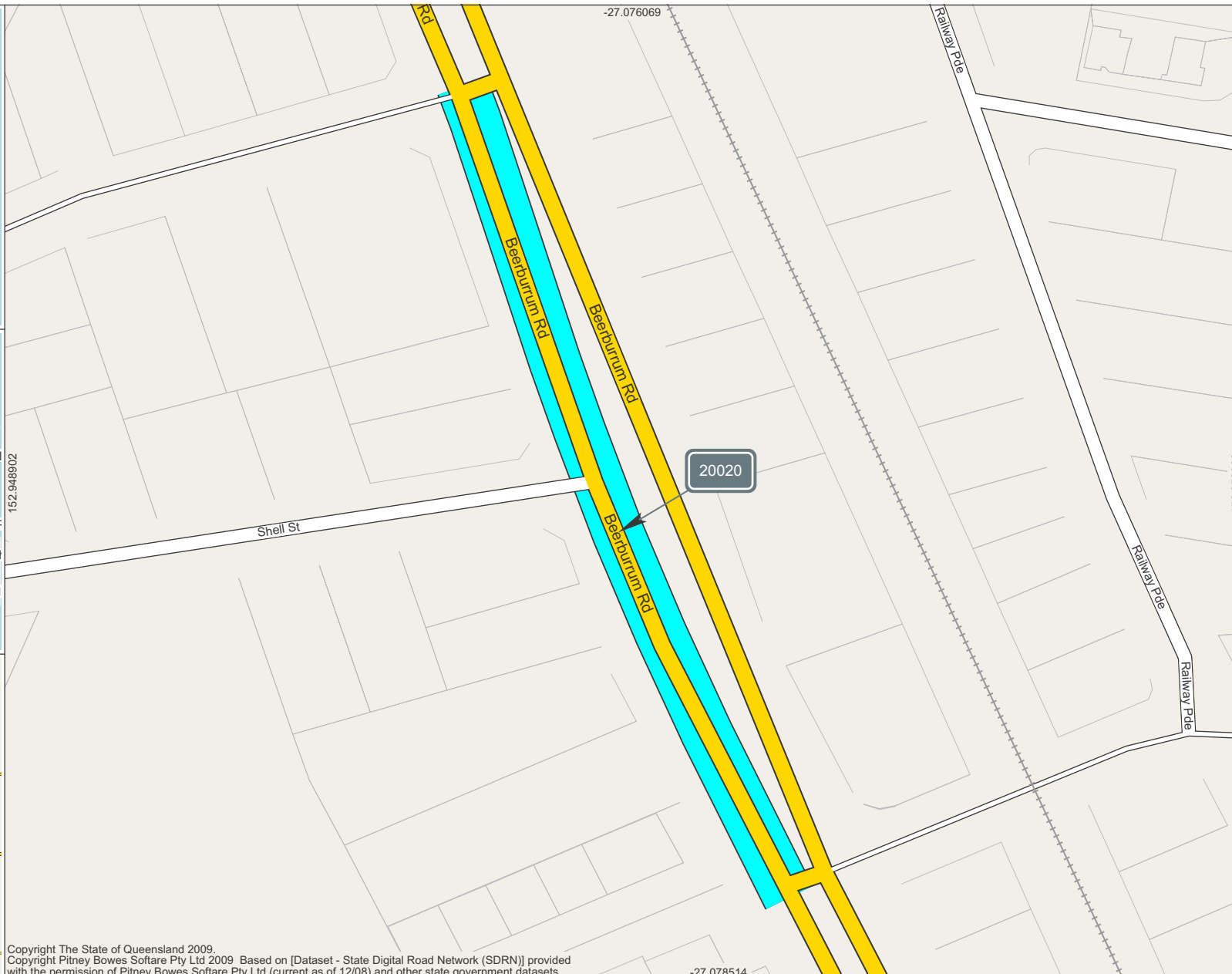
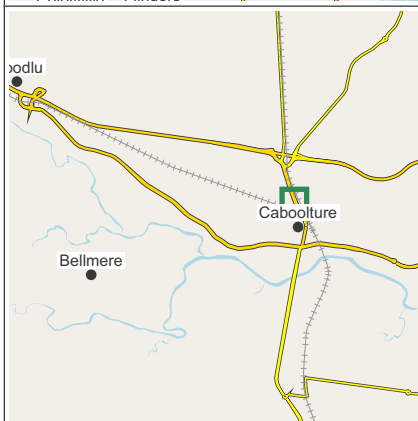
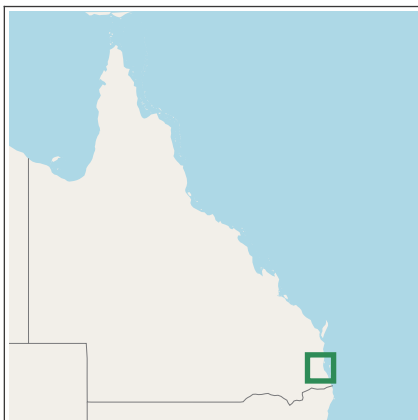
Road Section 127 - BEERBURRUM ROAD

Road Segment from 0.790km to 1.030km

Segment Site 20020

Traffic Year 2019

Data Collection Year 2019



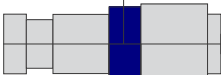
AADT Segment Report

Area 407 - North Coast District Road Section 127 - BEERBURRUM ROAD
 Road Segment from 0.790km to 1.030km Segment Site 20020 Traffic Year 2019 Data Collection Year 2019

Site 20020. Point 220000040.
Between McKean St & Henzell Rd.

0.90 km

The width of each Road Segment is proportional to its AADT.



0.79 km

Start Point 220000041. Rd 127-
Int McKean St/Shop Entry N/B.

1.03 km

End Point 220000042. Rd
127-Int Henzell Rd S/B.

All Vehicles (00)

G	8,811	100%
A	12,677	100%
B	21,488	100%

No Traffic Class data found.

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

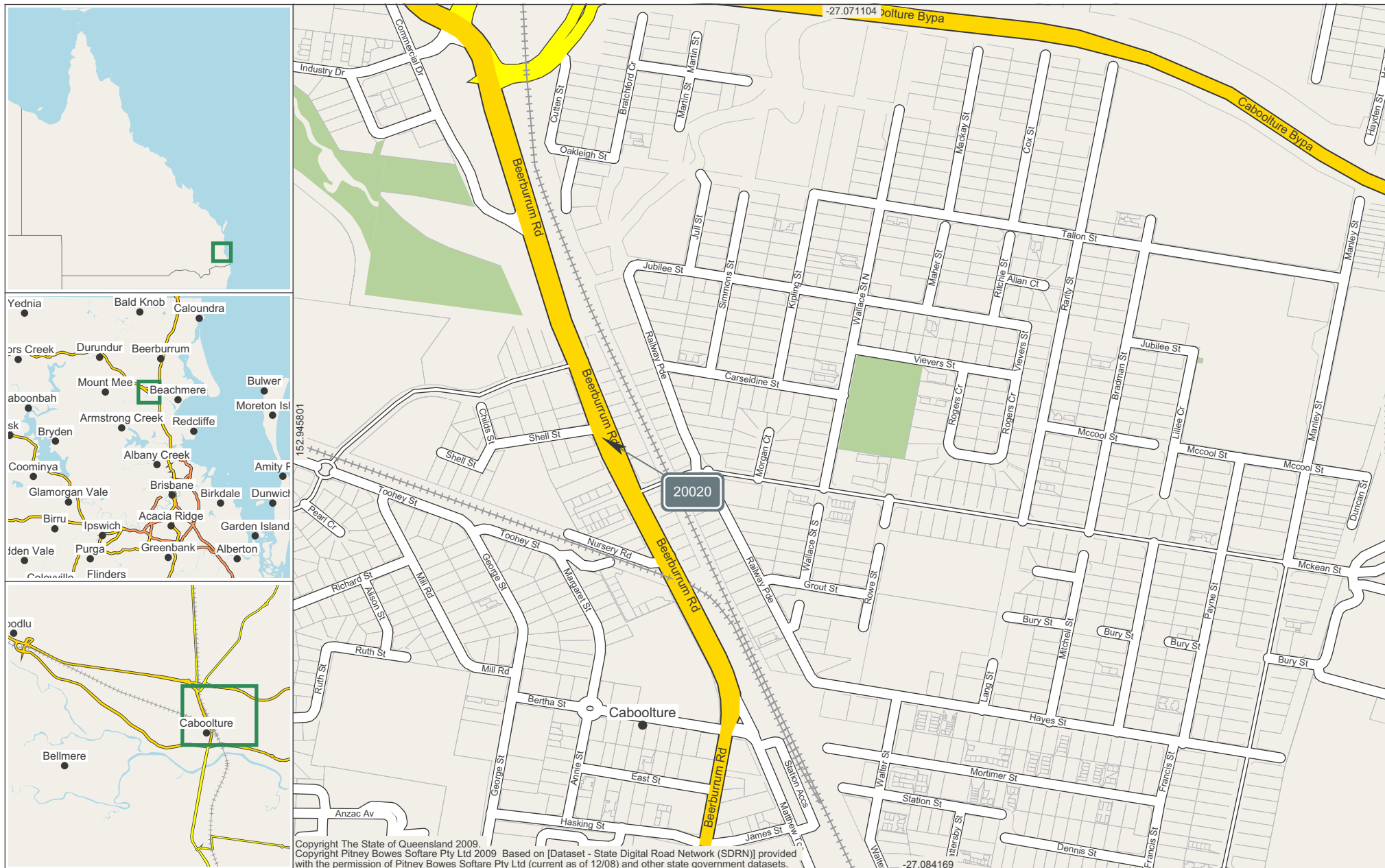
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

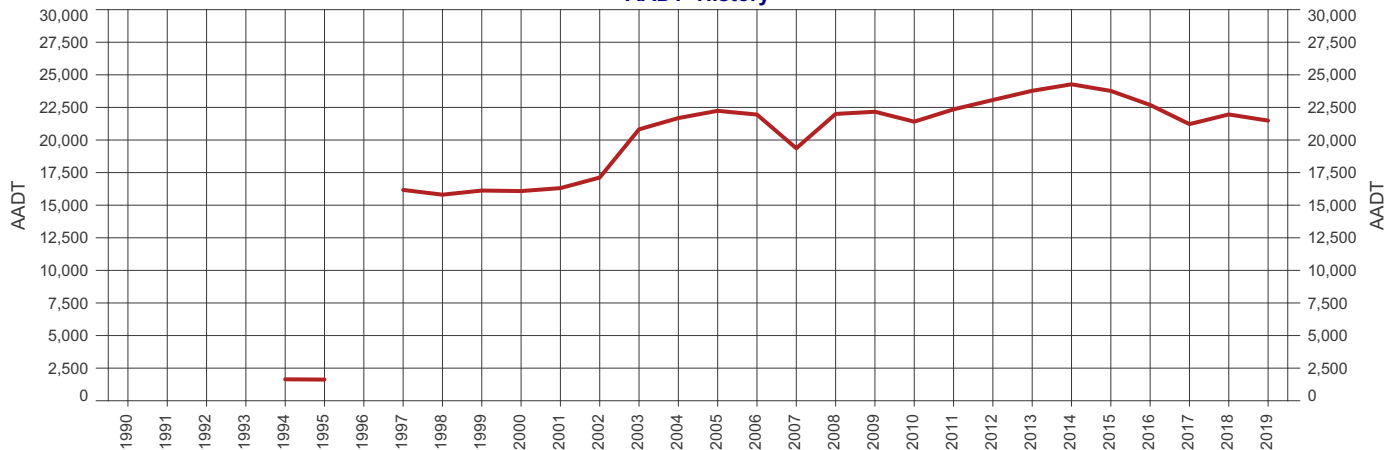
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 407 - North Coast District
Road Section 127 - BEERBURRUM ROAD
Site 20020 - 127 - Between McKean St & Henzell Rd
Thru Dist 0.9
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -2.16%
AADT 21,488 Growth last 5 Yrs -2.11%
Avg Week Day 22,132 Growth last 10 Yrs -0.74%
Avg Weekend Day 18,909

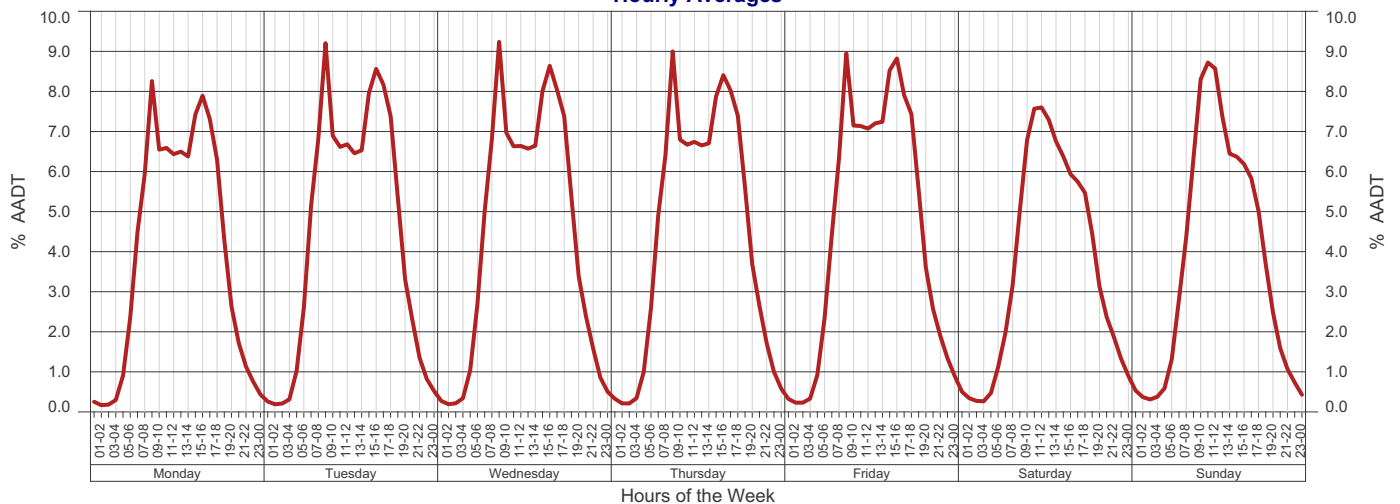
AADT History

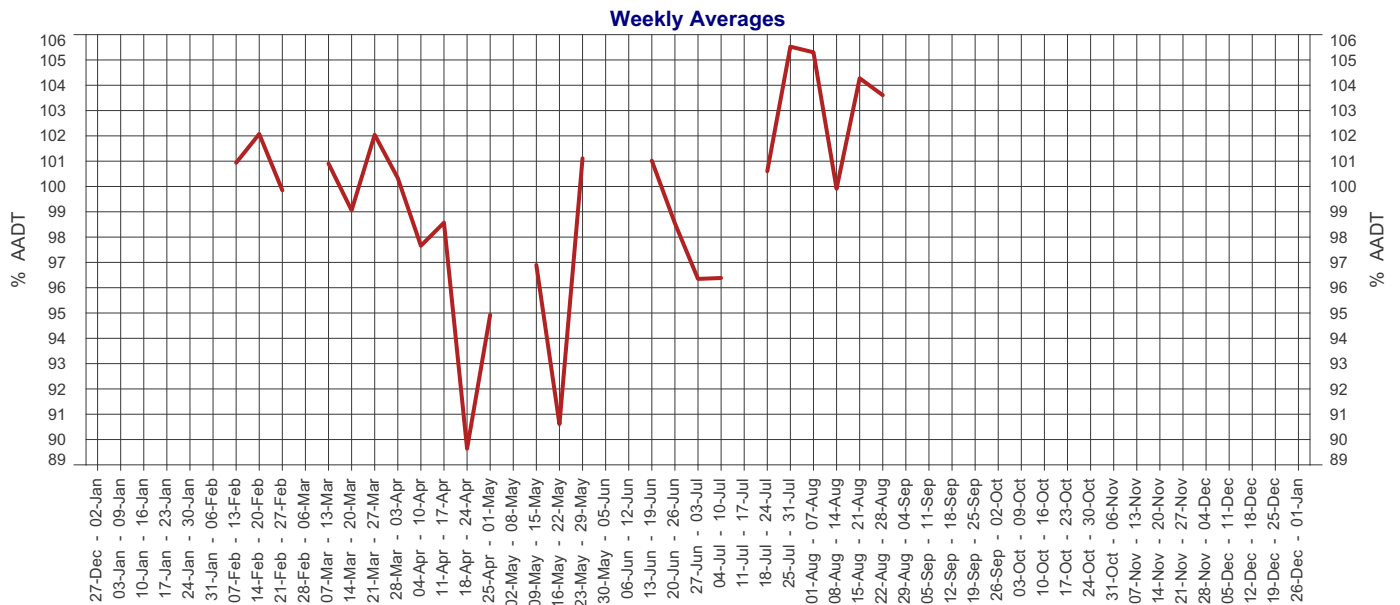
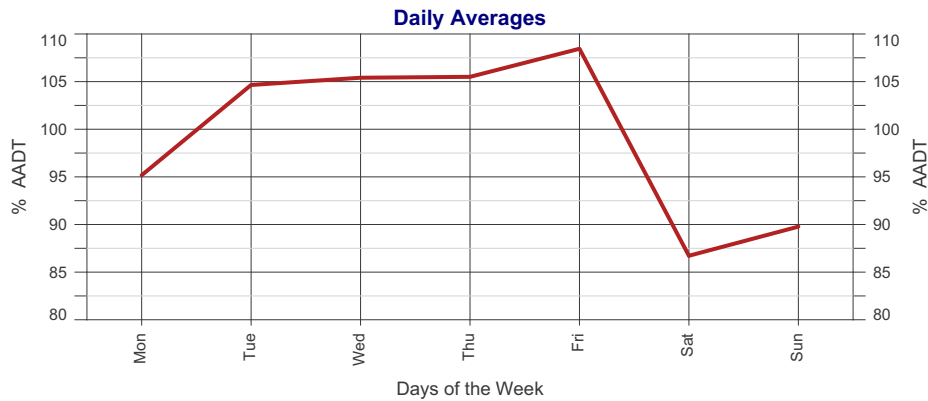


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	21,488	-2.16%	-2.11%	-0.74%
2018	21,962	3.50%	-1.92%	-0.36%
2017	21,219	-6.48%	-2.82%	-0.44%
2016	22,690	-4.52%	-0.57%	0.57%
2015	23,765	-2.09%	1.53%	1.26%
2014	24,272	2.09%	2.44%	1.63%
2013	23,776	3.05%	2.09%	1.47%
2012	23,072	3.23%	2.52%	1.66%
2011	22,351	4.40%	1.41%	1.87%
2010	21,409	-3.42%	-0.14%	1.87%
2009	22,168	0.76%	0.74%	2.93%
2008	22,000	13.60%	0.79%	3.34%
2007	19,367	-11.77%	-0.75%	1.84%
2006	21,951	-1.30%	4.94%	
2005	22,239	2.56%	7.16%	12.89%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	21,684	4.16%	7.63%	19.48%
2003	20,818	21.59%	7.26%	
2002	17,121	4.98%	1.76%	
2001	16,309	1.41%		
2000	16,083	-0.25%	34.25%	
1999	16,124	2.01%	56.56%	
1998	15,806	-2.25%		
1997	16,170			
1996				
1995	1,622	-1.28%		
1994	1,643			
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

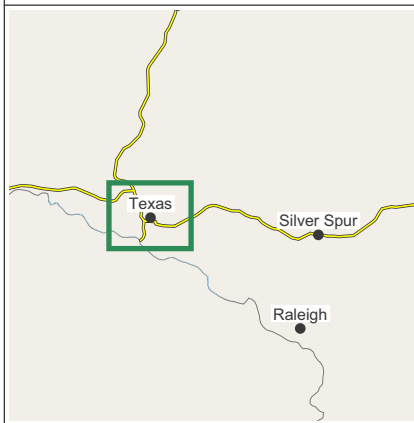
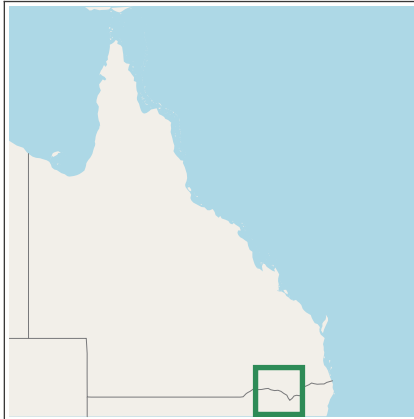
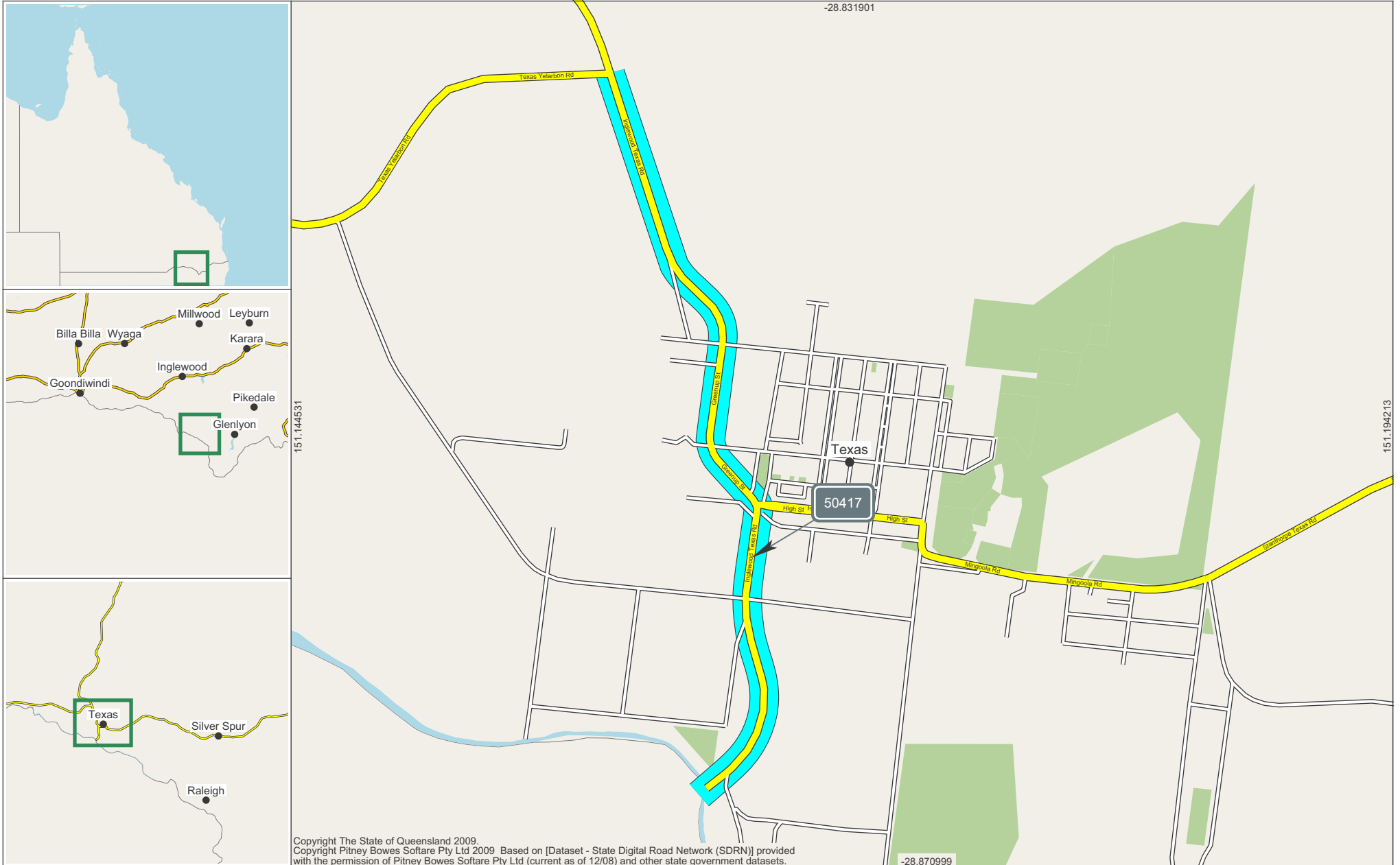
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

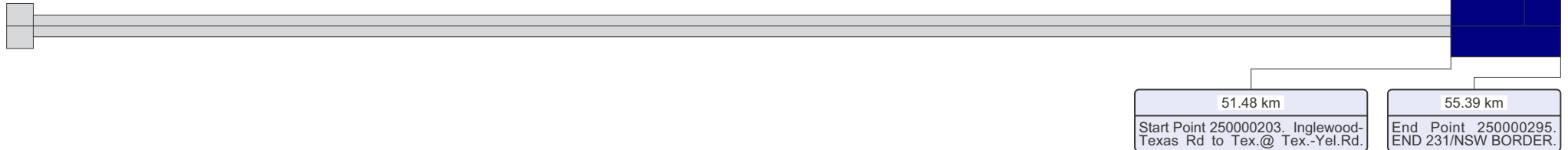
Area 402 - Darling Downs District Road Section 231 - INGLEWOOD - TEXAS ROAD
 Road Segment from 51.480km to 55.390km Segment Site 50417 Traffic Year 2019 Data Collection Year 2019



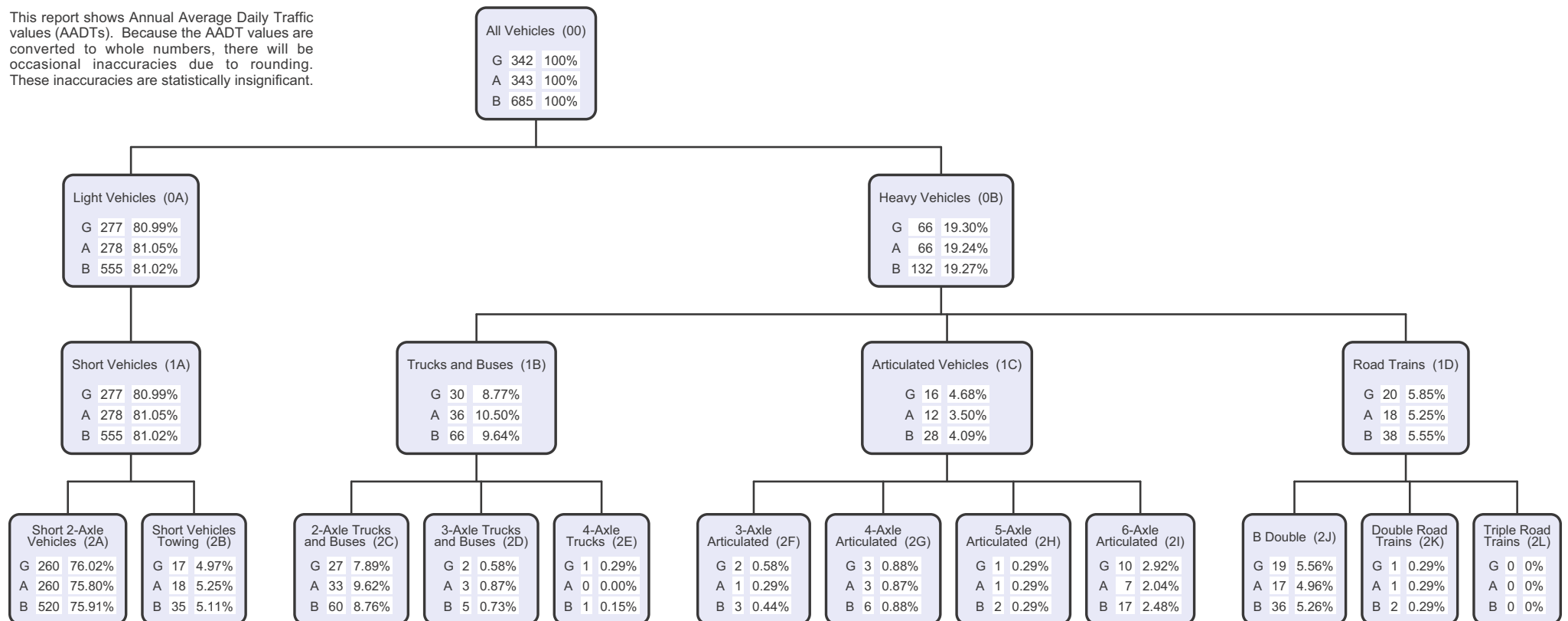
Site 50417. Point 250000294. Temp
Perm Site No 50417 - Southern End
of Texas Lagoon Bridge.

54.10 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

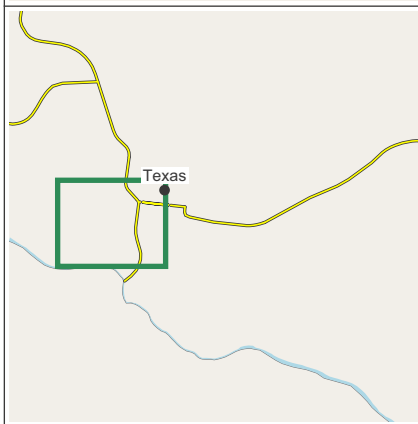
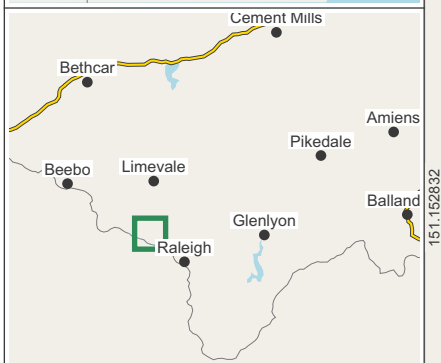
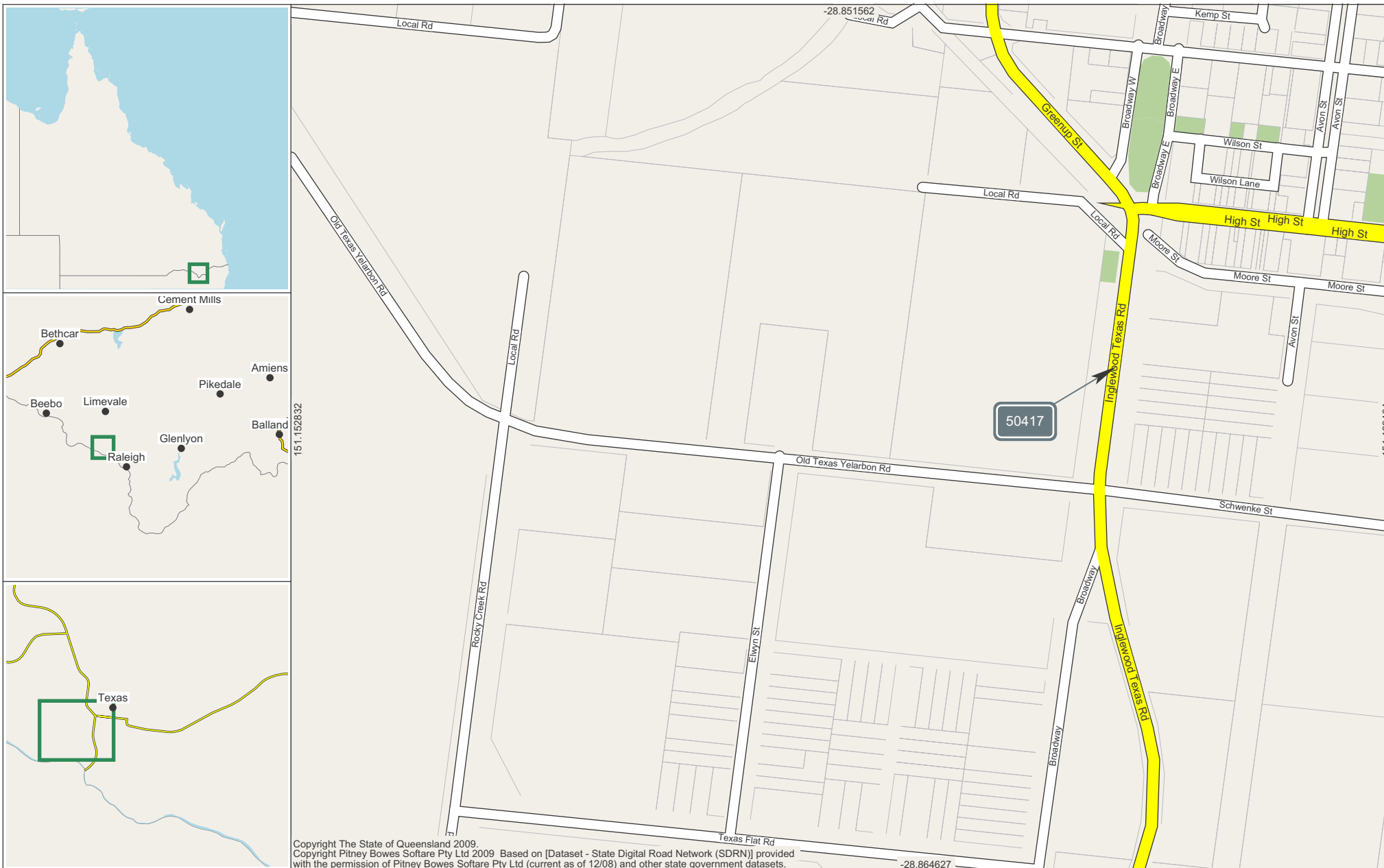
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

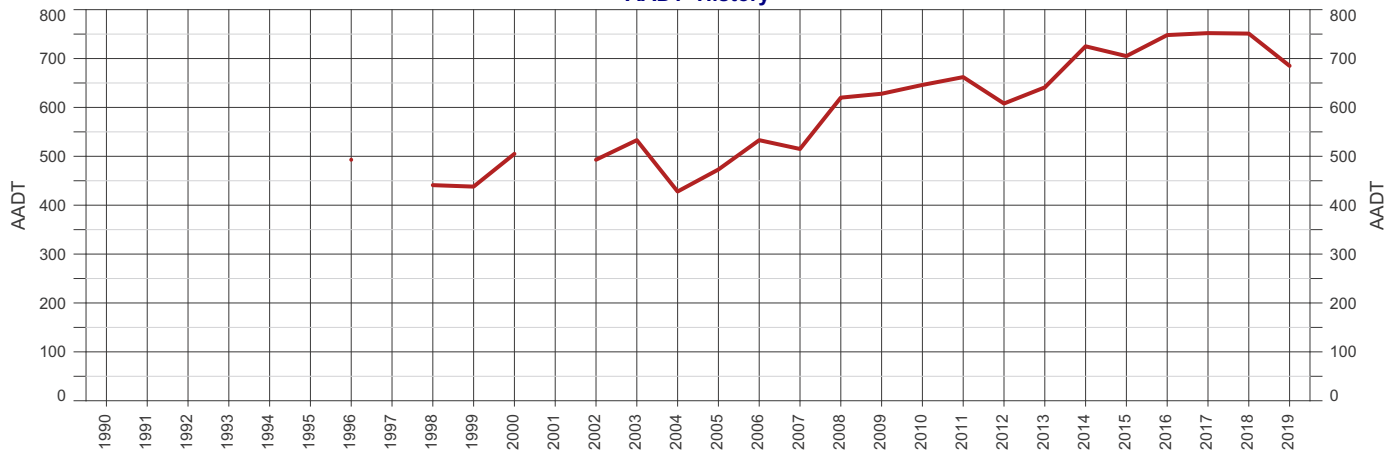
Area 402 - Darling Downs District Road Section 231 - INGLEWOOD - TEXAS ROAD
 Site 50417 - 231-20m South of Texas Lagoon Bridge TDist 54.100km Speed Limit 60



Area 402 - Darling Downs District
Road Section 231 - INGLEWOOD - TEXAS ROAD
Site 50417 - 231-20m South of Texas Lagoon Bridge
Thru Dist 54.1
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 685
Avg Week Day 705
Avg Weekend Day 602
Growth last Year -8.79%
Growth last 5 Yrs -1.70%
Growth last 10 Yrs 0.51%

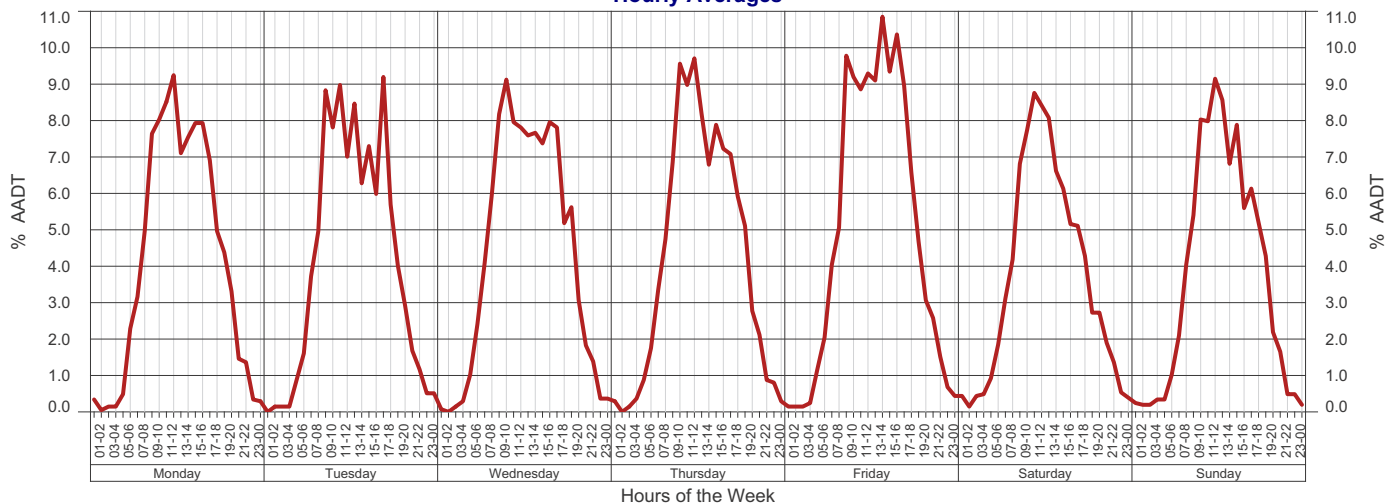
AADT History

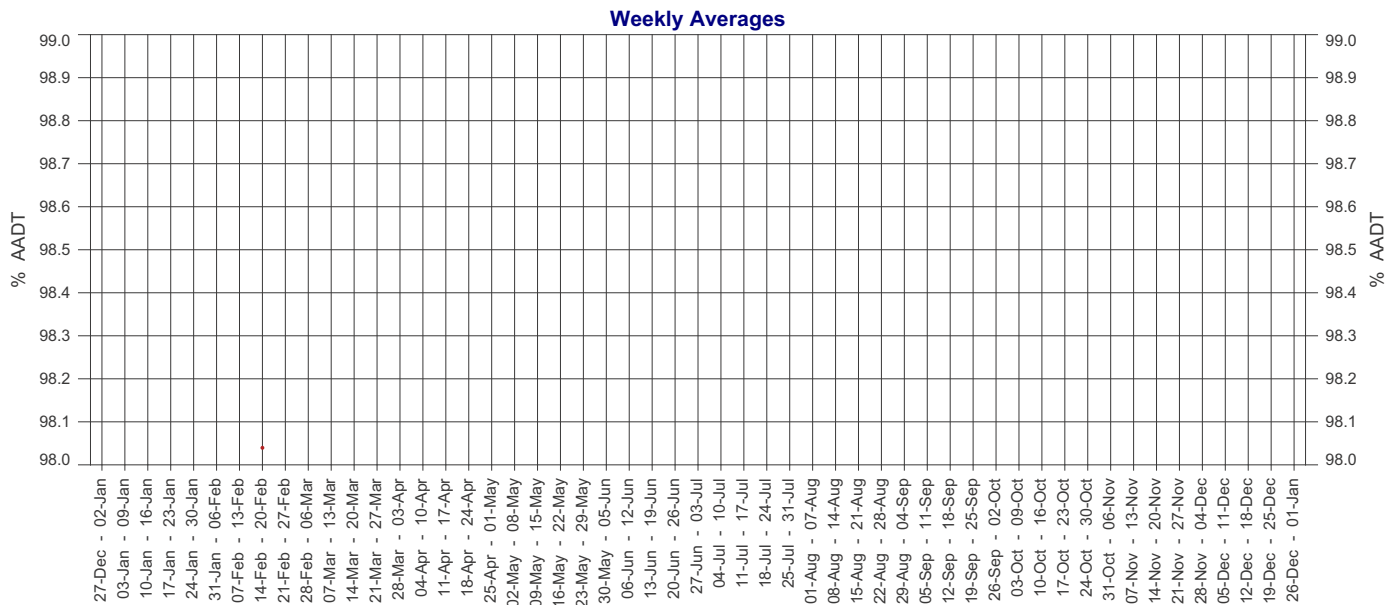
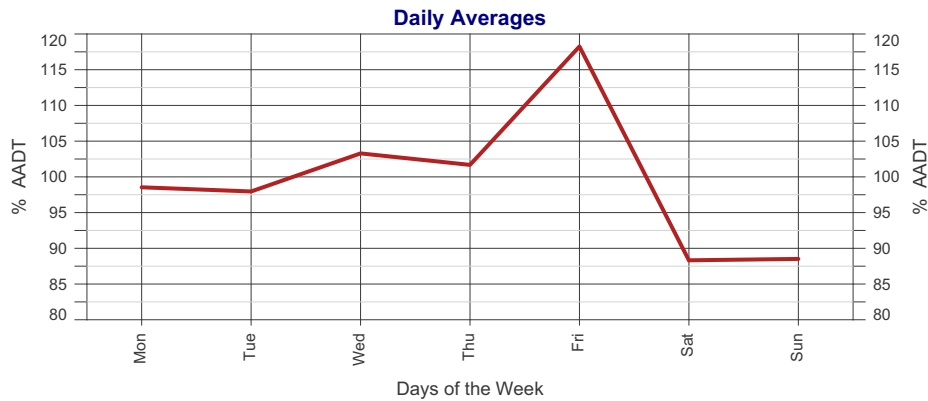


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	685	-8.79%	-1.70%	0.51%
2018	751	-0.13%	2.07%	2.10%
2017	752	0.53%	3.60%	2.83%
2016	748	6.10%	3.75%	3.27%
2015	705	-2.76%	2.38%	3.14%
2014	725	13.10%	3.57%	4.47%
2013	641	5.43%	0.39%	2.83%
2012	608	-8.16%	0.82%	2.39%
2011	662	2.48%	4.49%	
2010	646	2.87%	5.83%	3.88%
2009	628	1.29%	7.45%	3.87%
2008	620	20.39%	6.64%	3.97%
2007	515	-3.38%	1.41%	
2006	533	12.68%		1.76%
2005	473	10.51%	-1.50%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	428	-19.70%	-2.74%	
2003	533	8.11%	3.94%	
2002	493			
2001				
2000	505	15.30%		
1999	438	-0.68%		
1998	441			
1997				
1996	493			
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

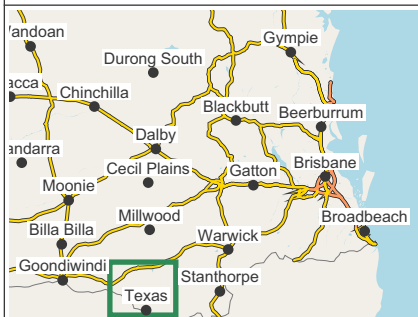
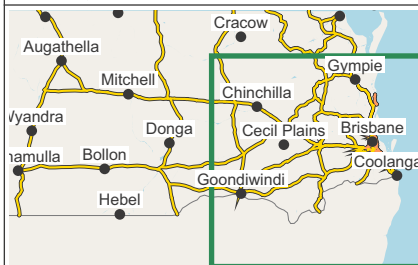
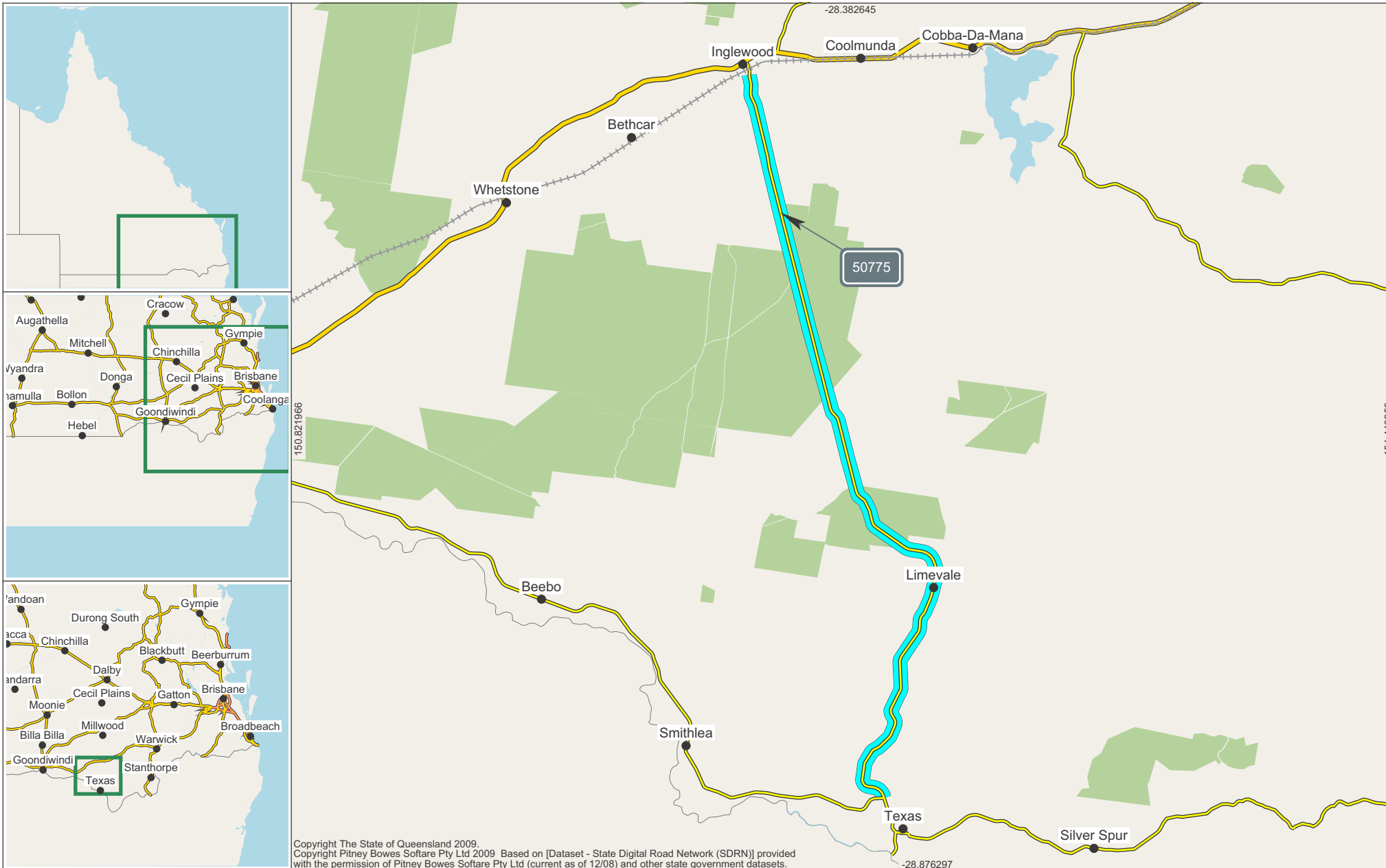
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

Area 402 - Darling Downs District Road Section 231 - INGLEWOOD - TEXAS ROAD
 Road Segment from 0.950km to 51.480km Segment Site 50775 Traffic Year 2019 Data Collection Year 2019



Site 50775. Point 250000474. Coverage
Site - Approx 10km South of Inglewood.

9.83 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	122	100%
A	118	100%
B	240	100%

Light Vehicles (0A)		
G	91	74.59%
A	76	64.41%
B	167	69.58%

Heavy Vehicles (0B)		
G	30	24.59%
A	42	35.59%
B	72	30.00%

Short Vehicles (1A)		
G	91	74.59%
A	76	64.41%
B	167	69.58%

Trucks and Buses (1B)		
G	8	6.56%
A	21	17.80%
B	29	12.08%

Articulated Vehicles (1C)		
G	7	5.74%
A	8	6.78%
B	15	6.25%

Road Trains (1D)		
G	15	12.30%
A	13	11.02%
B	28	11.67%

Short 2-Axle Vehicles (2A)		
G	81	66.39%
A	69	58.47%
B	150	62.50%

Short Vehicles Towing (2B)		
G	10	8.20%
A	7	5.93%
B	17	7.08%

2-Axle Trucks and Buses (2C)		
G	6	4.92%
A	19	16.10%
B	25	10.42%

3-Axle Trucks and Buses (2D)		
G	2	1.64%
A	2	1.69%
B	4	1.67%

4-Axle Trucks (2E)		
G	0	0%
A	0	0%
B	0	0%

3-Axle Articulated (2F)		
G	0	0.00%
A	1	0.85%
B	1	0.42%

4-Axle Articulated (2G)		
G	1	0.82%
A	2	1.69%
B	3	1.25%

5-Axle Articulated (2H)		
G	1	0.82%
A	1	0.85%
B	2	0.83%

6-Axle Articulated (2I)		
G	5	4.10%
A	4	3.39%
B	9	3.75%

B Double (2J)		
G	15	12.30%
A	13	11.02%
B	28	11.67%

Double Road Trains (2K)		
G	0	0%
A	0	0%
B	0	0%

Triple Road Trains (2L)		
G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

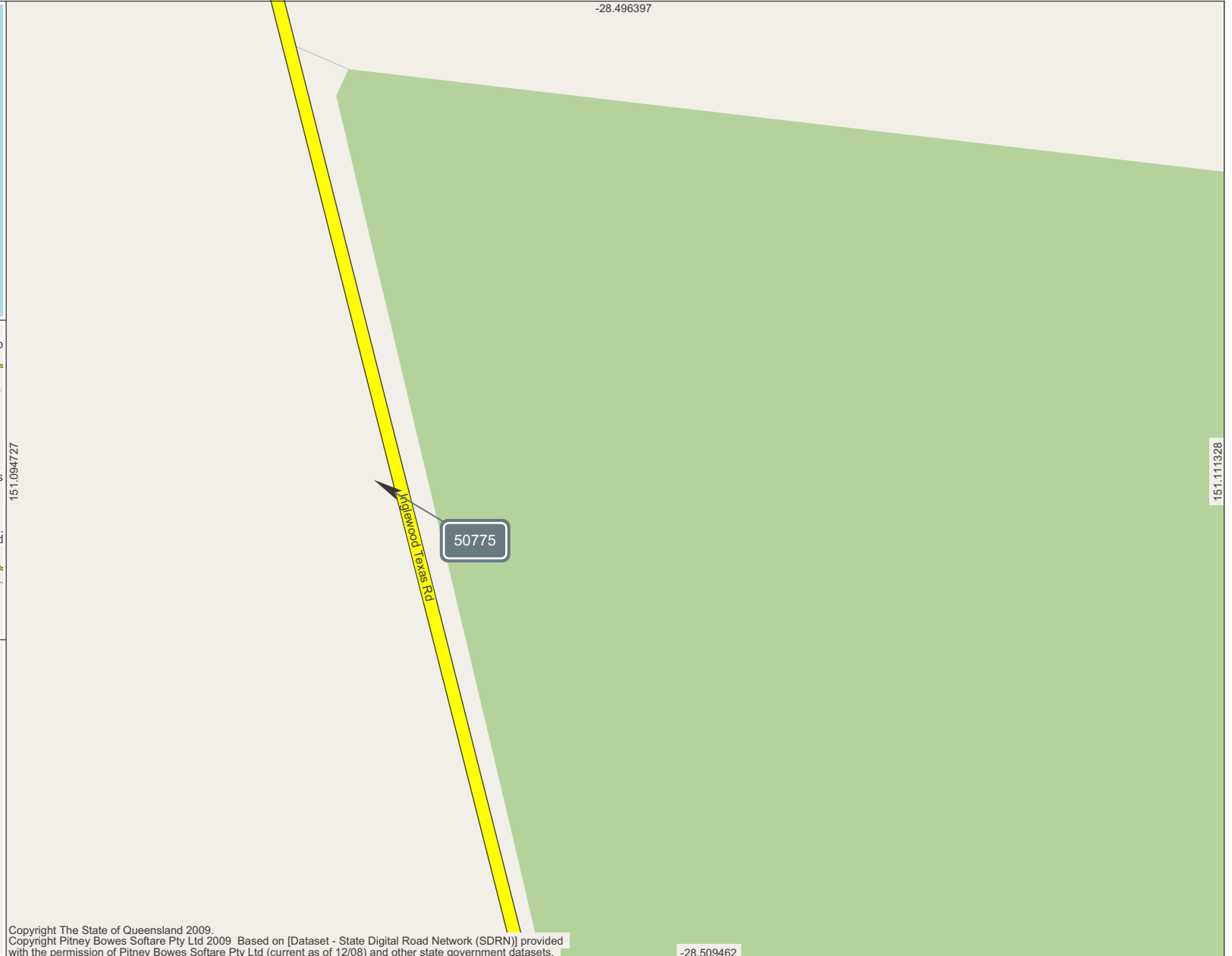
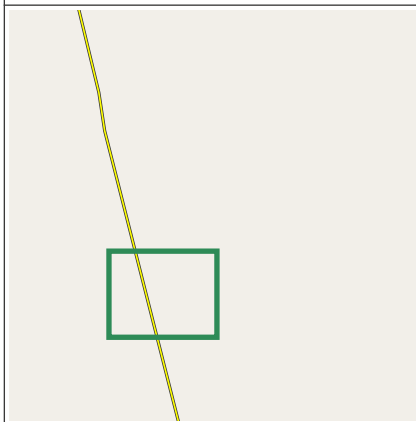
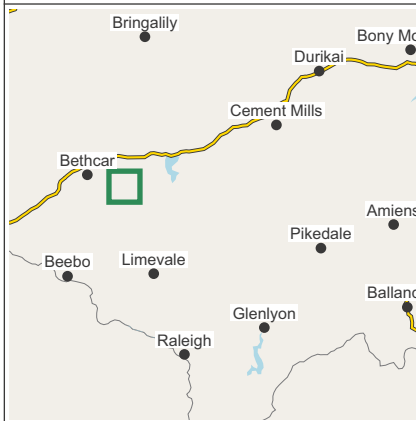
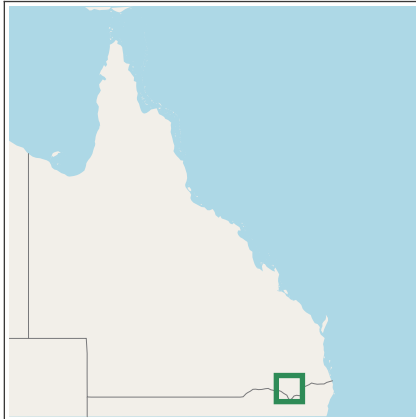
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

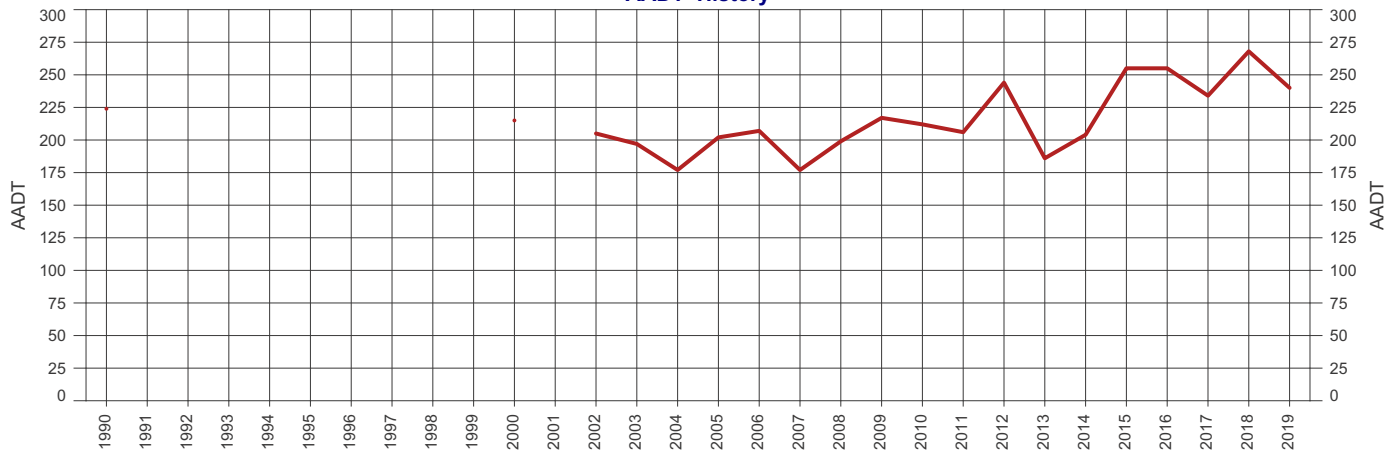
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 231 - INGLEWOOD - TEXAS ROAD
Site 50775 - 231-9.32km South Railway Xing Inglewood
Thru Dist 9.83
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 240
Avg Week Day 271
Avg Weekend Day 172
Growth last Year -10.45%
Growth last 5 Yrs 0.60%
Growth last 10 Yrs 1.33%

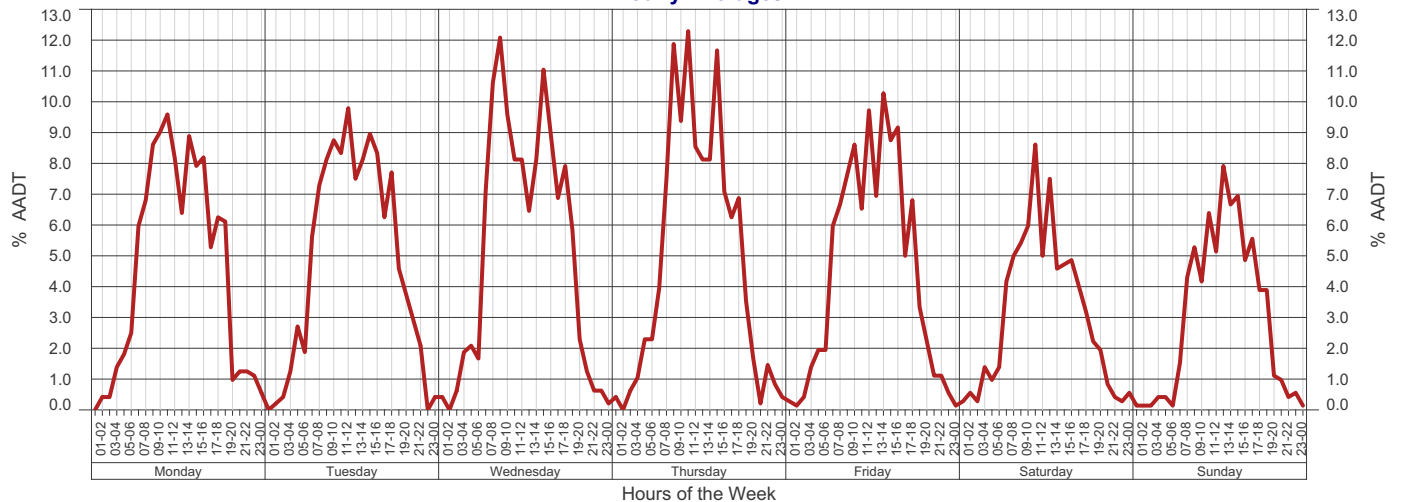
AADT History

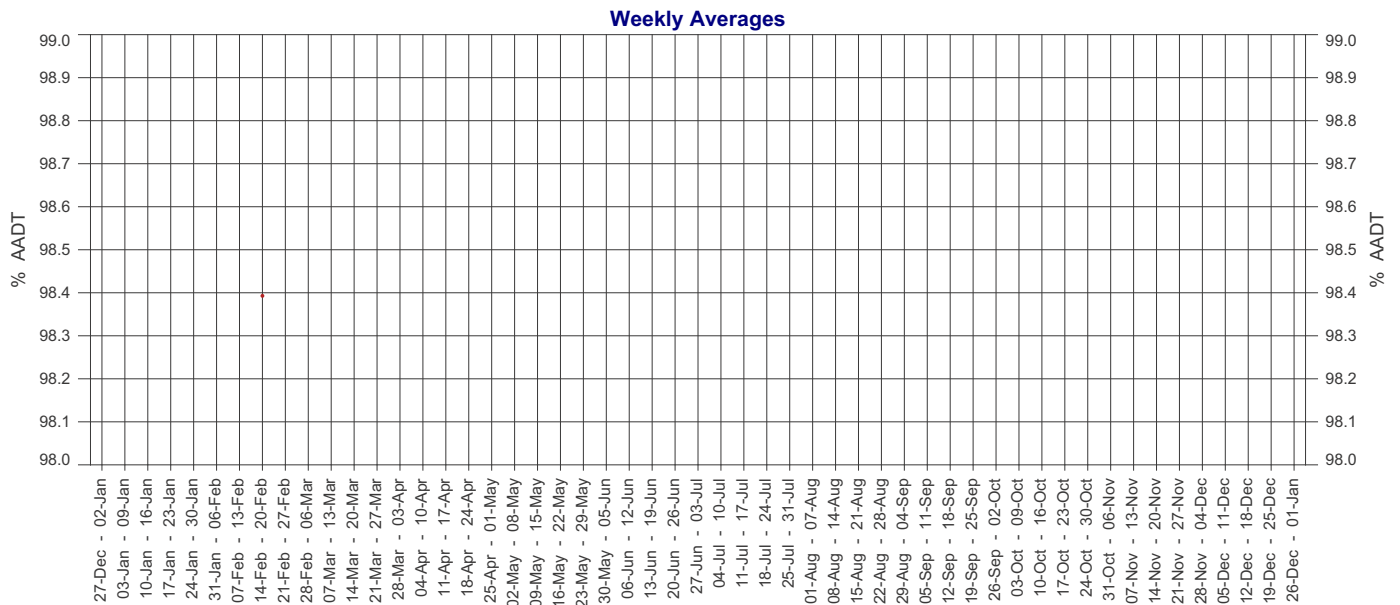
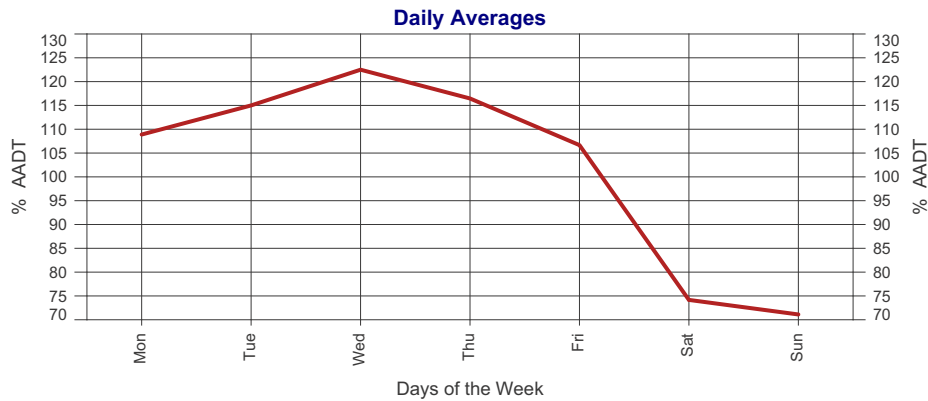


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	240	-10.45%	0.60%	1.33%
2018	268	14.53%	6.19%	3.29%
2017	234	-8.24%	1.58%	1.88%
2016	255	0.00%	4.91%	3.23%
2015	255	25.00%	5.15%	3.33%
2014	204	9.68%	-1.37%	0.46%
2013	186	-23.77%	-3.26%	-0.79%
2012	244	18.45%	6.03%	3.10%
2011	206	-2.83%	1.01%	
2010	212	-2.30%	1.80%	0.89%
2009	217	9.05%	3.59%	
2008	199	12.43%	0.94%	
2007	177	-14.49%	-2.84%	
2006	207	2.48%		
2005	202	14.12%	-0.44%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	177	-10.15%		
2003	197	-3.90%		
2002	205			
2001				
2000	215			-0.41%
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990	224			

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

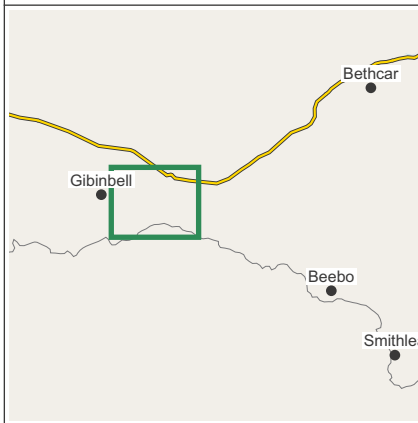
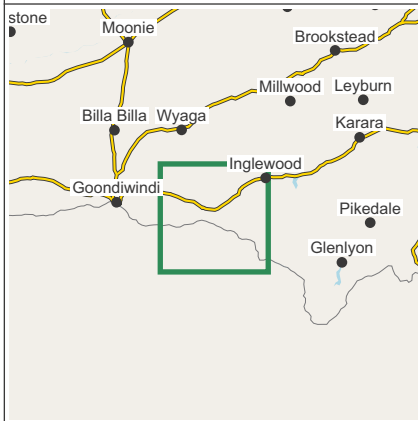
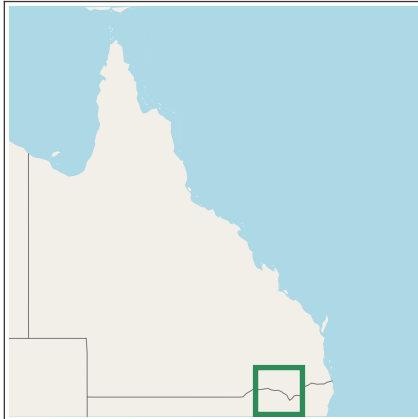
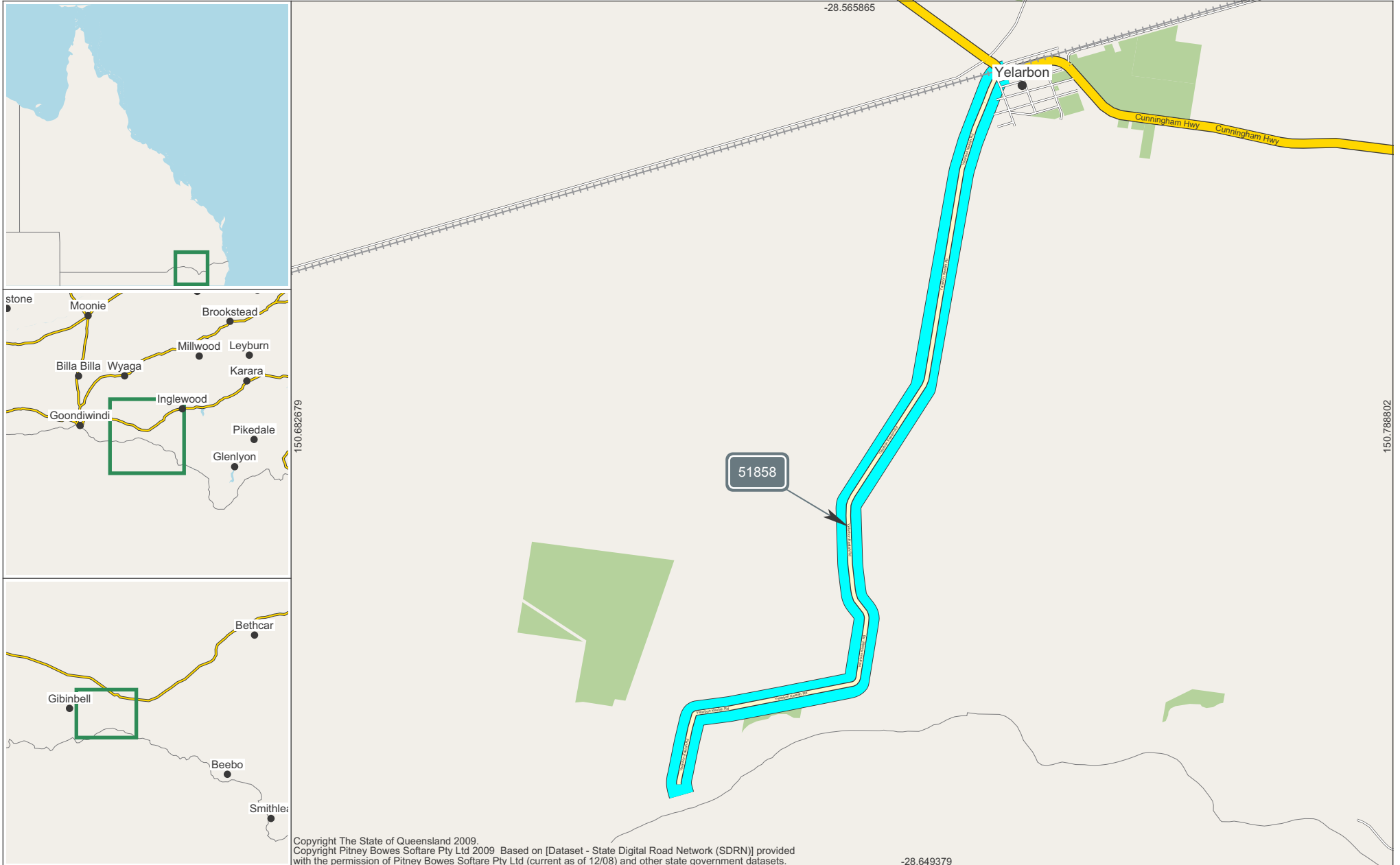
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 51858. Point 250000695. CS
51858 - Approx 5km South of Yelarbon.

5.14 km

The width of each Road Segment is proportional to its AADT.



0.00 km

Start Point 250000236. Yelarbon
- Keetah Rd @ C'ham Hwy.

9.26 km

End Point 250000696. END - NSW Border.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	84	100%
A	84	100%
B	168	100%

Light Vehicles (0A)

G	59	70.24%
A	58	69.05%
B	117	69.64%

Heavy Vehicles (0B)

G	26	30.95%
A	25	29.76%
B	51	30.36%

Short Vehicles (1A)

G	59	70.24%
A	58	69.05%
B	117	69.64%

Trucks and Buses (1B)

G	15	17.86%
A	16	19.05%
B	31	18.45%

Articulated Vehicles (1C)

G	6	7.14%
A	6	7.14%
B	12	7.14%

Road Trains (1D)

G	5	5.95%
A	3	3.57%
B	8	4.76%

Short 2-Axle
Vehicles (2A)

G	54	64.29%
A	54	64.29%
B	108	64.29%

Short Vehicles
Towing (2B)

G	5	5.95%
A	4	4.76%
B	9	5.36%

2-Axle Trucks
and Buses (2C)

G	14	16.67%
A	15	17.86%
B	29	17.26%

3-Axle Trucks
and Buses (2D)

G	1	1.19%
A	1	1.19%
B	2	1.19%

4-Axle
Trucks (2E)

G	0	0%
A	0	0%
B	0	0%

3-Axle
Articulated (2F)

G	1	1.19%
A	1	1.19%
B	2	1.19%

4-Axle
Articulated (2G)

G	1	1.19%
A	2	2.38%
B	3	1.79%

5-Axle
Articulated (2H)

G	1	1.19%
A	0	0.00%
B	1	0.60%

6-Axle
Articulated (2I)

G	3	3.57%
A	3	3.57%
B	6	3.57%

B Double (2J)

G	5	5.95%
A	3	3.57%
B	8	4.76%

Double Road
Trains (2K)

G	0	0%
A	0	0%
B	0	0%

Triple Road
Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

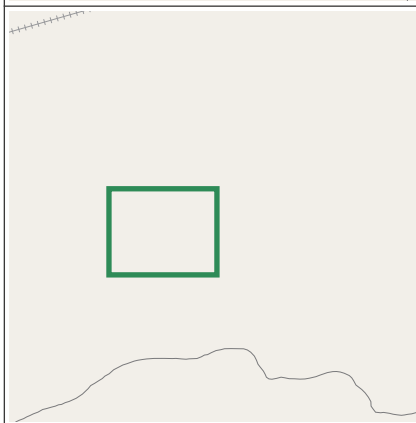
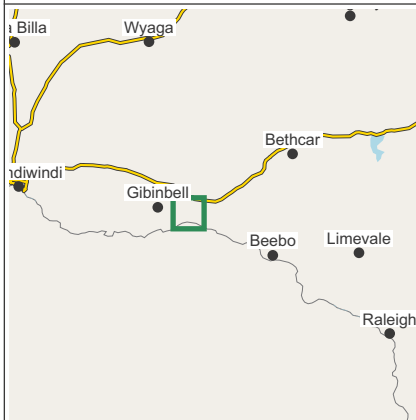
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

25-Aug-2020 17:02

Area 402 - Darling Downs District Road Section 241 - YELARBON - KEETAH ROAD
Site 51858 - 241-5.2km South of Cunningham Hwy 17D TDist 5.140km Speed Limit 100

Page 1 of 3 (4 of 7)



Area 402 - Darling Downs District
Road Section 241 - YELARBON - KEETAH ROAD
Site 51858 - 241-5.2km South of Cunningham Hwy 17D
Thru Dist 5.14
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 168
Avg Week Day 157
Avg Weekend Day 129
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs 6.02%

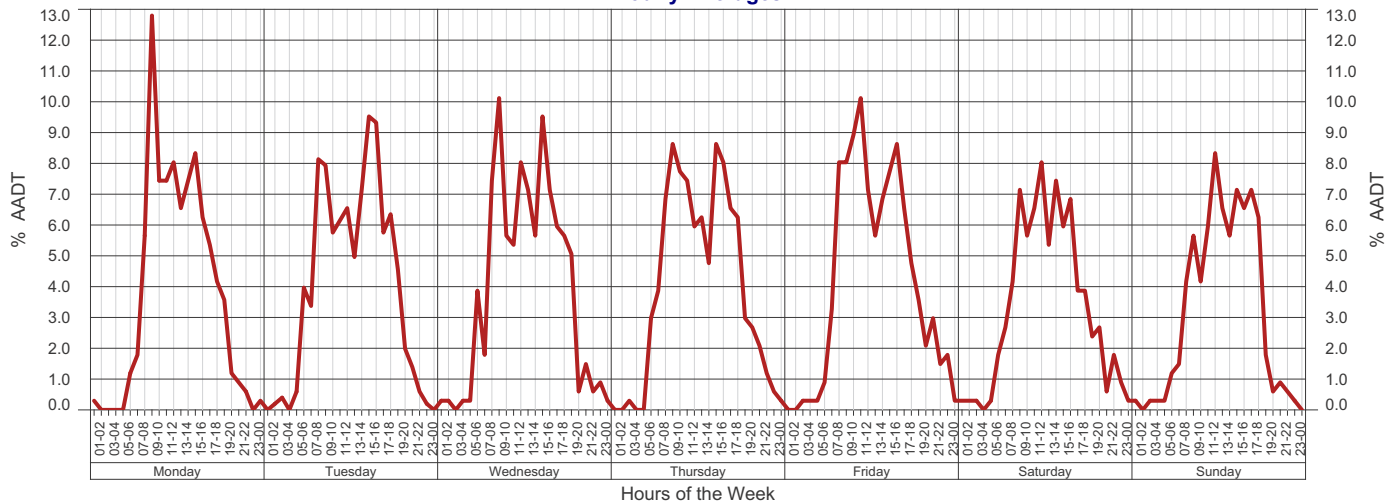
AADT History

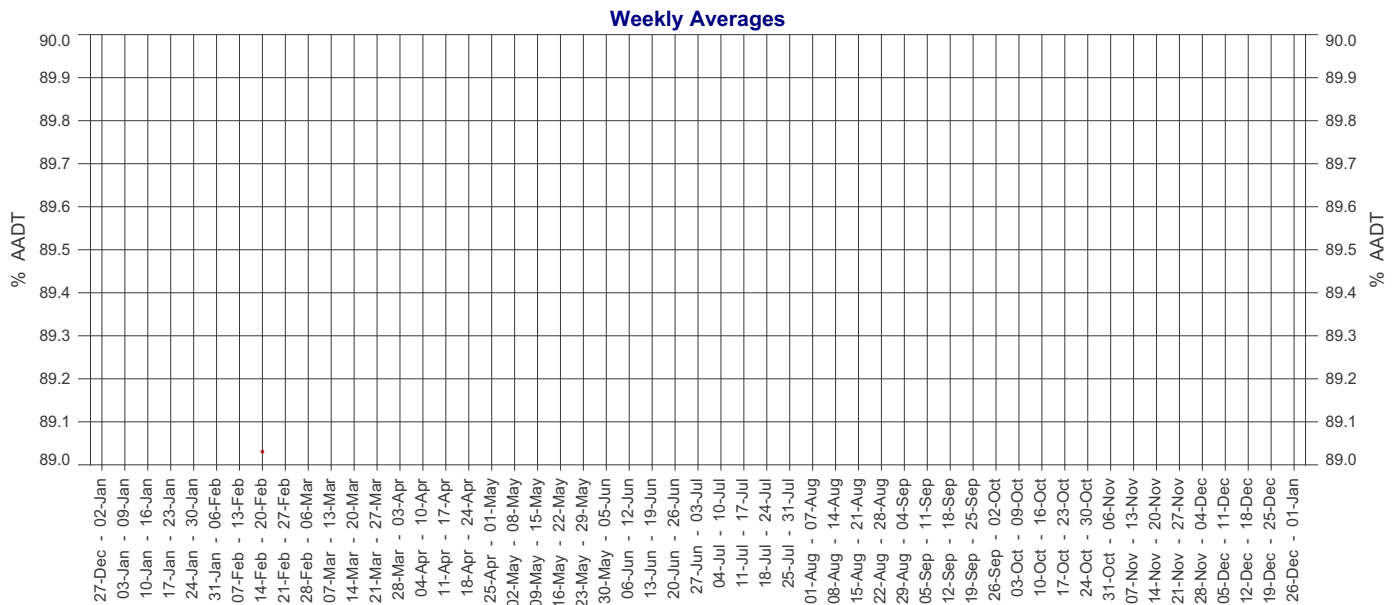
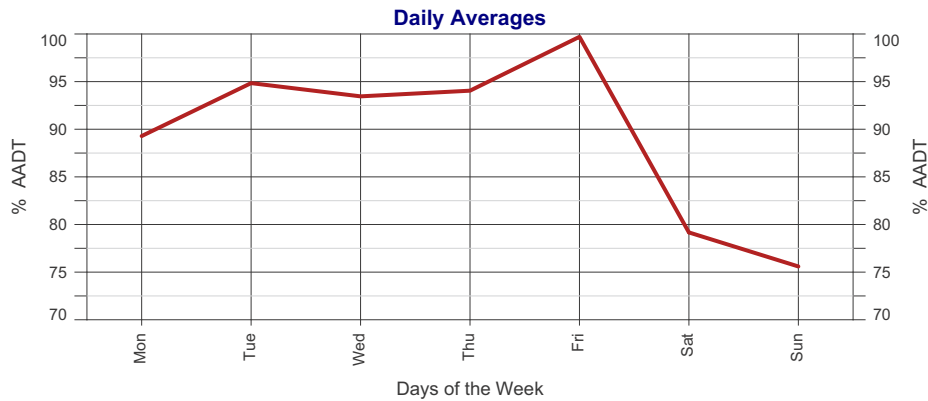


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	168			6.02%
2018				
2017	133			3.52%
2016				
2015	108		-0.06%	1.04%
2014				
2013	96			-1.82%
2012				
2011	99	-18.85%	-0.23%	
2010	122	18.45%	6.11%	1.77%
2009	103		-0.56%	-0.69%
2008				
2007	97	0.00%	-3.62%	
2006	97	2.11%		
2005	95	-23.39%	-4.24%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	124	-6.06%	3.82%	
2003	132	33.33%		
2002	99			
2001				
2000	108	1.89%		
1999	106			
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28							March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							April M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							July M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31						
September M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29							October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							December M T W T F S S 30 31 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29						

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

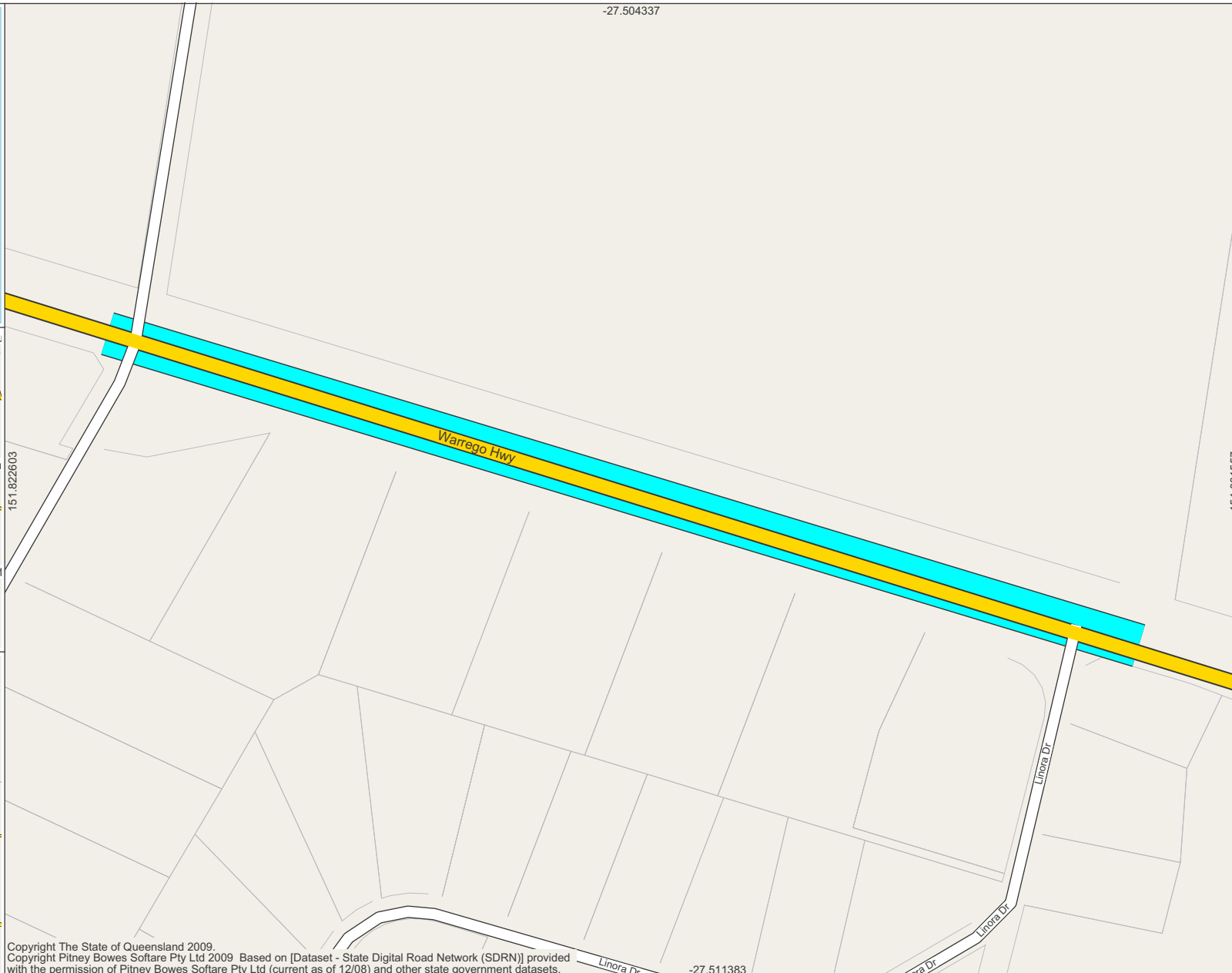
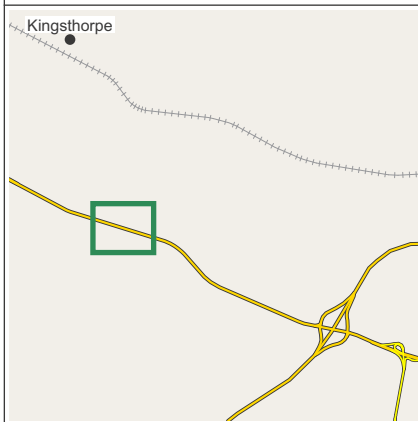
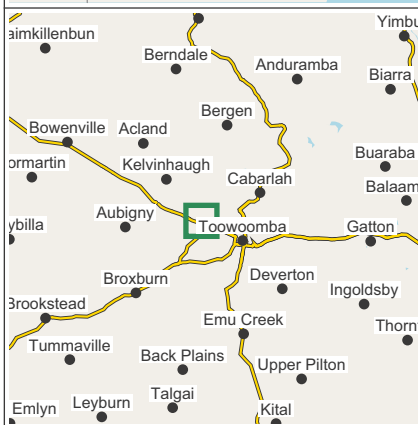
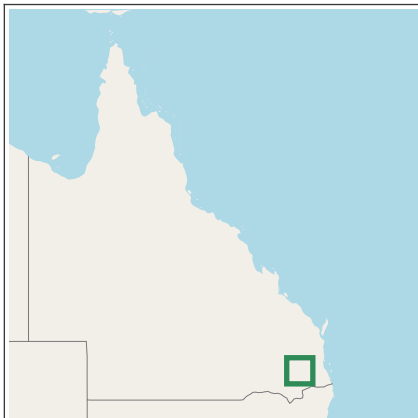
<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

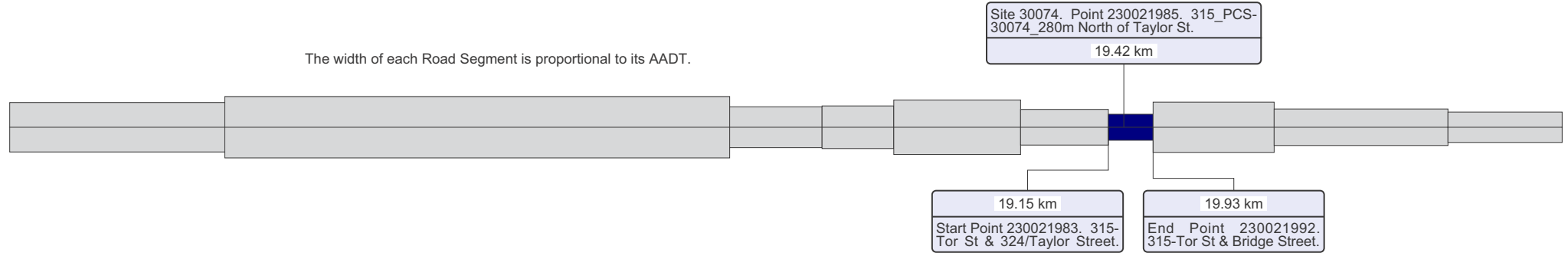
AADT Segment Report

Area 402 - Darling Downs District
 Road Segment from 19.150km to 19.930km

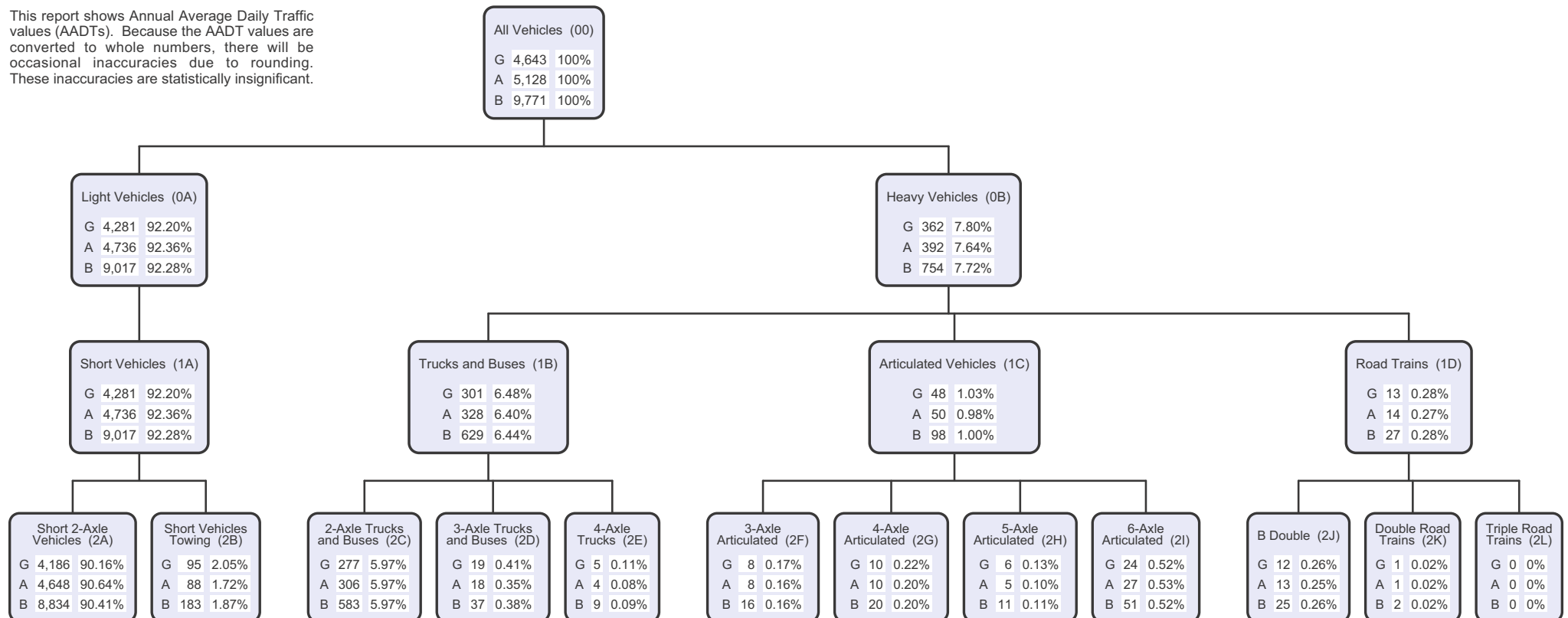
Road Section 315 - TOOWOOMBA CONNECTION ROAD
 Segment Site 30074 Traffic Year 2019 Data Collection Year 2019



The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

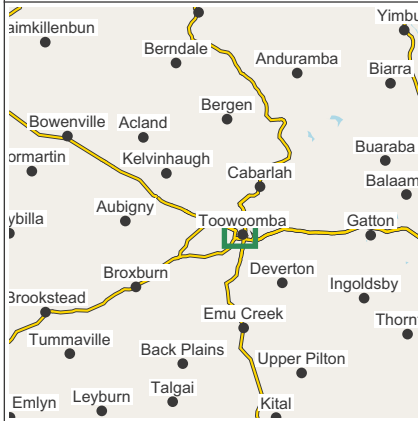
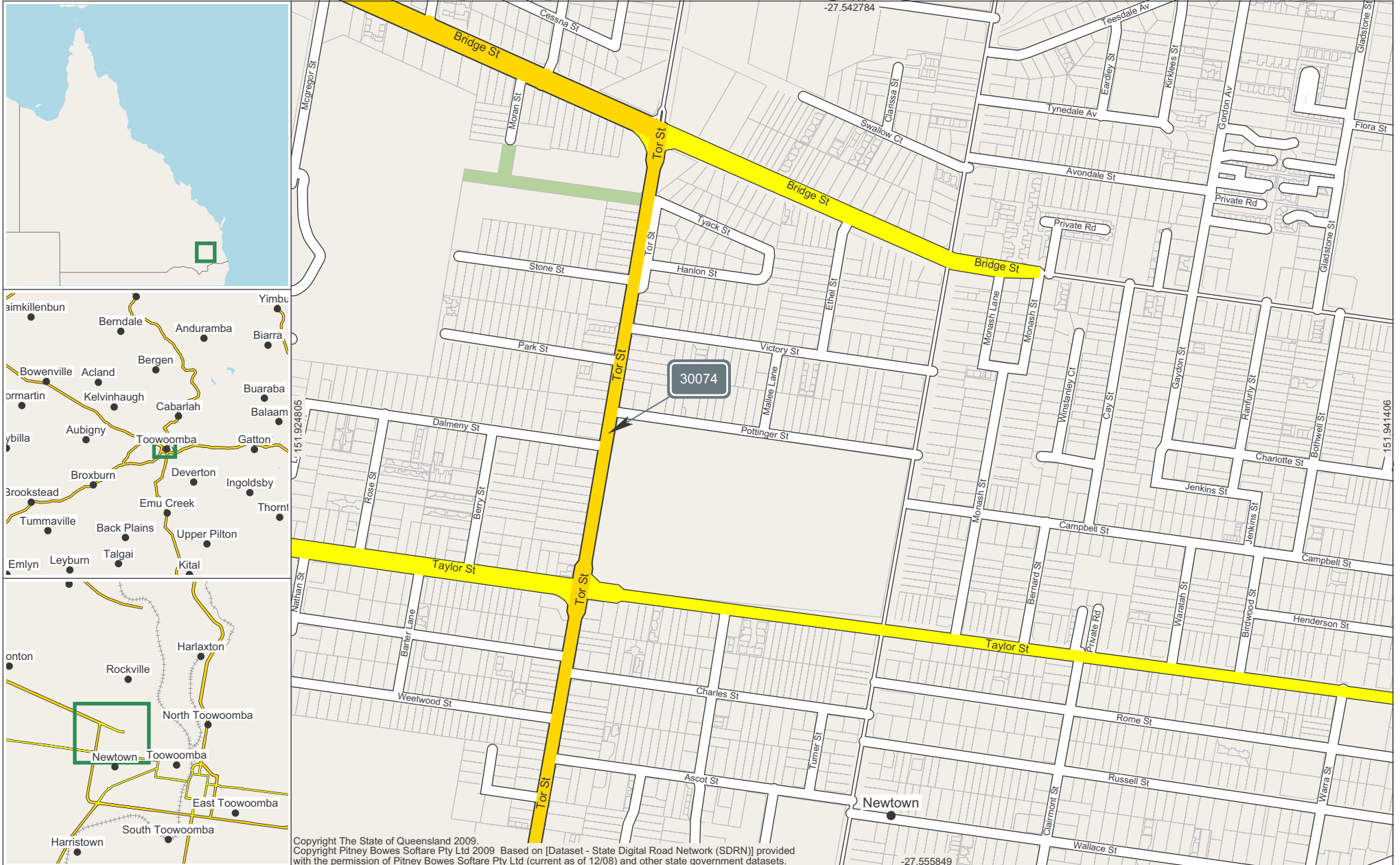
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

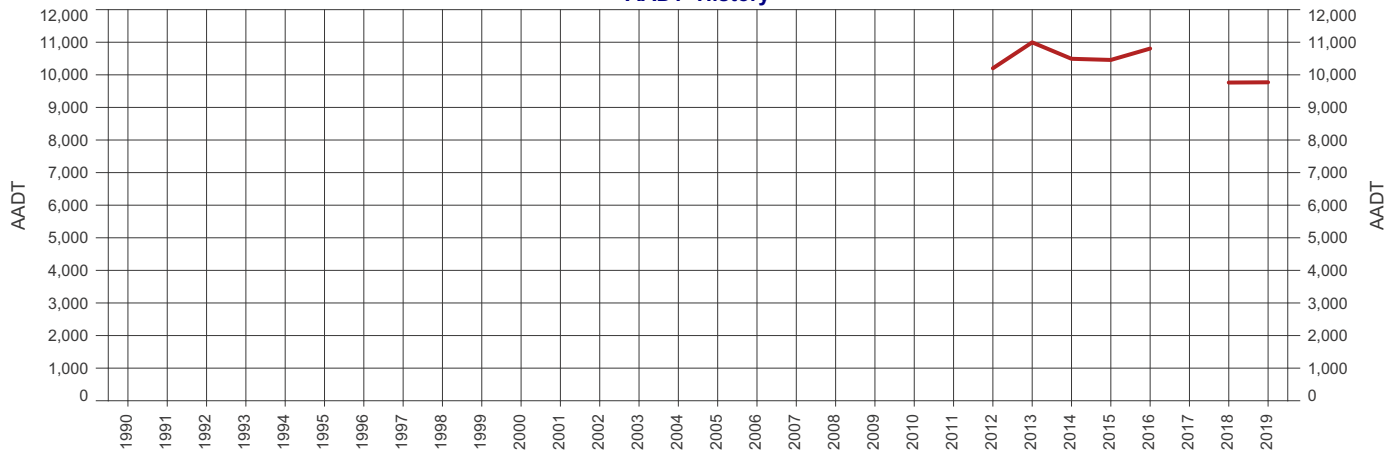
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 315 - TOOWOOMBA CONNECTION ROAD
Site 30074 - 315-200m North of Taylor St (PCS) Piezo
Thru Dist 19.42
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 0.08%
AADT 9,771 Growth last 5 Yrs -1.80%
Avg Week Day 10,357 Growth last 10 Yrs
Avg Weekend Day 8,012

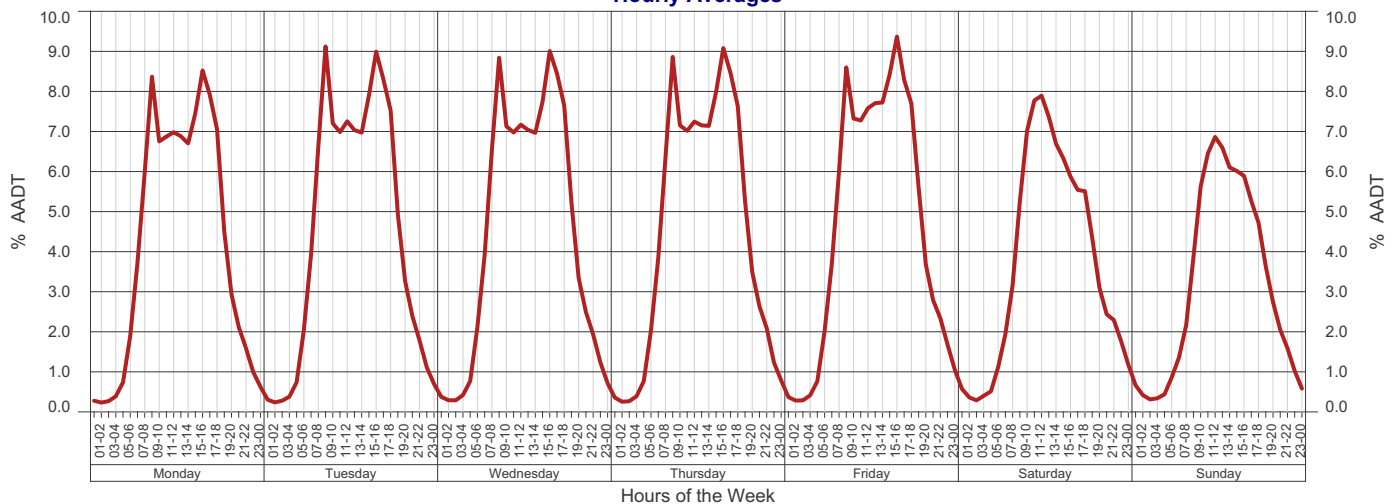
AADT History

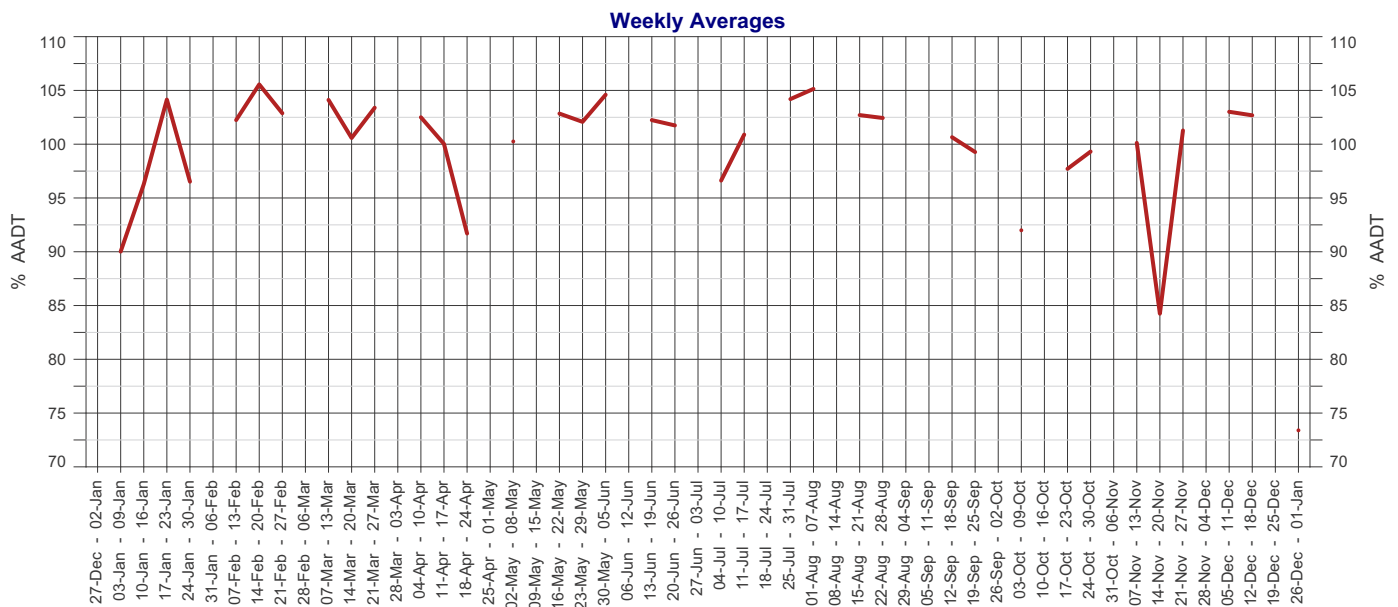
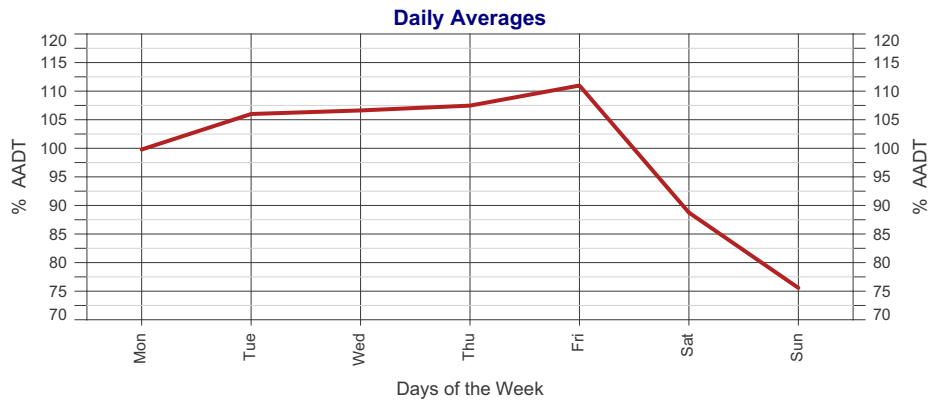


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	9,771	0.08%	-1.80%	
2018	9,763		-2.36%	
2017				
2016	10,806	3.34%		
2015	10,457	-0.33%		
2014	10,492	-4.58%		
2013	10,996	7.79%		
2012	10,201			
2011				
2010				
2009				
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

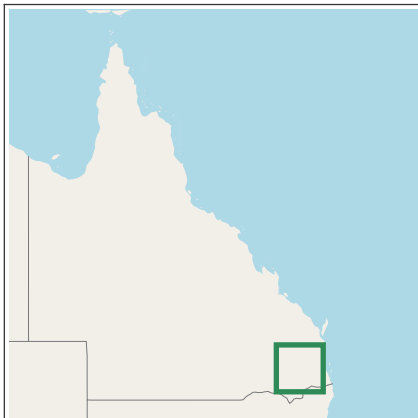
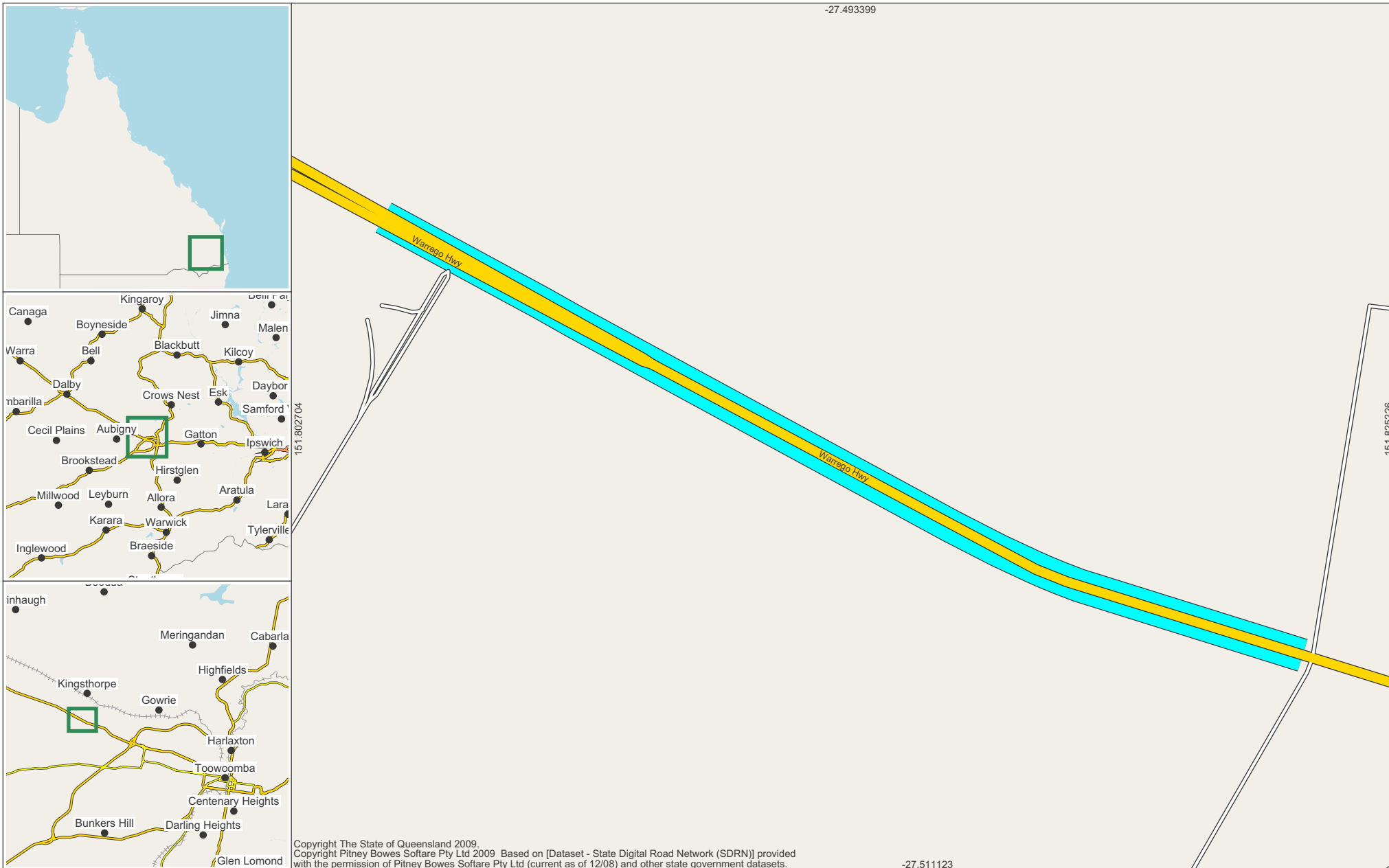
AADT Segment Report

Area 402 - Darling Downs District
 Road Segment from 19.930km to 22.040km

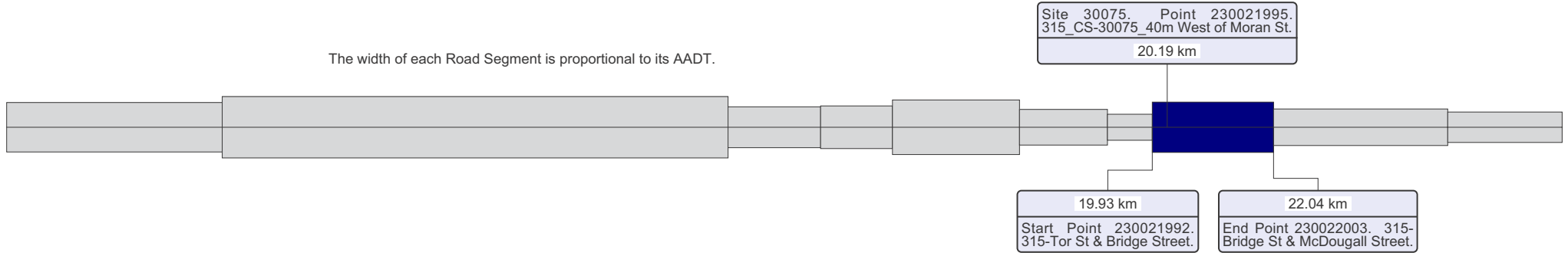
Road Section 315 - TOOWOOMBA CONNECTION ROAD
 Segment Site 30075

Traffic Year 2019

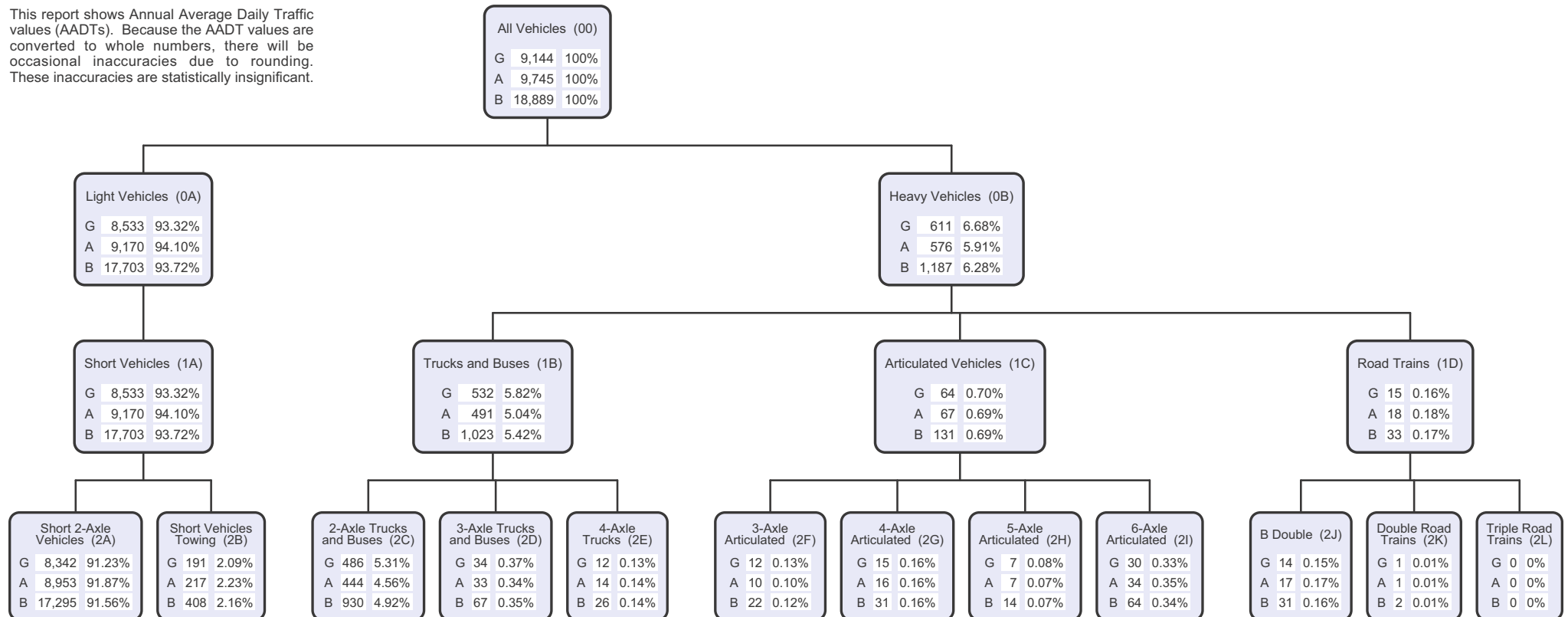
Data Collection Year 2019



The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

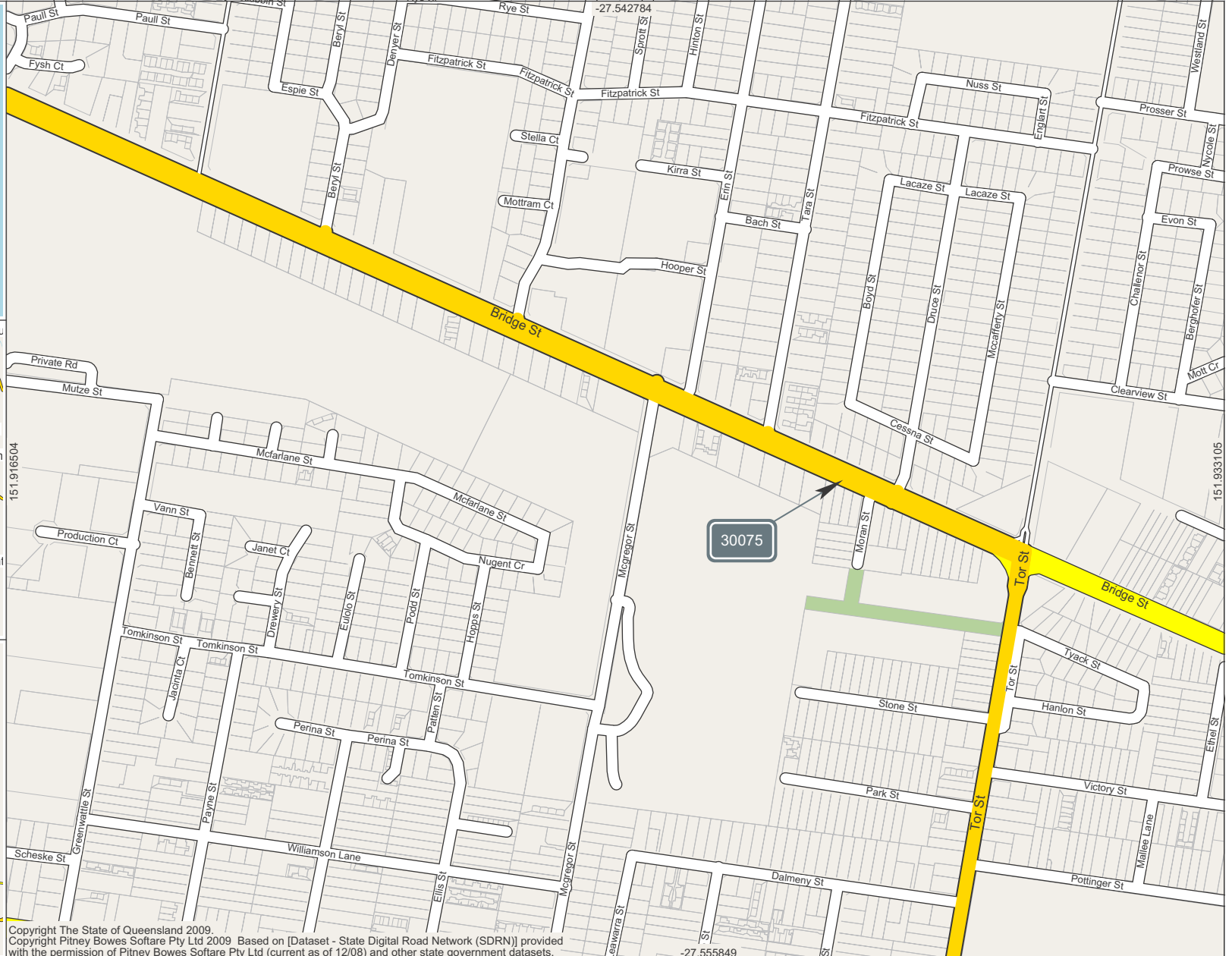
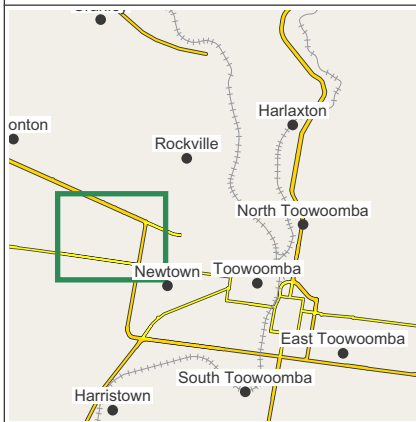
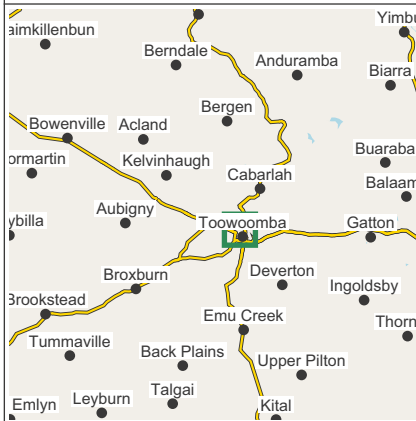
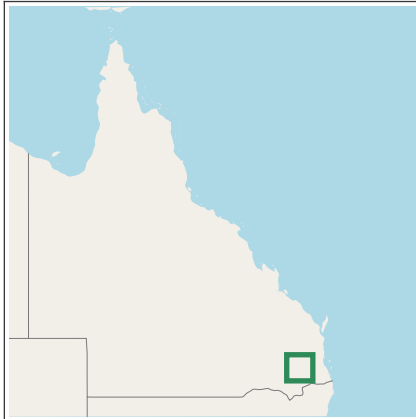
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

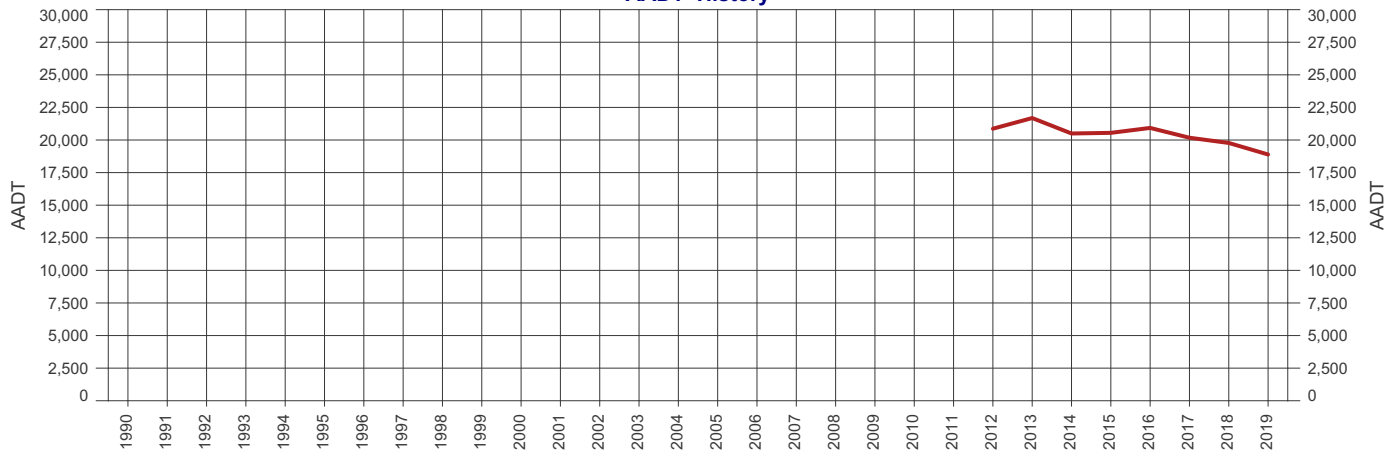
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 315 - TOOWOOMBA CONNECTION ROAD
Site 30075 - 315-50m West of Moran Street
Thru Dist 20.19
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -4.48%
AADT 18,889 Growth last 5 Yrs -2.21%
Avg Week Day 20,211 Growth last 10 Yrs
Avg Weekend Day 15,677

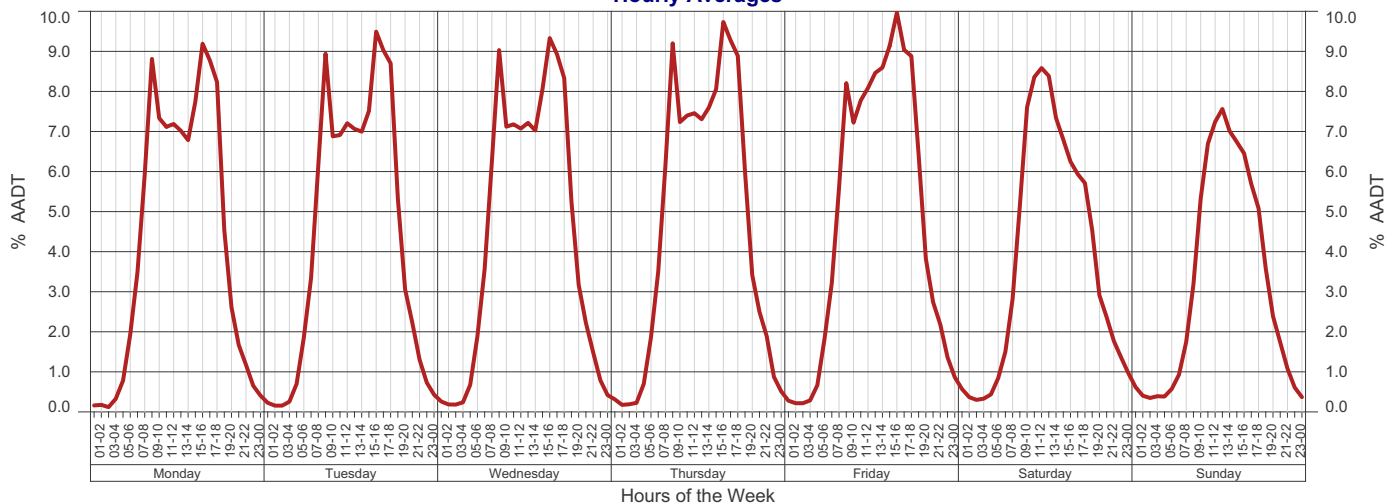
AADT History

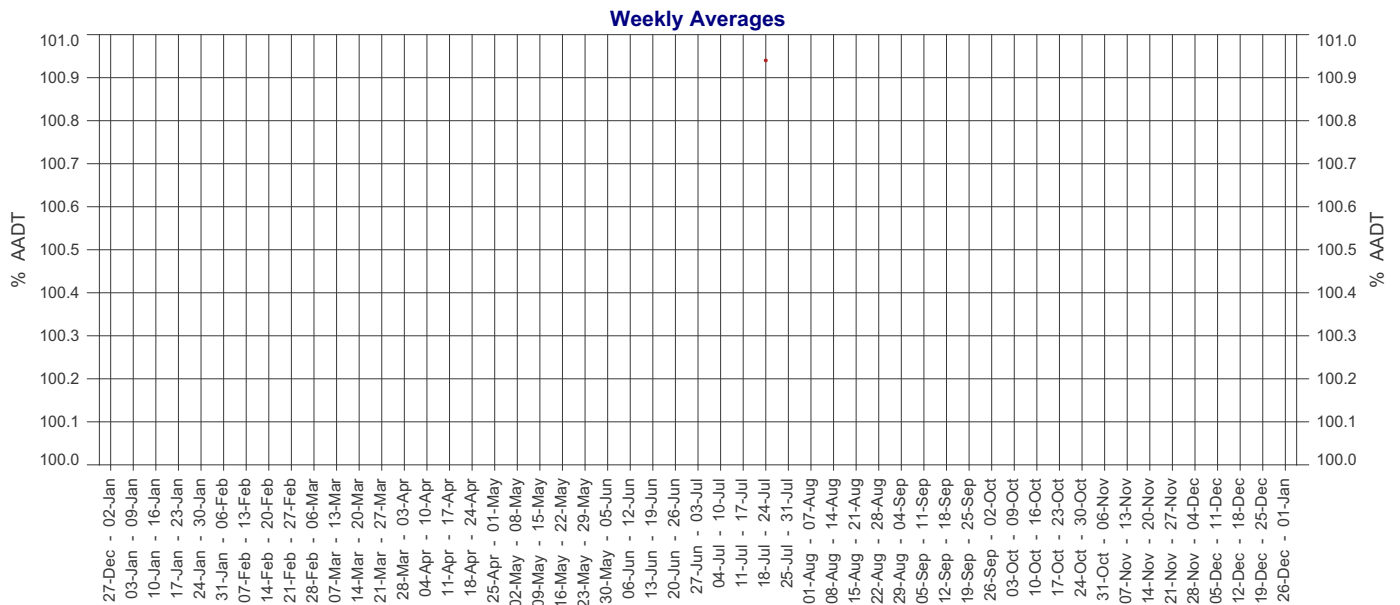
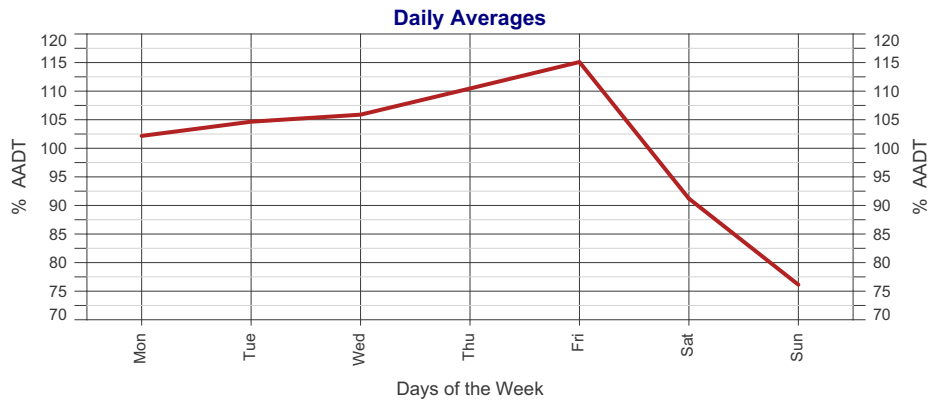


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	18,889	-4.48%	-2.21%	
2018	19,774	-1.99%	-1.54%	
2017	20,175	-3.59%	-1.05%	
2016	20,927	1.84%		
2015	20,549	0.23%		
2014	20,501	-5.46%		
2013	21,685	3.92%		
2012	20,867			
2011				
2010				
2009				
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

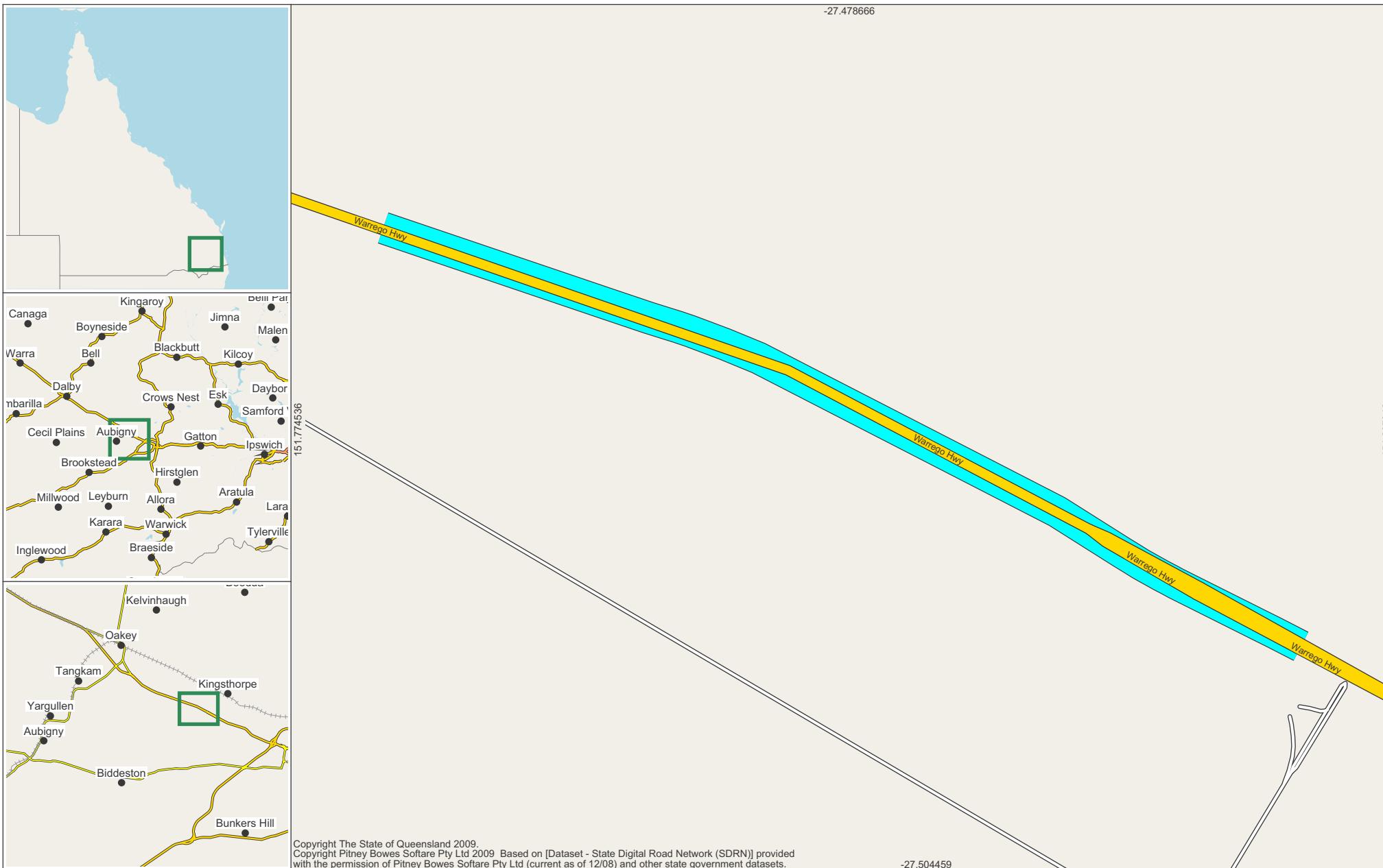
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

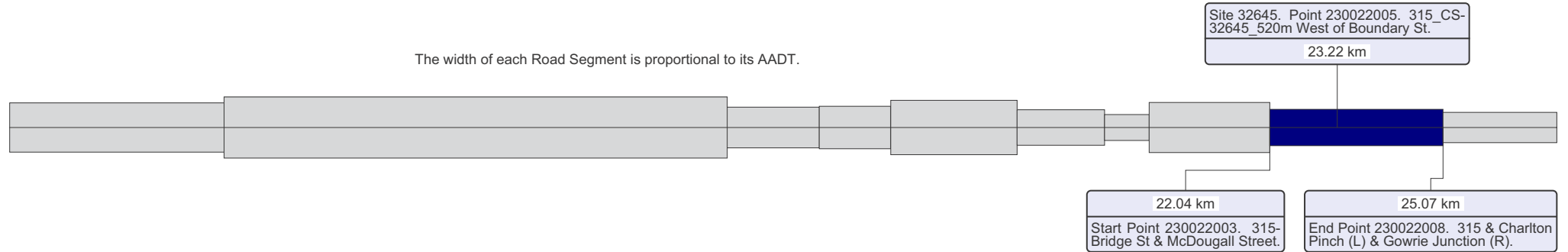
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

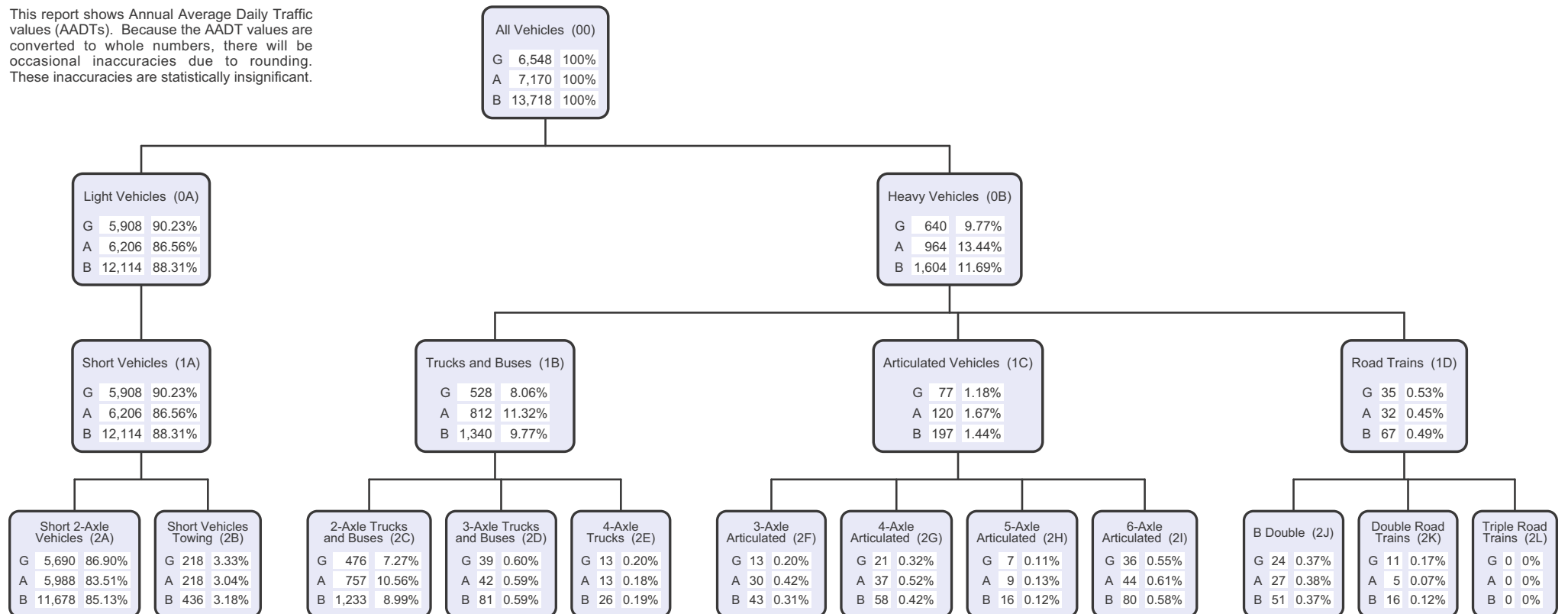
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

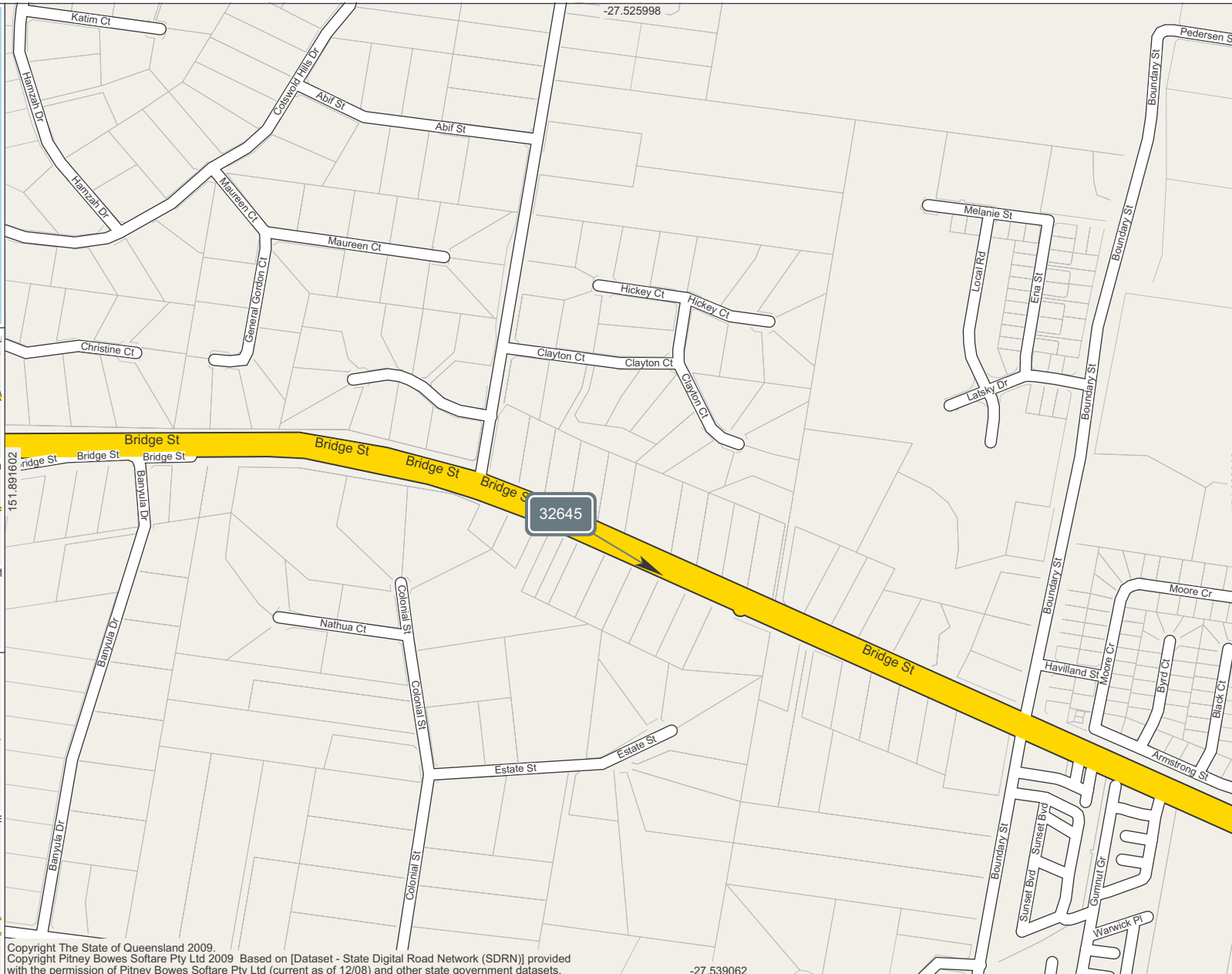
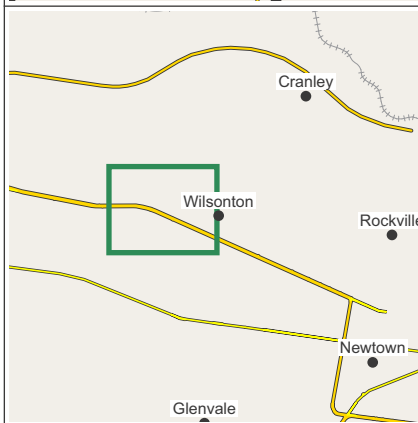
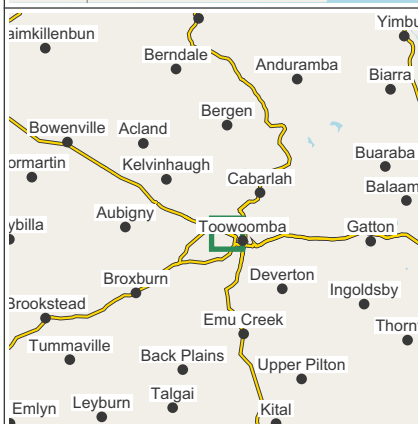
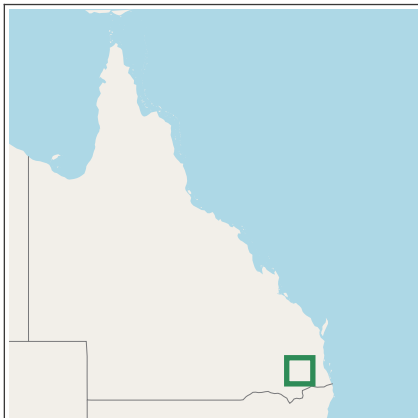
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 315 - TOOWOOMBA CONNECTION ROAD
Site 32645 - 315-550m West of Boundary Rd
Thru Dist 23.22
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -2.92%
AADT 13,718 Growth last 5 Yrs -0.72%
Avg Week Day 14,541 Growth last 10 Yrs
Avg Weekend Day 11,248

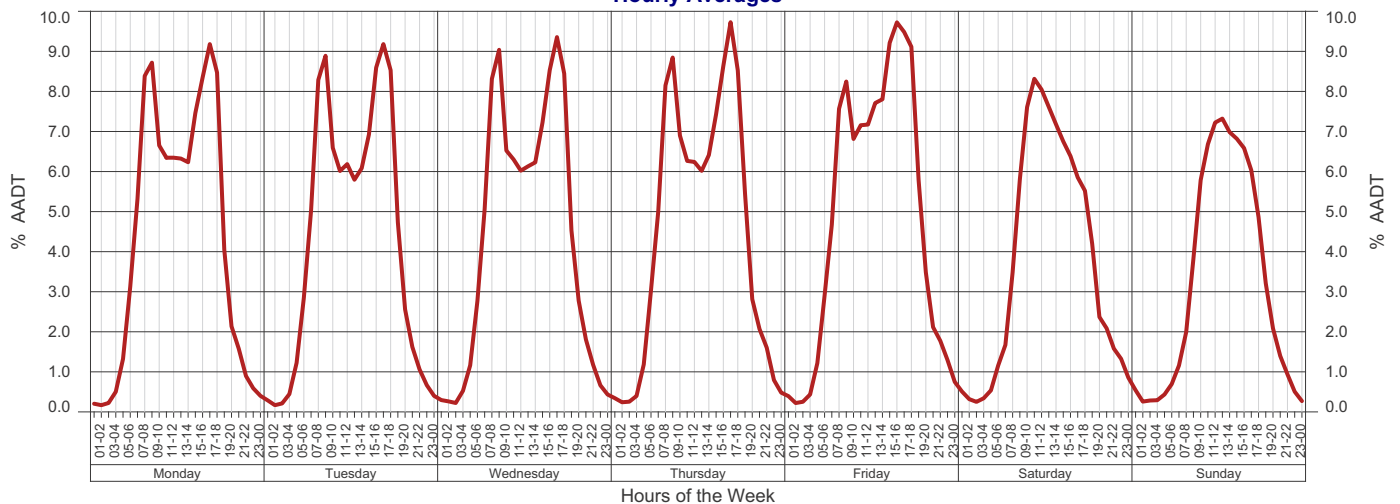
AADT History

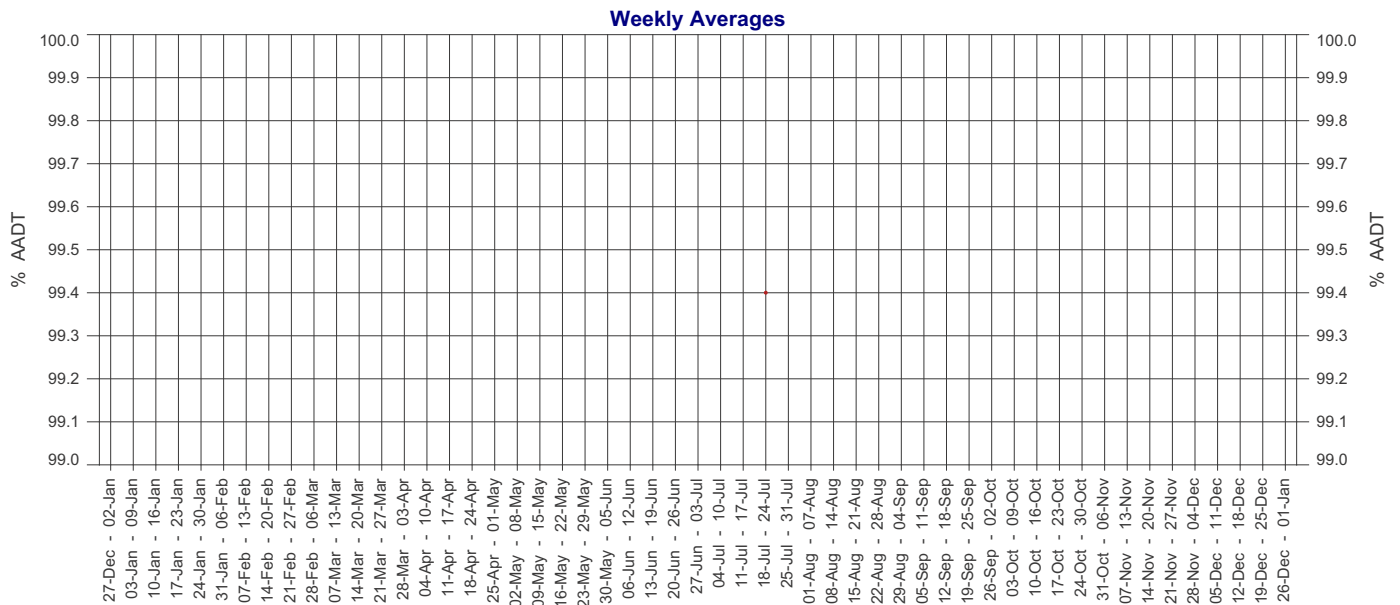
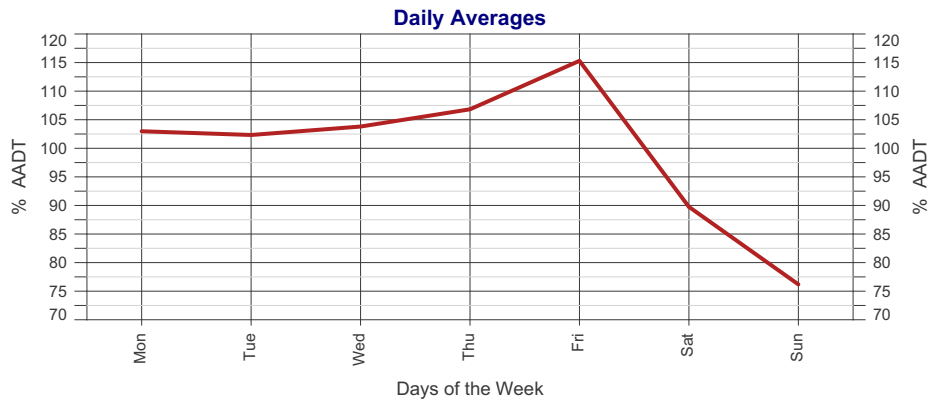


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	13,718	-2.92%	-0.72%	
2018	14,131	-3.85%	-0.72%	
2017	14,697	8.42%	-0.39%	
2016	13,556	0.30%	-3.83%	
2015	13,515	-7.73%	-1.55%	
2014	14,647	-4.95%		
2013	15,409	-0.97%		
2012	15,560	-7.20%		
2011	16,767	44.61%		
2010	11,595			
2009				
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

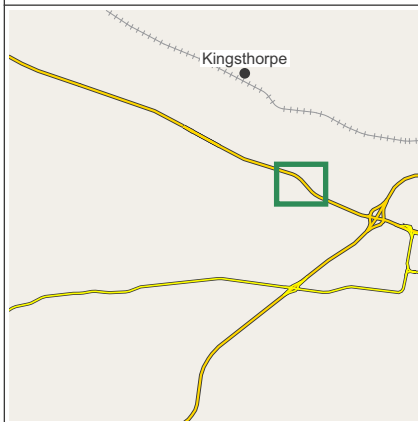
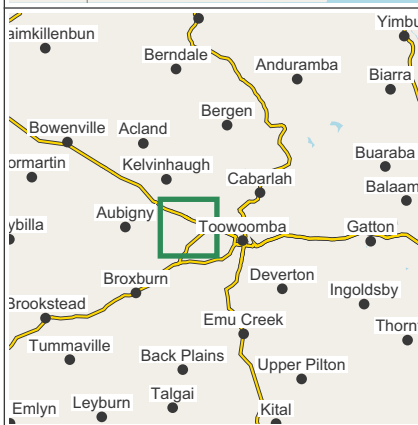
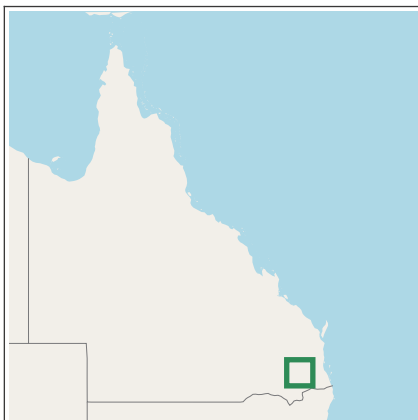
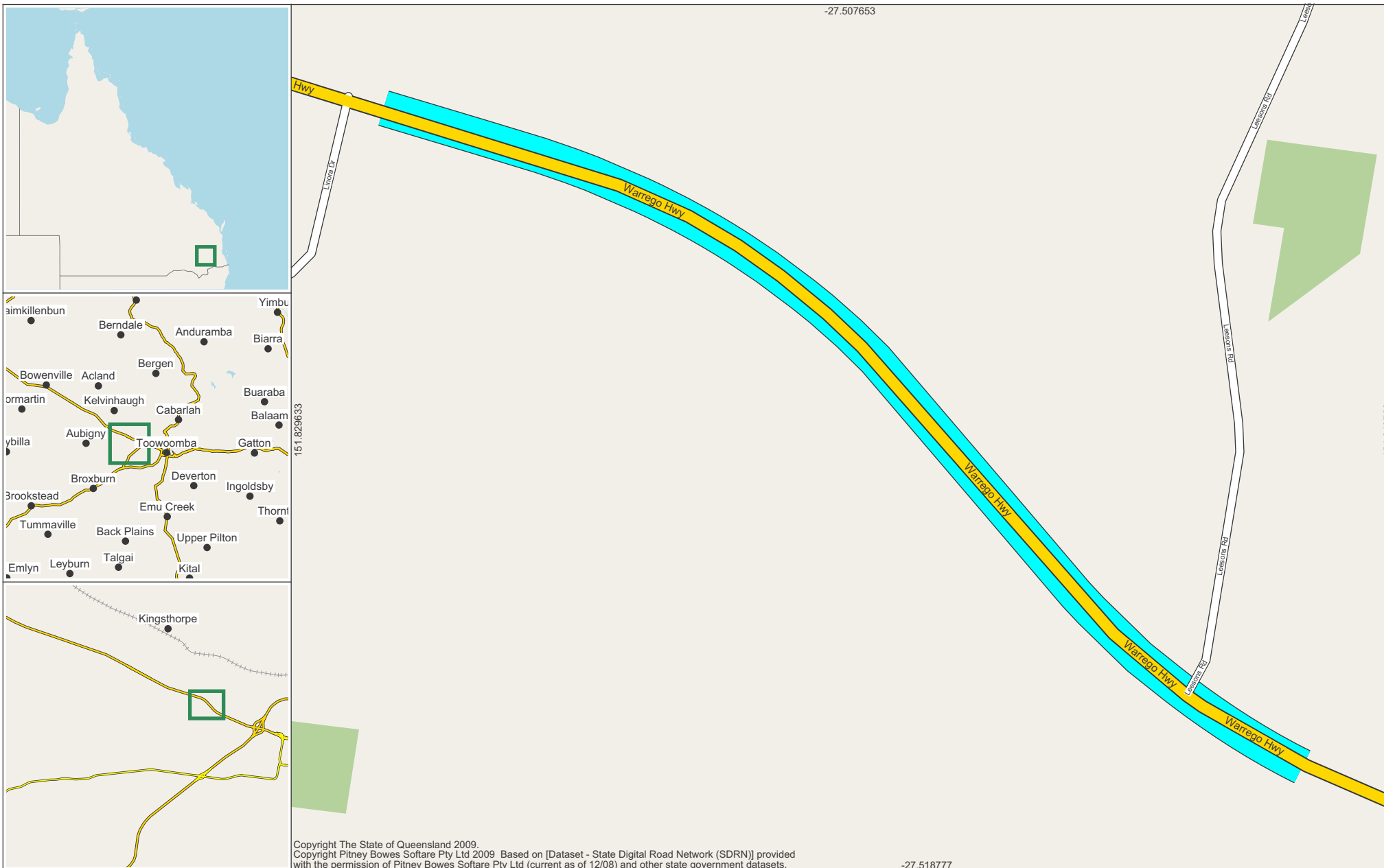
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

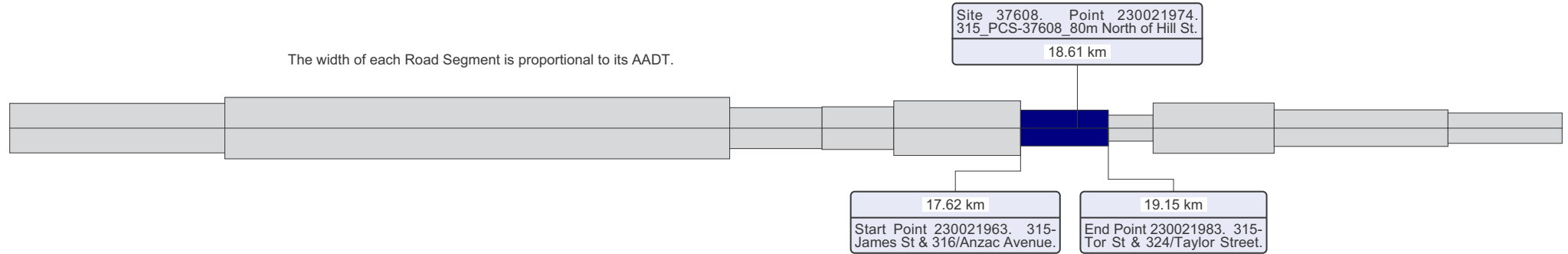
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

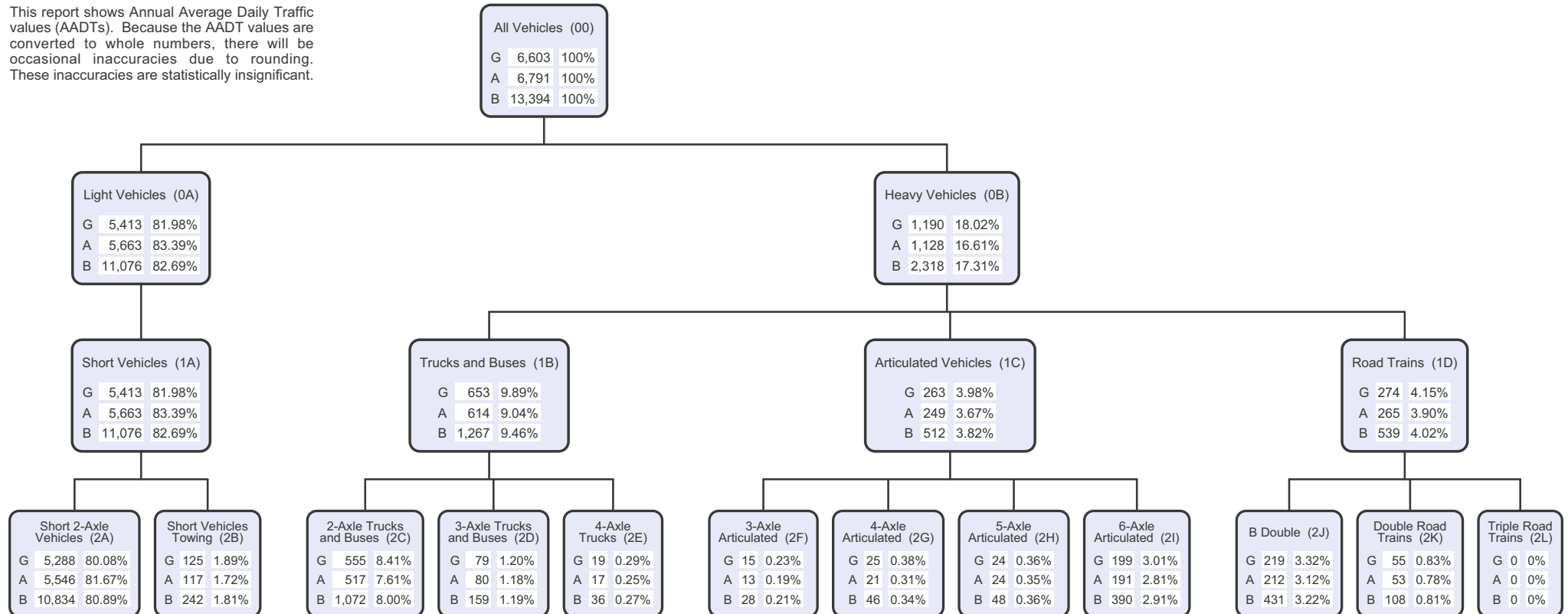
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

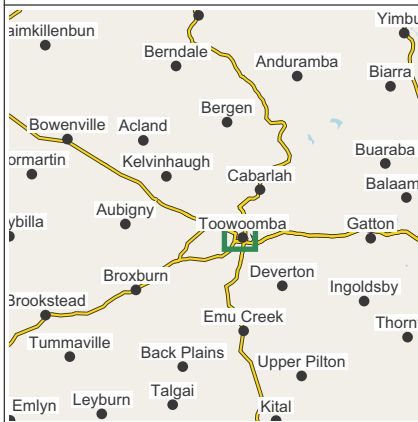
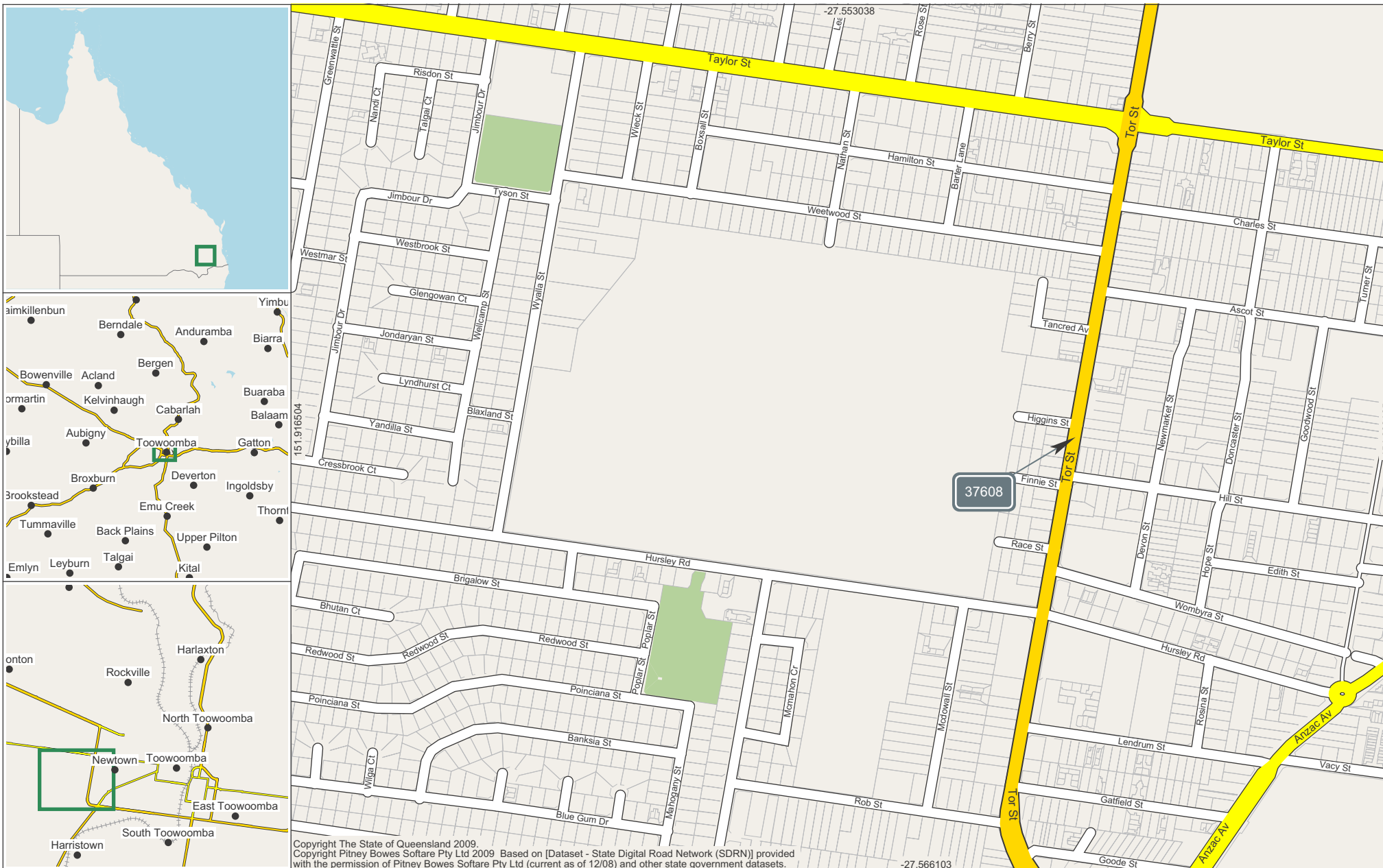
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

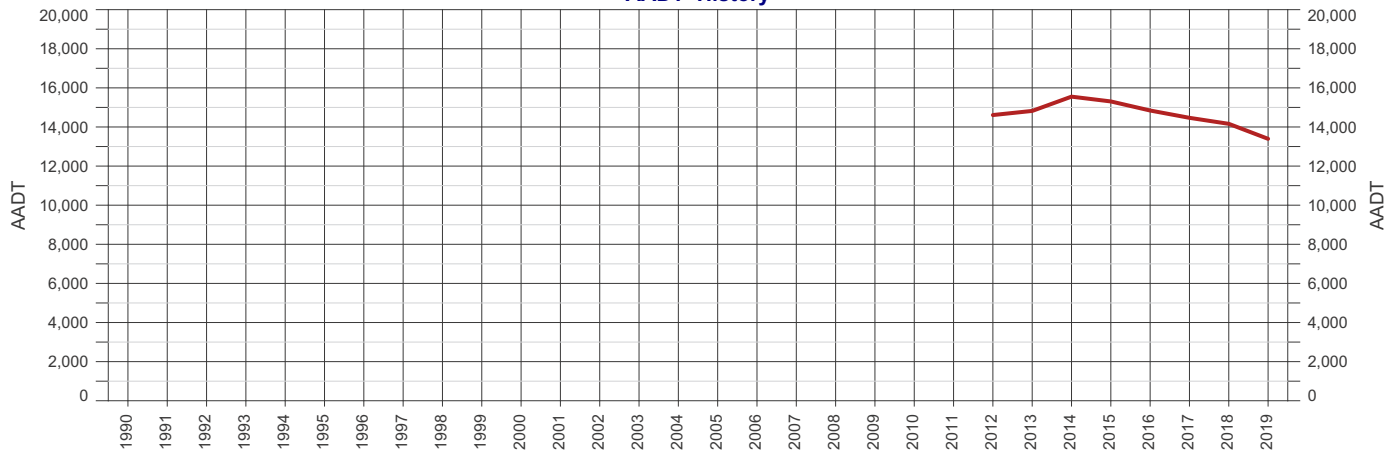
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 315 - TOOWOOMBA CONNECTION ROAD
Site 37608 - 315-300m North of Hursley Rd (PCS) Piezo
Thru Dist 18.61
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 13,394
Avg Week Day 14,331
Avg Weekend Day 9,643
Growth last Year -5.42%
Growth last 5 Yrs -3.22%
Growth last 10 Yrs

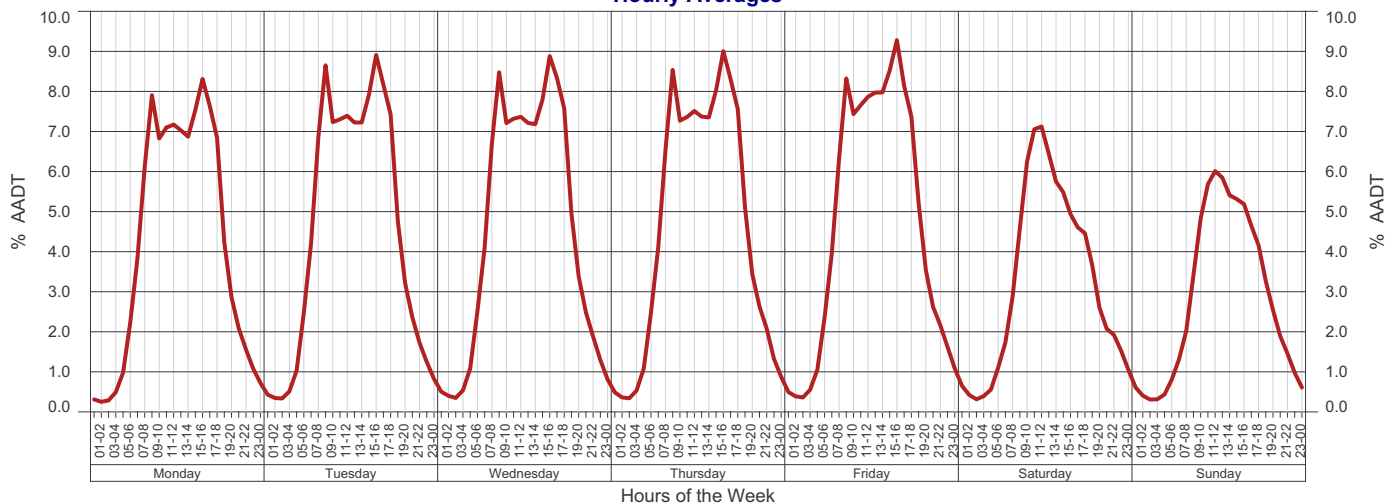
AADT History

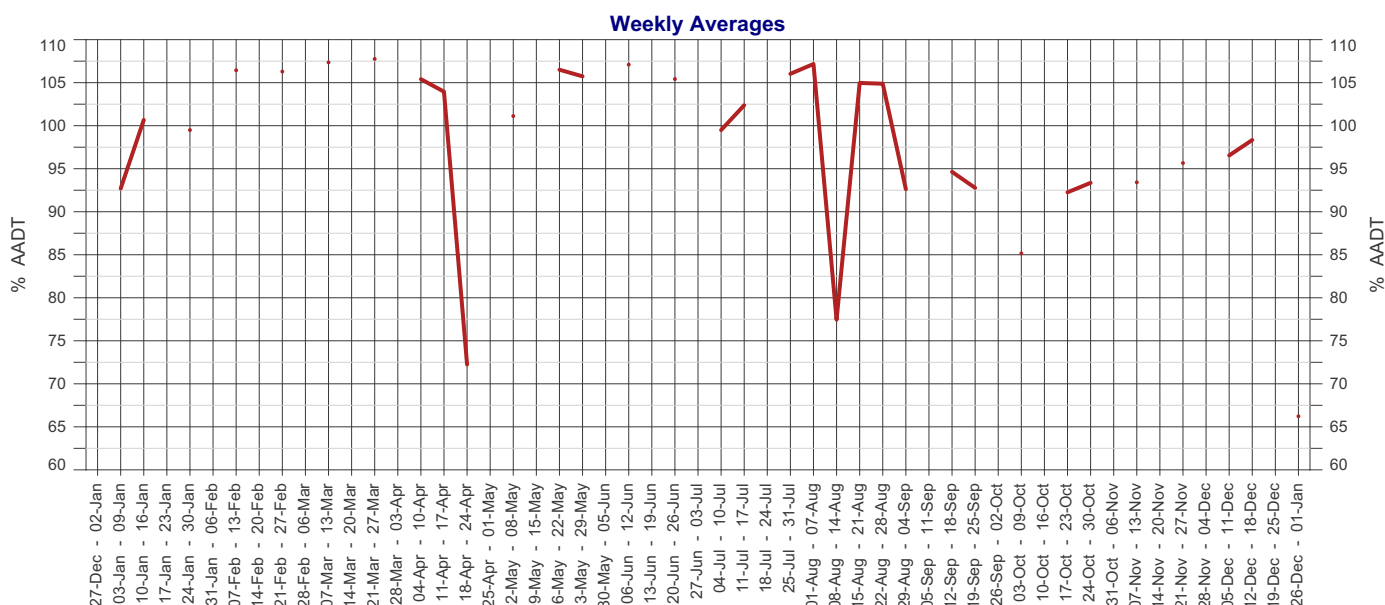
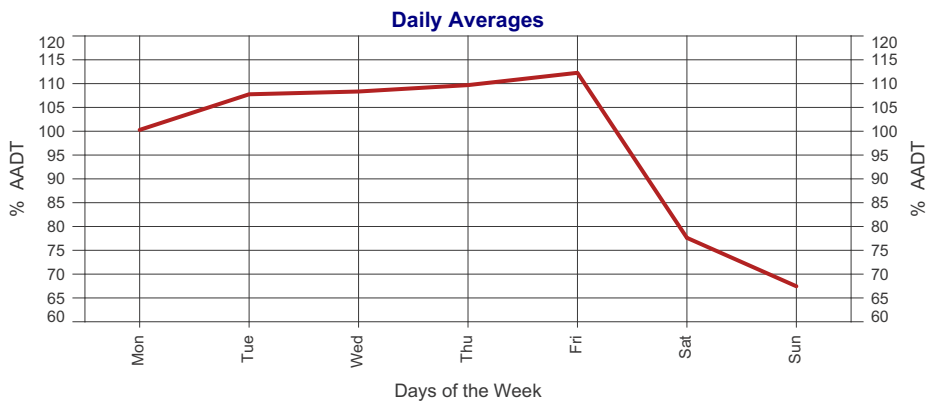


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	13,394	-5.42%	-3.22%	
2018	14,161	-2.12%	-1.71%	
2017	14,468	-2.52%	-0.90%	
2016	14,842	-3.03%		
2015	15,306	-1.58%		
2014	15,551	4.93%		
2013	14,821	1.44%		
2012	14,610			
2011				
2010				
2009				
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	April M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	July M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
September M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	December M T W T F S S 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

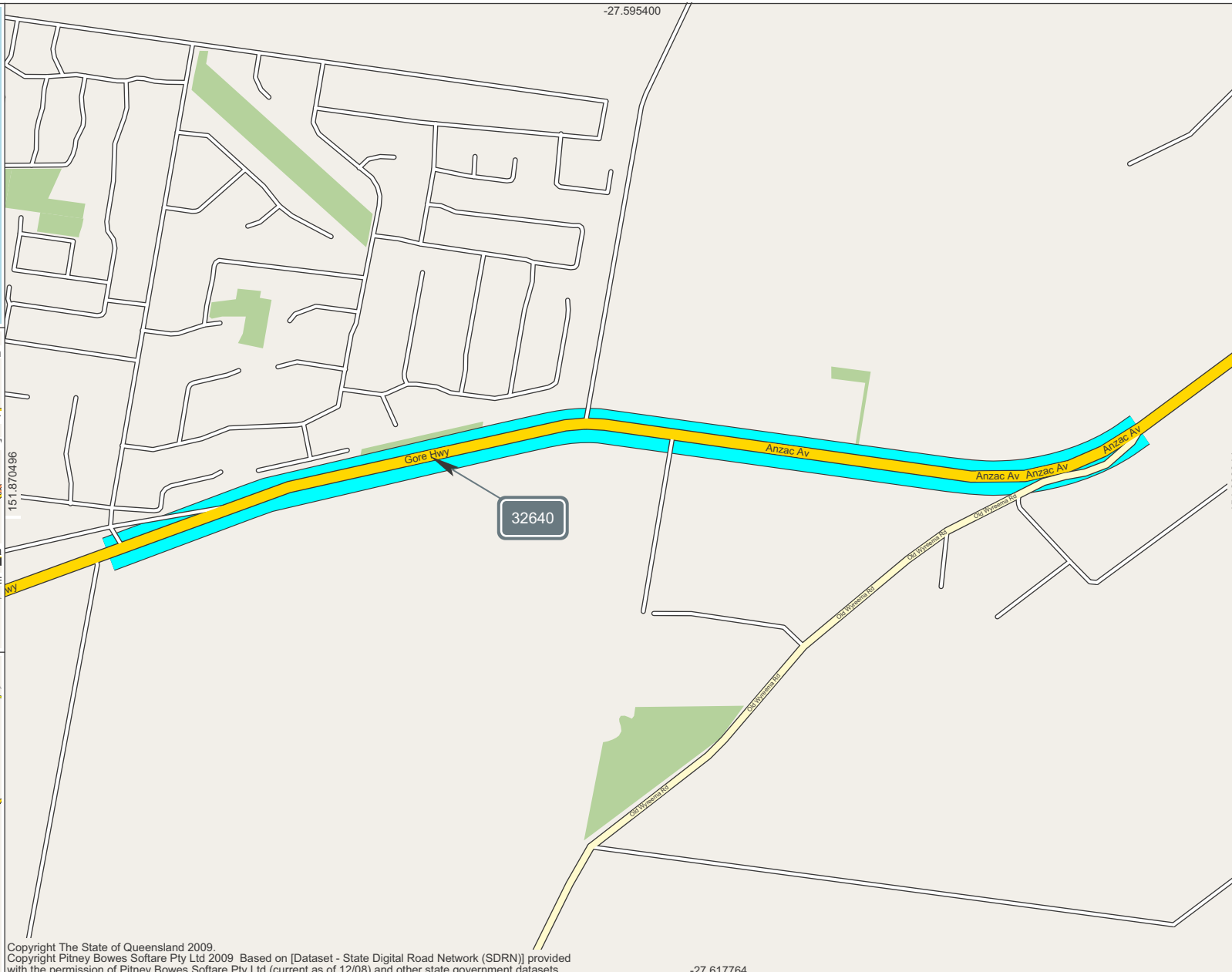
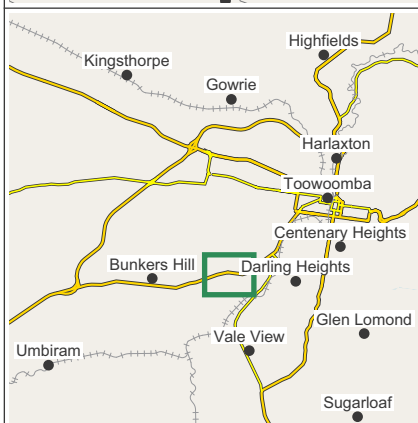
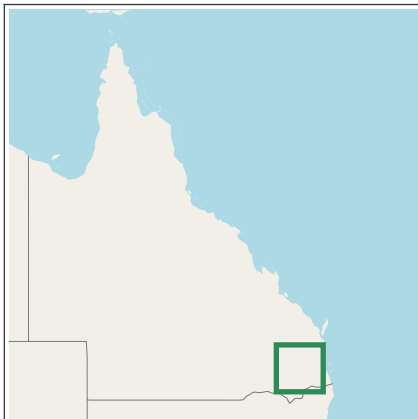
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

Area 402 - Darling Downs District Road Section 316 - TOOWOOMBA - ATHOL ROAD
Road Segment from 5.600km to 8.020km Segment Site 32640 Traffic Year 2019 Data Collection Year 2019



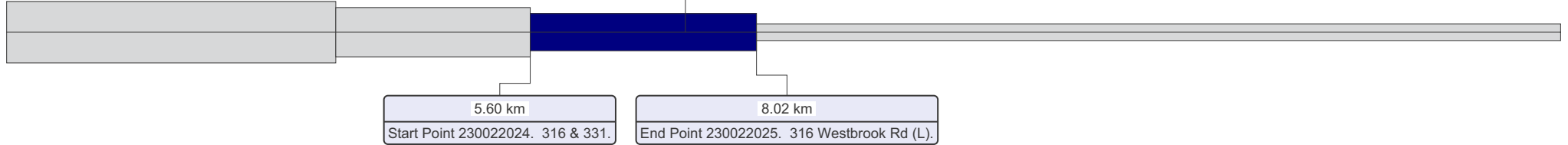
AADT Segment Report

Area 402 - Darling Downs District Road Section 316 - TOOWOOMBA - ATHOL ROAD
Road Segment from 5.600km to 8.020km Segment Site 32640 Traffic Year 2019 Data Collection Year 2019

Site 32640. Point 230000365. CS-32640_330m West of boundary Rd.

7.26 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	4,241	100%
A	4,046	100%
B	8,287	100%

Light Vehicles (0A)

G	3,630	85.59%
A	3,598	88.93%
B	7,228	87.22%

Heavy Vehicles (0B)

G	611	14.41%
A	448	11.07%
B	1,059	12.78%

Short Vehicles (1A)

G	3,630	85.59%
A	3,598	88.93%
B	7,228	87.22%

Trucks and Buses (1B)

G	385	9.08%
A	210	5.19%
B	595	7.18%

Articulated Vehicles (1C)

G	89	2.10%
A	81	2.00%
B	170	2.05%

Road Trains (1D)

G	137	3.23%
A	157	3.88%
B	294	3.55%

Short 2-Axle Vehicles (2A)

G	3,538	83.42%
A	3,496	86.41%
B	7,034	84.88%

Short Vehicles Towing (2B)

G	92	2.17%
A	102	2.52%
B	194	2.34%

2-Axle Trucks and Buses (2C)

G	349	8.23%
A	176	4.35%
B	525	6.34%

3-Axle Trucks and Buses (2D)

G	28	0.66%
A	28	0.69%
B	56	0.68%

4-Axle Trucks (2E)

G	8	0.19%
A	6	0.15%
B	14	0.17%

3-Axle Articulated (2F)

G	11	0.26%
A	6	0.15%
B	17	0.21%

4-Axle Articulated (2G)

G	19	0.45%
A	10	0.25%
B	29	0.35%

5-Axle Articulated (2H)

G	7	0.17%
A	6	0.15%
B	13	0.16%

6-Axle Articulated (2I)

G	52	1.23%
A	59	1.46%
B	111	1.34%

B Double (2J)

G	117	2.76%
A	134	3.31%
B	251	3.03%

Double Road Trains (2K)

G	20	0.47%
A	23	0.57%
B	43	0.52%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

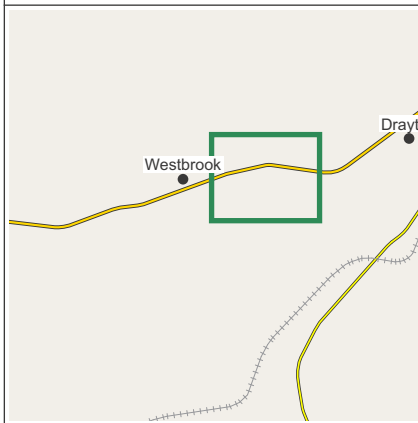
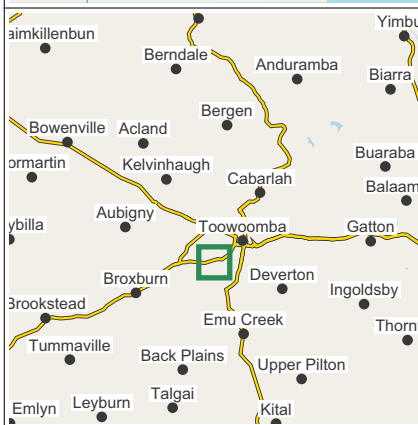
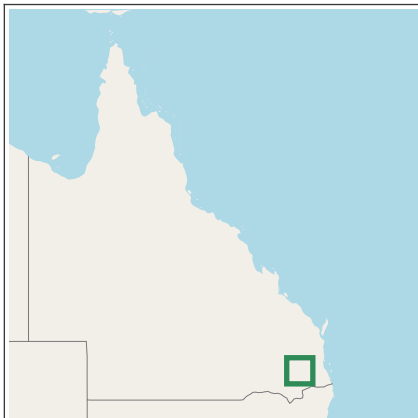
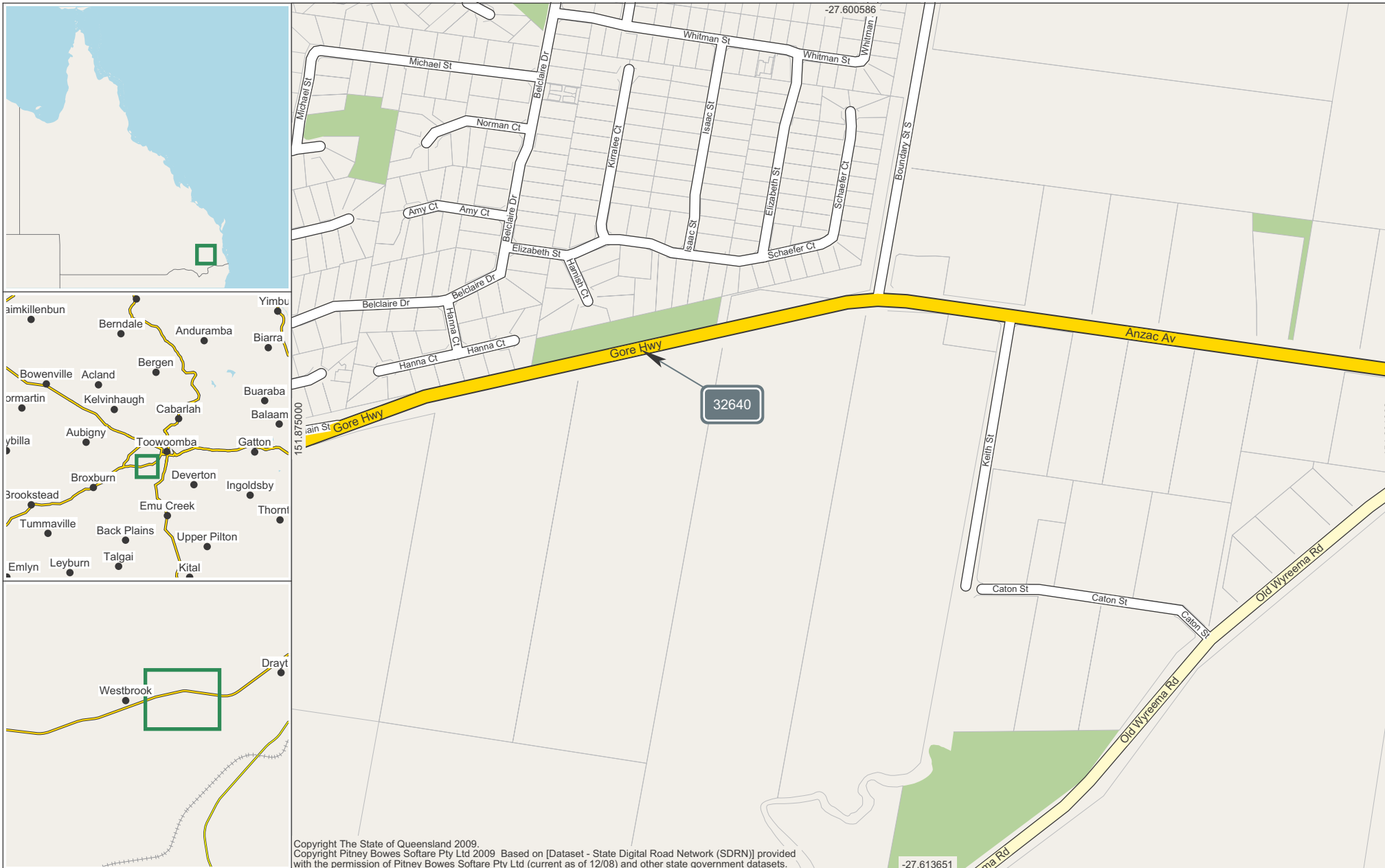
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

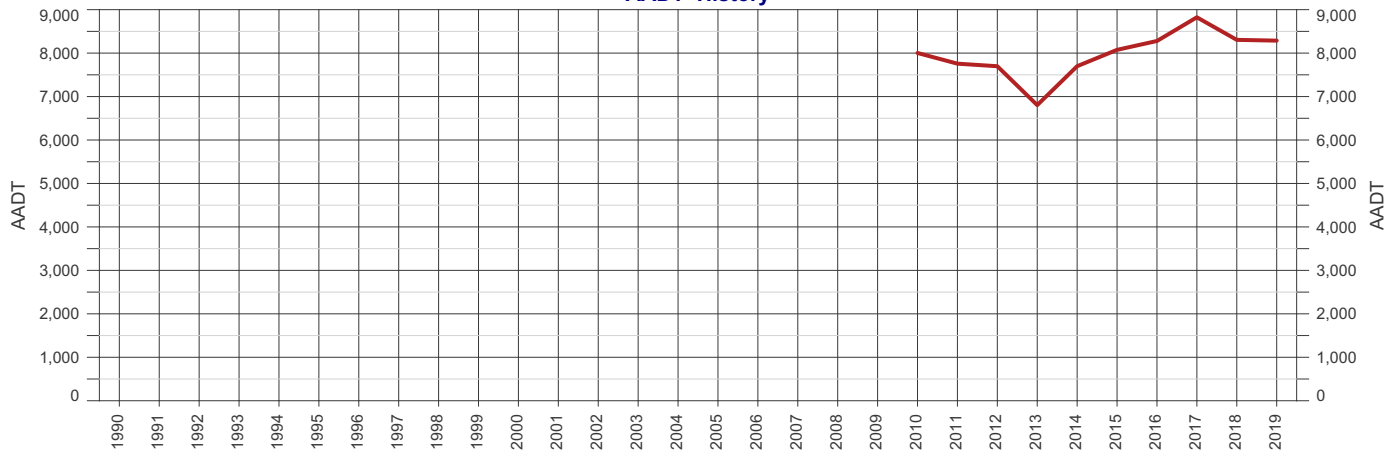
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 316 - TOOWOOMBA - ATHOL ROAD
Site 32640 - 316-300m West of Boundary St
Thru Dist 7.26
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 8,287
Avg Week Day 8,784
Avg Weekend Day 6,795
Growth last Year -0.22%
Growth last 5 Yrs 0.63%
Growth last 10 Yrs

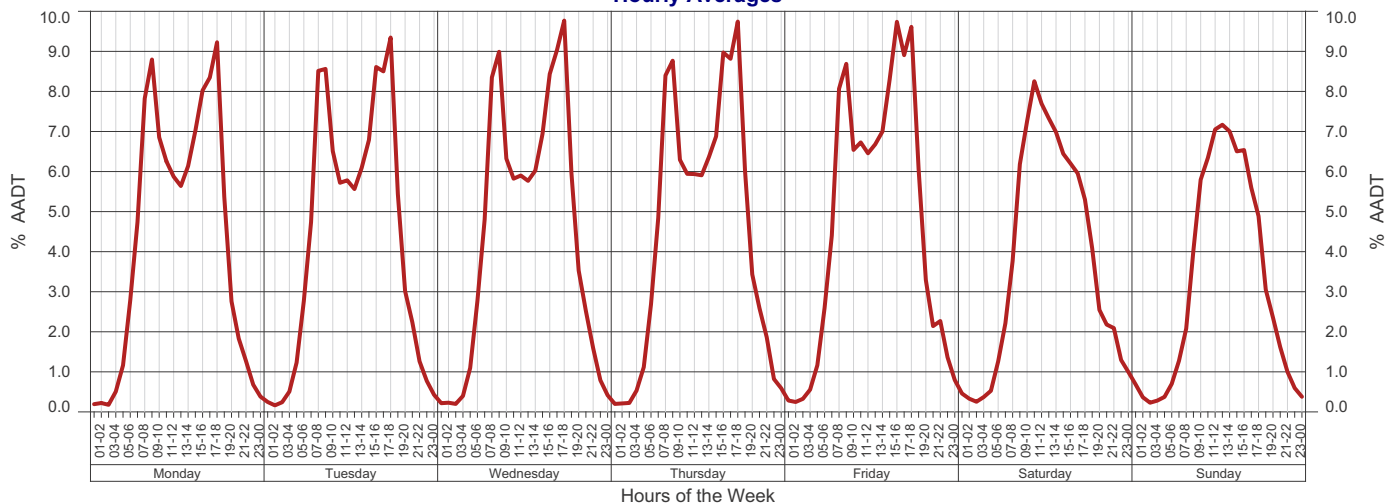
AADT History

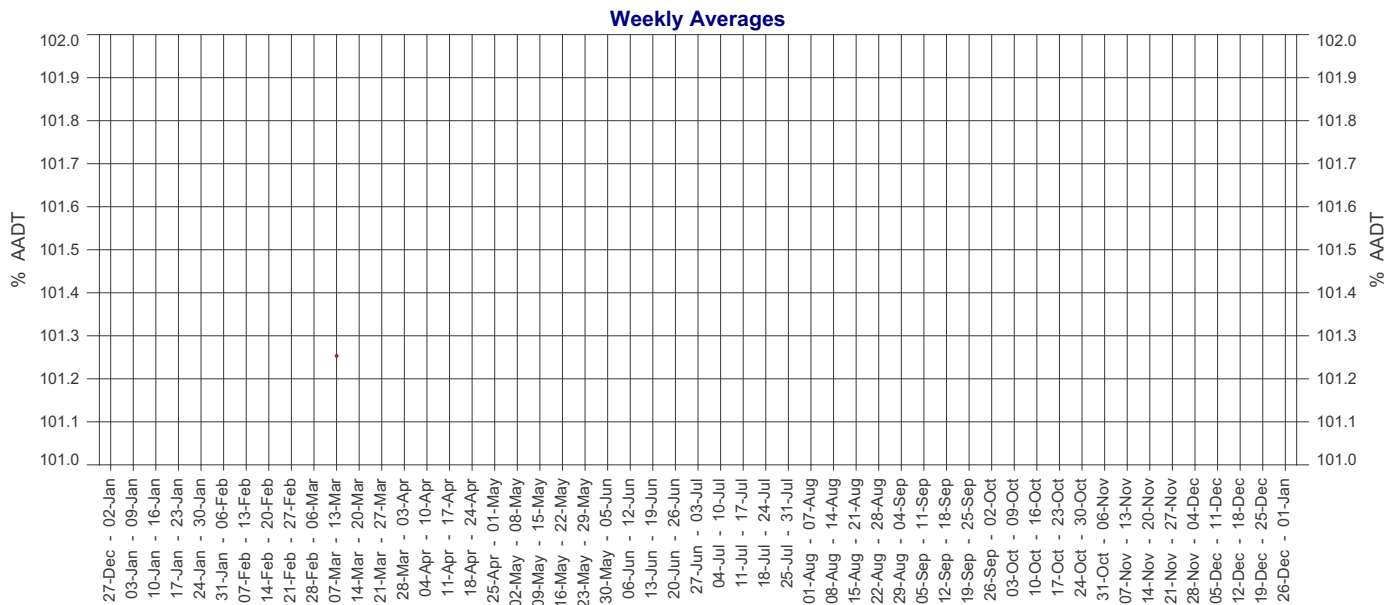
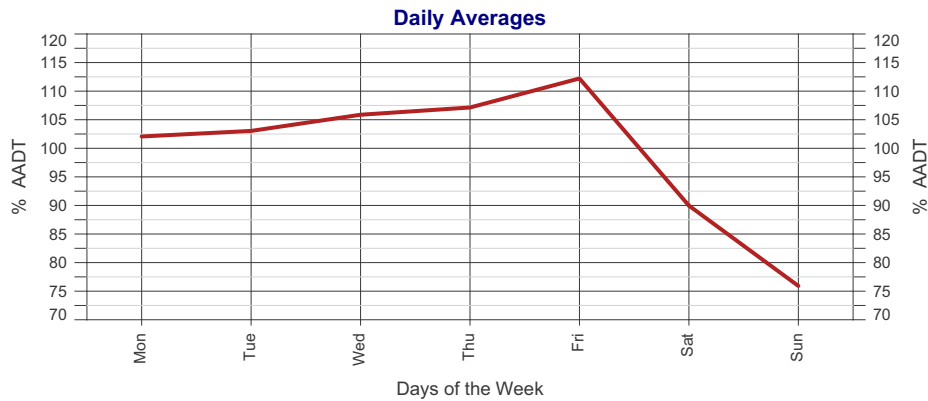


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	8,287	-0.22%	0.63%	
2018	8,305	-5.88%	2.45%	
2017	8,824	6.58%	4.41%	
2016	8,279	2.53%	2.53%	
2015	8,075	4.88%	1.35%	
2014	7,699	13.17%		
2013	6,803	-11.63%		
2012	7,698	-0.76%		
2011	7,757	-3.07%		
2010	8,003			
2009				
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

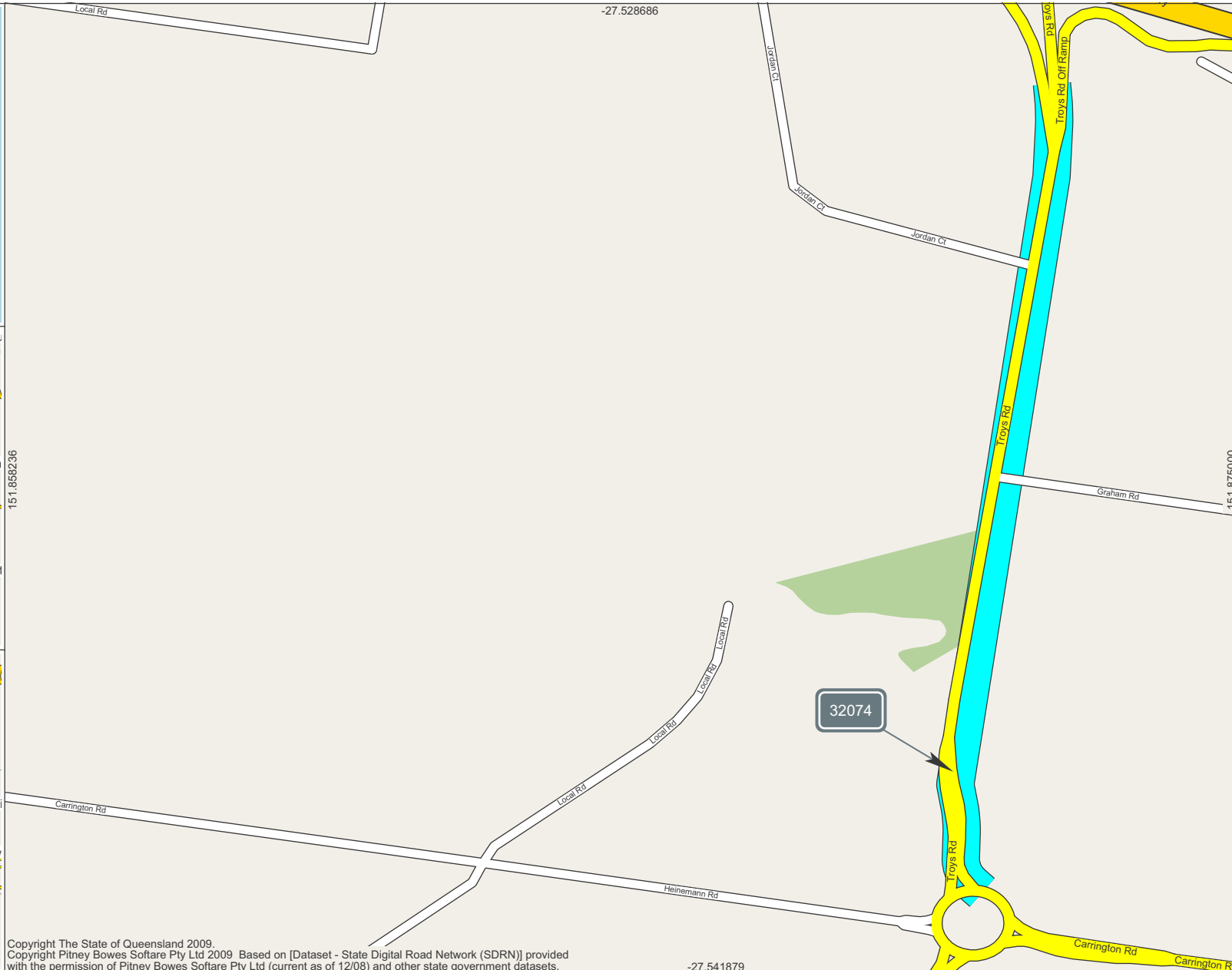
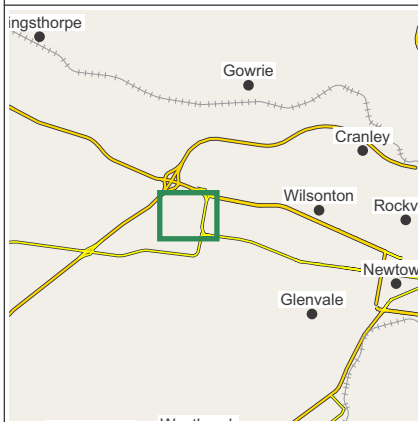
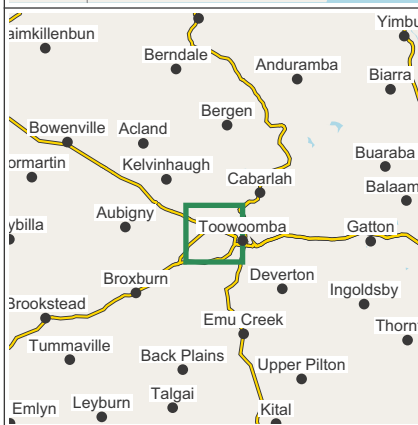
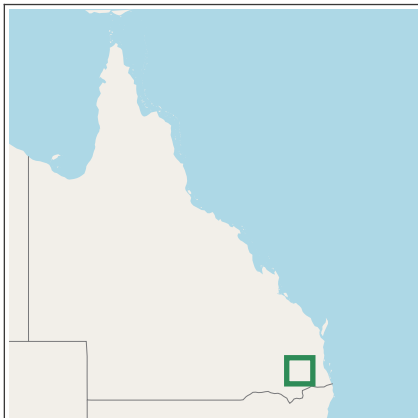
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 32074. Point 230001185. CS-32074_300m South of Graham Rd.

1.05 km

The width of each Road Segment is proportional to its AADT.

0.00 km

Start Point 230018758.
160m South of Warrego Hwy.

1.25 km

End Point 230000269. Int 320 &
324 Toowoomba-Cecil Plains Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	2,134	100%
A	2,407	100%
B	4,541	100%

Light Vehicles (0A)		
G	1,508	70.67%
A	1,746	72.54%
B	3,254	71.66%

Heavy Vehicles (0B)		
G	626	29.33%
A	662	27.50%
B	1,288	28.36%

Short Vehicles (1A)		
G	1,508	70.67%
A	1,746	72.54%
B	3,254	71.66%

Trucks and Buses (1B)		
G	256	12.00%
A	290	12.05%
B	546	12.02%

Articulated Vehicles (1C)		
G	152	7.12%
A	159	6.61%
B	311	6.85%

Road Trains (1D)		
G	218	10.22%
A	213	8.85%
B	431	9.49%

Short 2-Axle Vehicles (2A)		
G	1,449	67.90%
A	1,681	69.84%
B	3,130	68.93%

Short Vehicles Towing (2B)		
G	59	2.76%
A	65	2.70%
B	124	2.73%

2-Axle Trucks and Buses (2C)		
G	166	7.78%
A	199	8.27%
B	365	8.04%

3-Axle Trucks and Buses (2D)		
G	74	3.47%
A	75	3.12%
B	149	3.28%

4-Axle Trucks (2E)		
G	16	0.75%
A	16	0.66%
B	32	0.70%

3-Axle Articulated (2F)		
G	6	0.28%
A	6	0.25%
B	12	0.26%

4-Axle Articulated (2G)		
G	11	0.52%
A	12	0.50%
B	23	0.51%

5-Axle Articulated (2H)		
G	14	0.66%
A	12	0.50%
B	26	0.57%

6-Axle Articulated (2I)		
G	121	5.67%
A	129	5.36%
B	250	5.51%

B Double (2J)		
G	143	6.70%
A	147	6.11%
B	290	6.39%

Double Road Trains (2K)		
G	74	3.47%
A	65	2.70%
B	139	3.06%

Triple Road Trains (2L)		
G	1	0.05%
A	1	0.04%
B	2	0.04%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

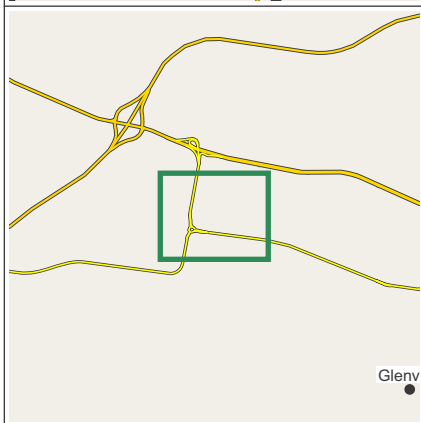
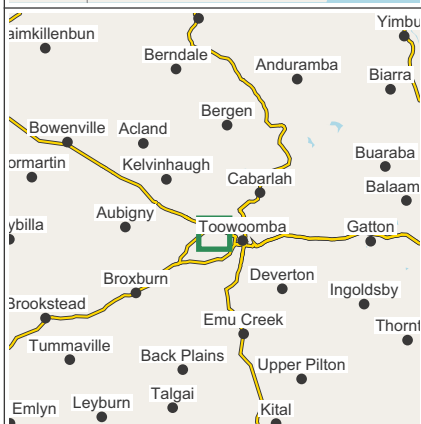
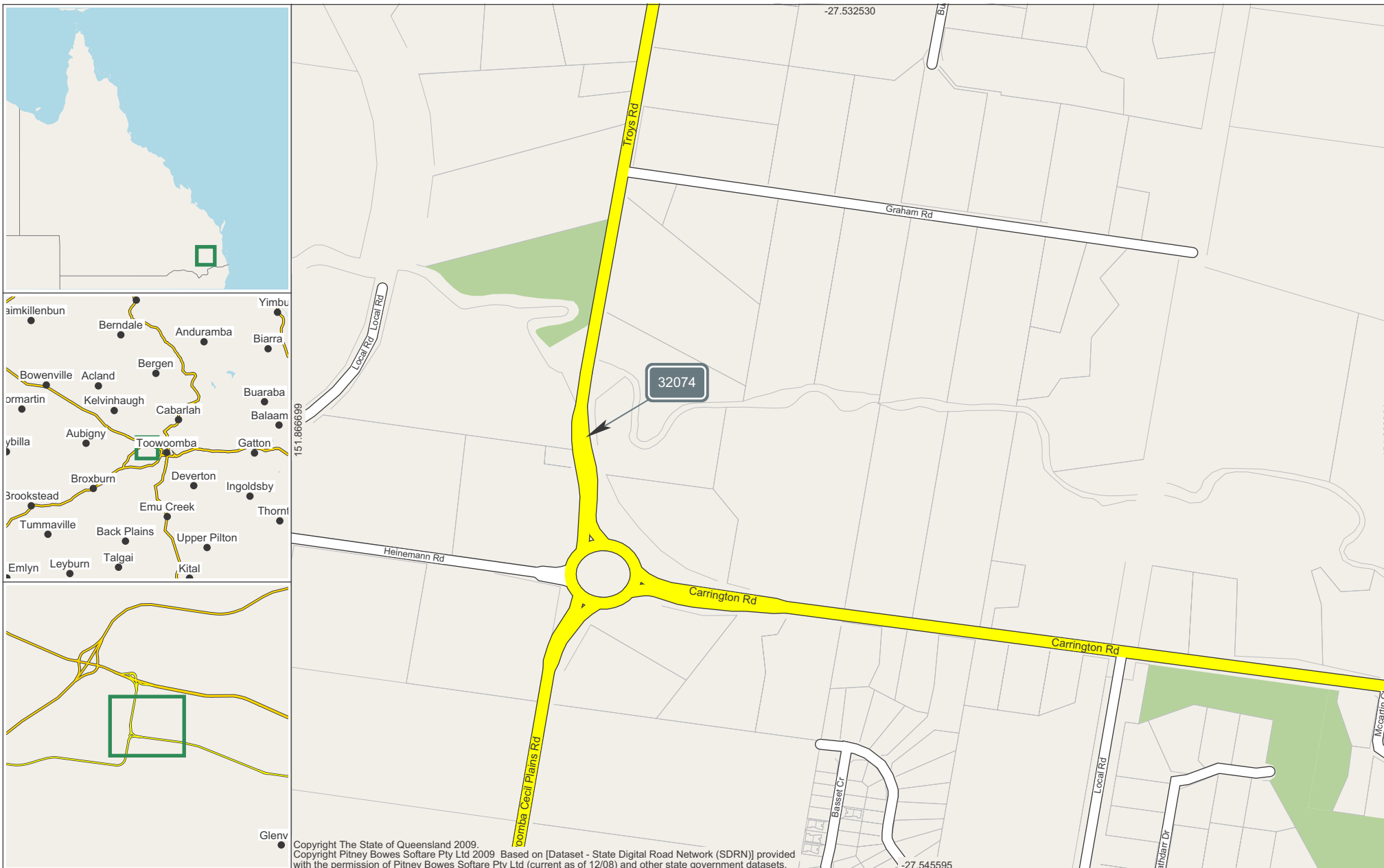
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

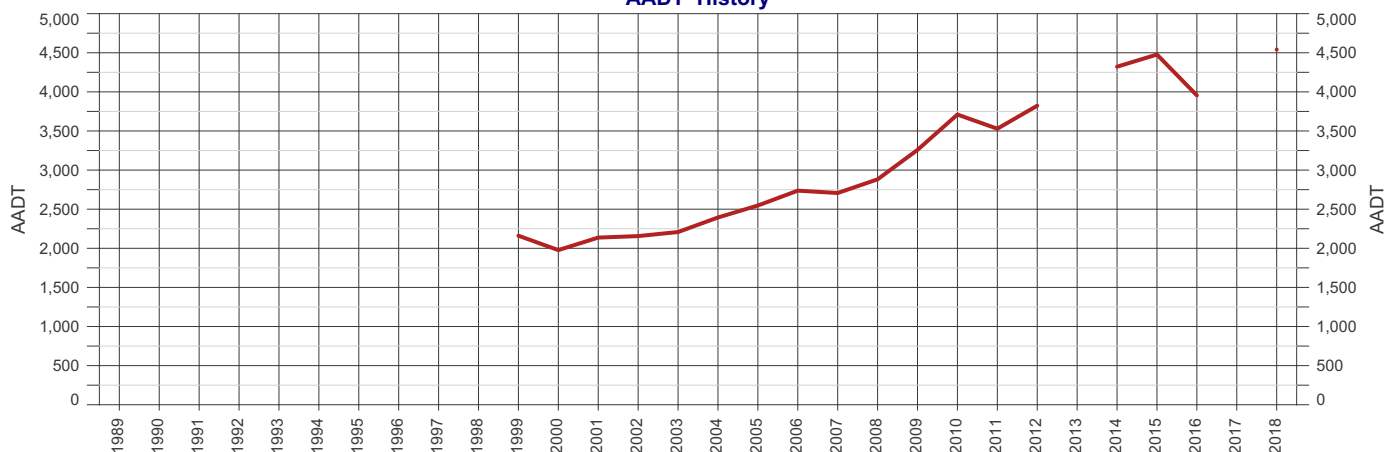
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area	402 - Darling Downs District
Road Section	320 - CHARLTON CONNECTION ROAD
Site	32074 - 320-300m South of Graham Rd
Thru Dist	1.05
Type	C - Coverage
Stream	TB - Bi-directional traffic flow

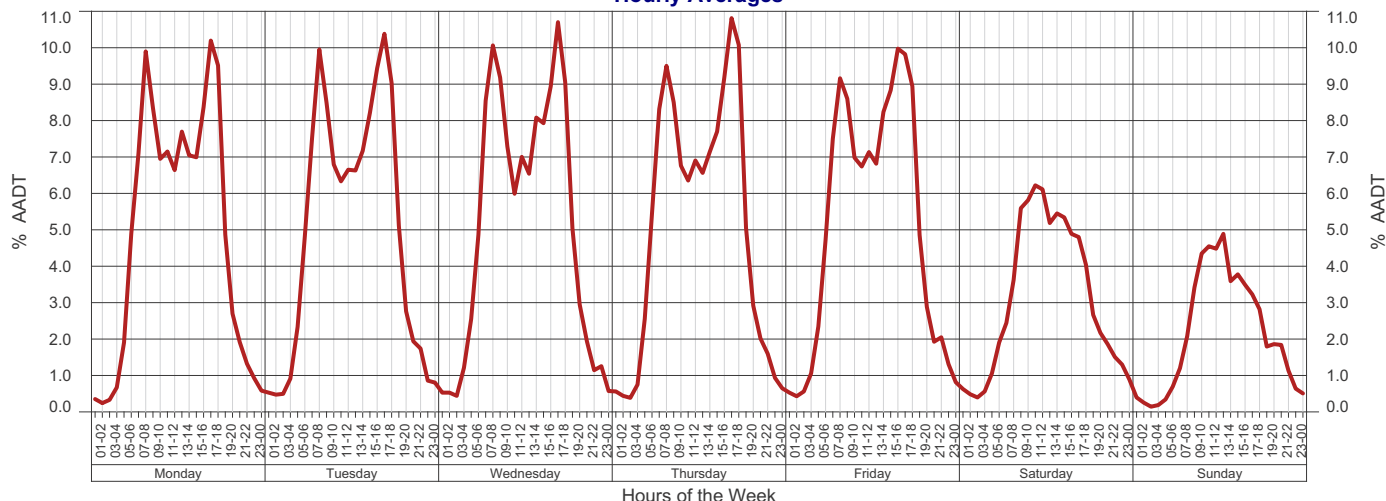
Year	2018	Growth last Year	
AADT	4,541	Growth last 5 Yrs	
Avg Week Day	5,449	Growth last 10 Yrs	3.53%
Avg Weekend Day	2,860		

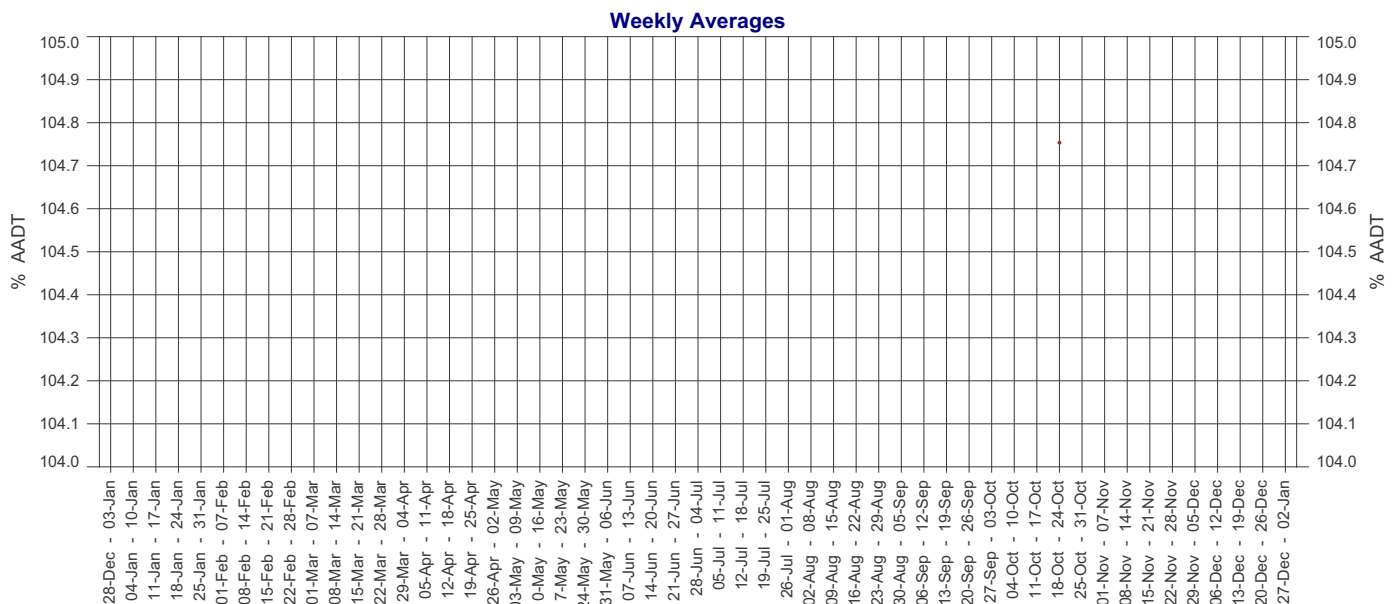
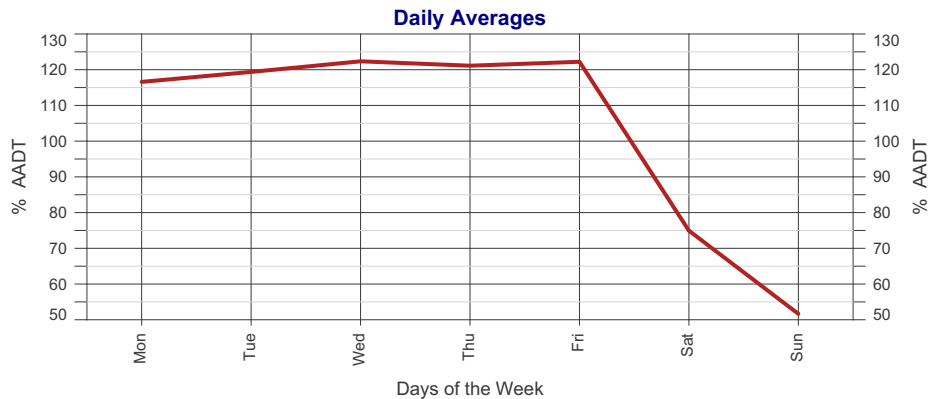
AADT History



Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth	Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	4,541			3.53%	2003	2,208	2.41%		
2017					2002	2,156	0.89%		
2016	3,955	-11.66%	0.88%	3.18%	2001	2,137	8.09%		
2015	4,477	3.59%	4.82%	5.80%	2000	1,977	-8.51%		
2014	4,322		5.47%	6.15%	1999	2,161			
2013					1998				
2012	3,823	8.33%	6.52%	6.08%	1997				
2011	3,529	-4.88%	5.70%	5.59%	1996				
2010	3,710	13.87%	8.88%	7.14%	1995				
2009	3,258	13.05%	6.65%	5.53%	1994				
2008	2,882	6.46%	4.86%		1993				
2007	2,707	-1.10%	4.52%		1992				
2006	2,737	7.46%	5.94%		1991				
2005	2,547	6.39%	5.25%		1990				
2004	2,394	8.42%	3.53%		1989				

Hourly Averages





2018 Calendar

January

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

May

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

August

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December

M	T	W	T	F	S	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

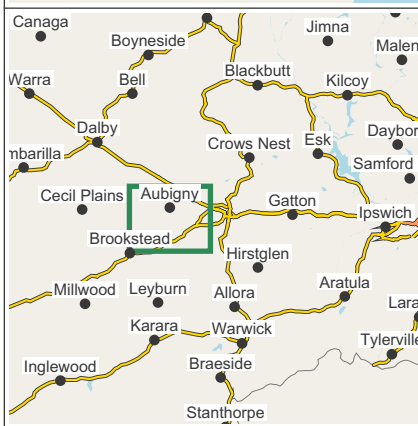
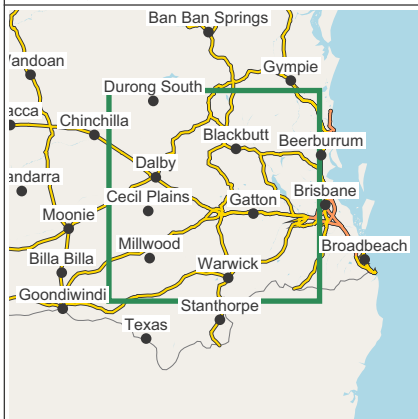
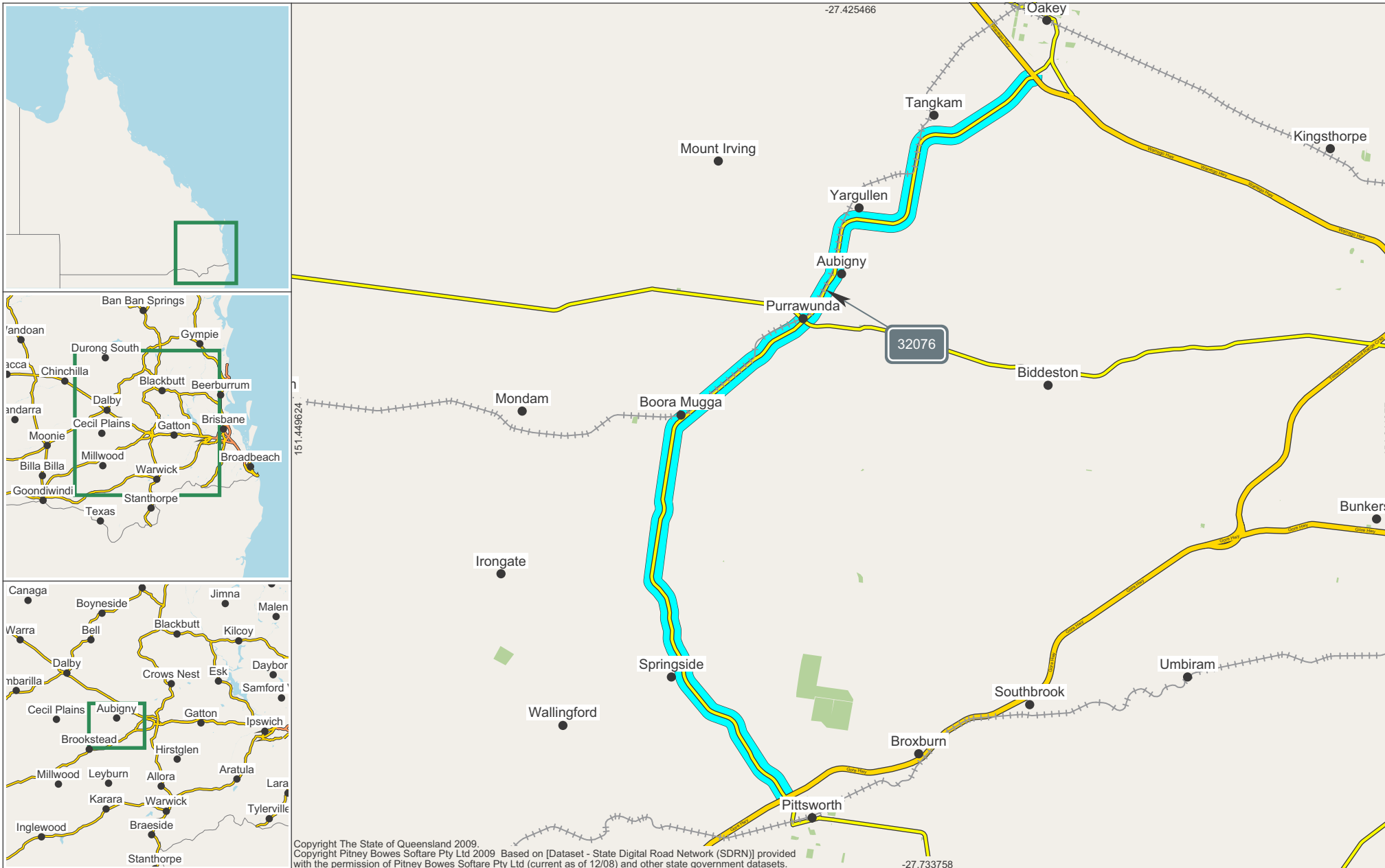
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



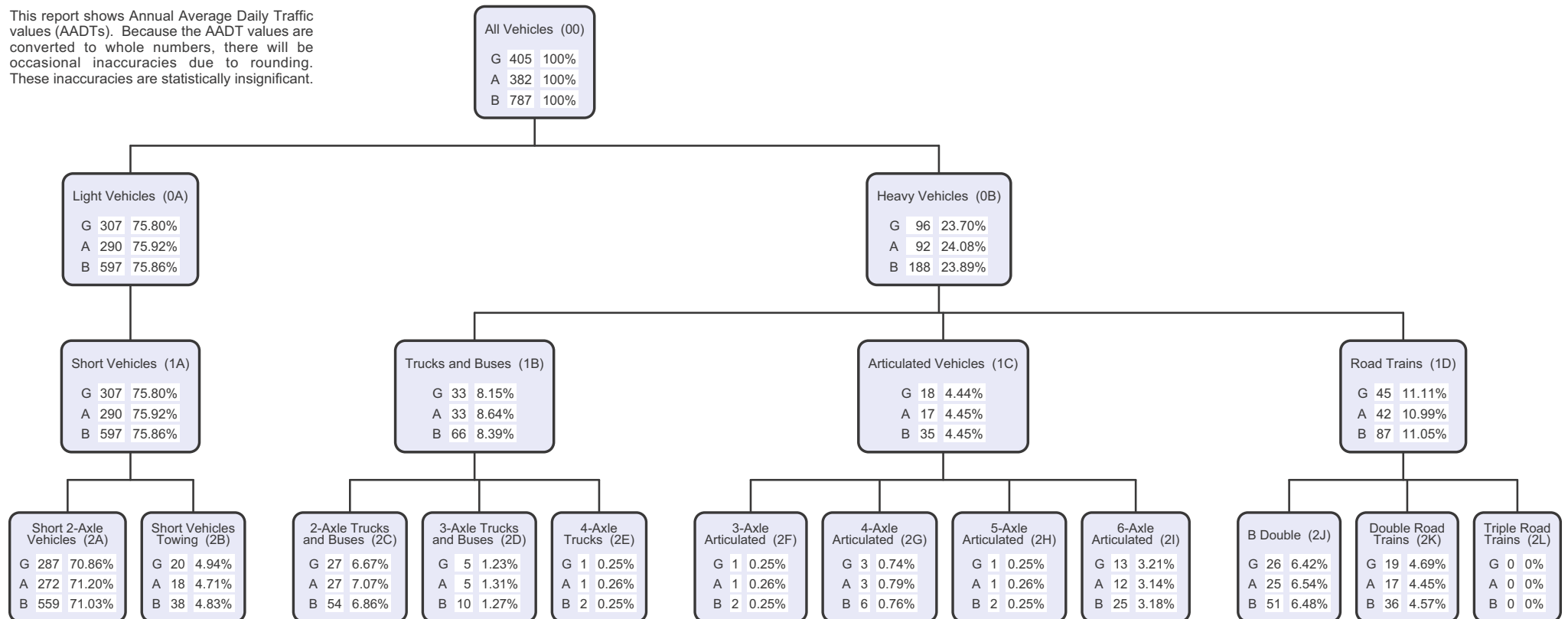
Site 32076. Point 230018090. CS-32076_1.75km North of Rd 324.

13.89 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

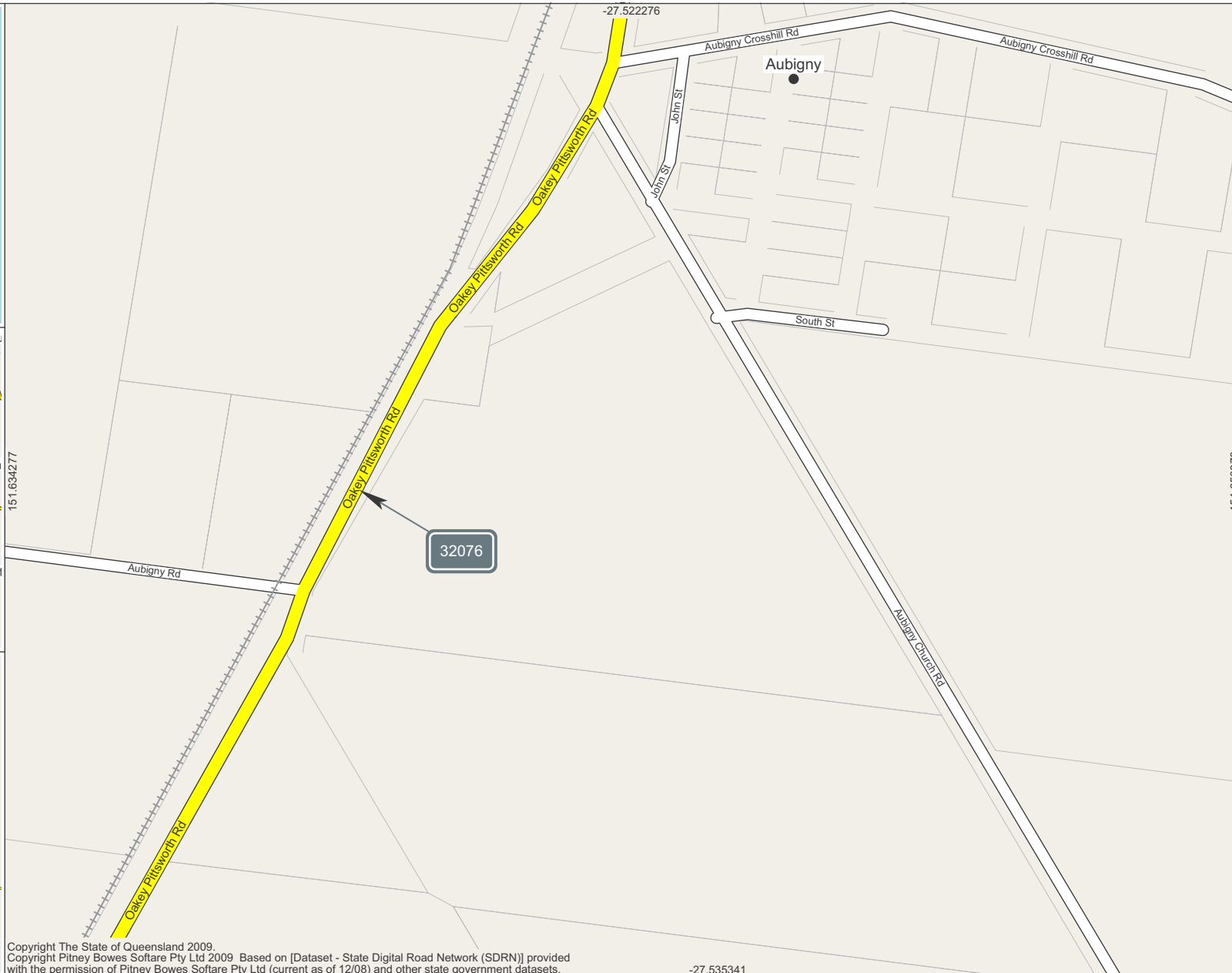
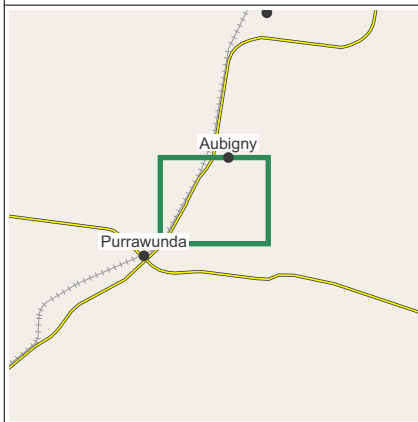
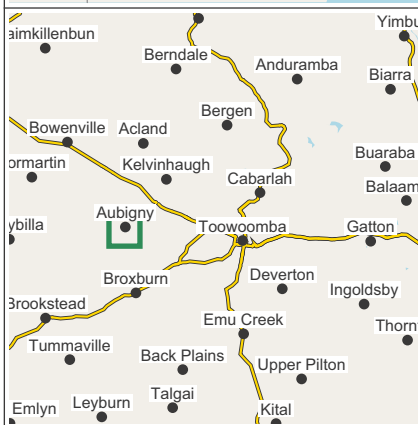
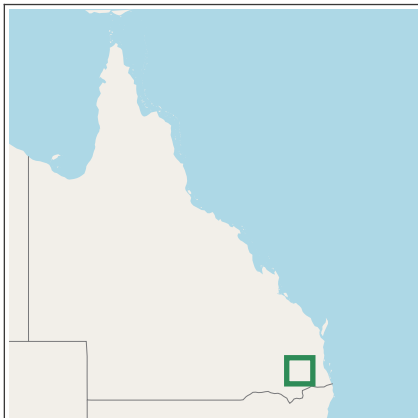
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

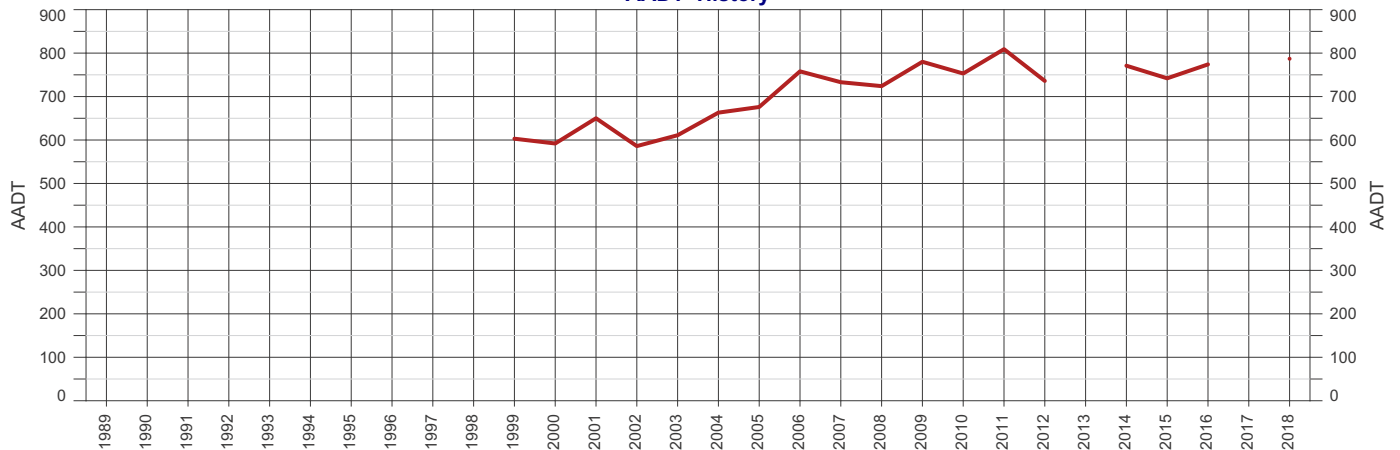
Area 402 - Darling Downs District Road Section 323 - Oakey - PITTSWORTH ROAD
 Site 32076 - 323-1.7km North of Toowoomba - Cecil Plains TDist 13.890km Speed Limit 100



Area 402 - Darling Downs District
Road Section 323 - OAKEY - PITTSWORTH ROAD
Site 32076 - 323-1.7km North of Toowba - Cecil Plains
Thru Dist 13.89
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 787
Avg Week Day 952
Avg Weekend Day 495
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs 0.49%

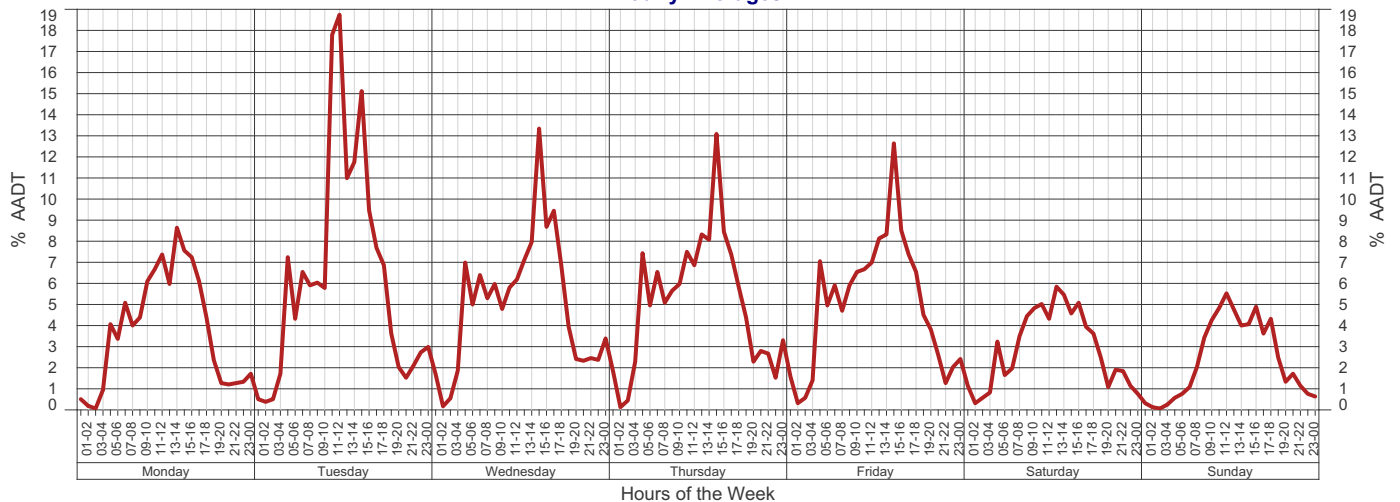
AADT History

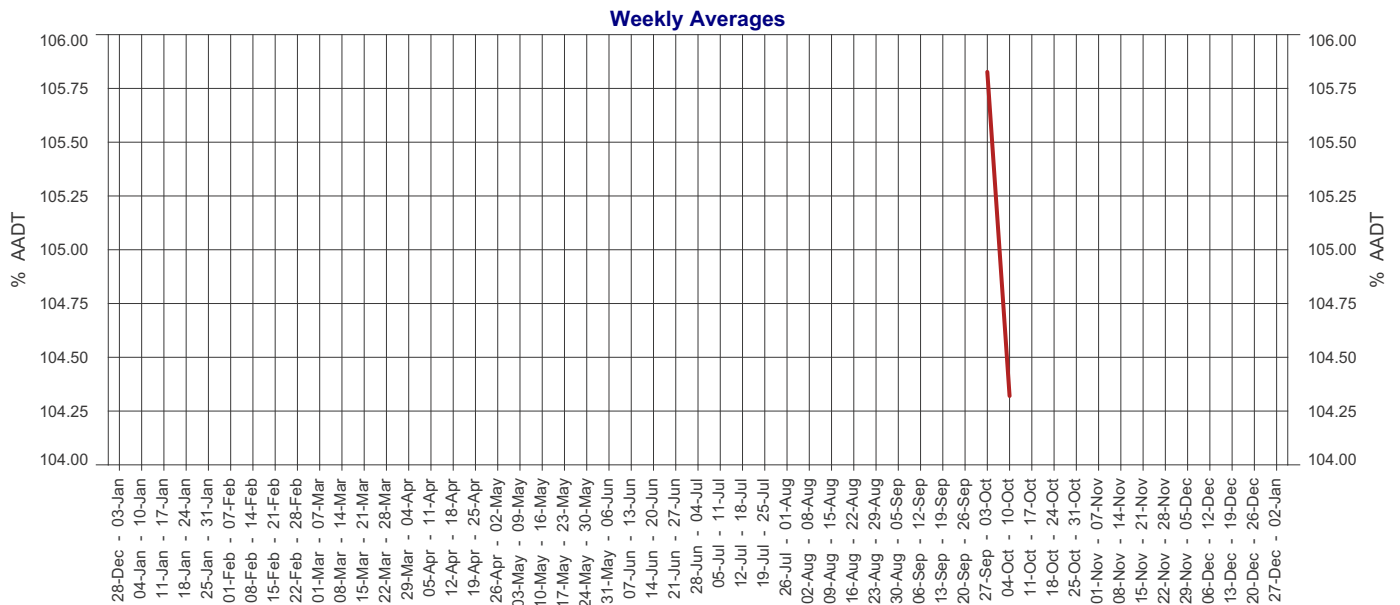
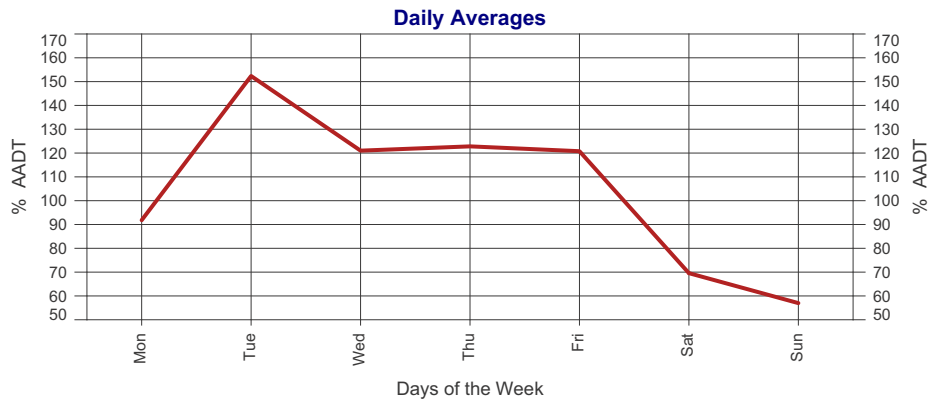


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	787			0.49%
2017				
2016	774	4.31%	0.07%	0.37%
2015	742	-3.76%	-0.85%	0.07%
2014	771		-0.03%	0.93%
2013				
2012	736	-9.02%	-0.41%	1.30%
2011	809	7.44%	2.20%	2.90%
2010	753	-3.46%	1.16%	2.26%
2009	780	7.73%	3.08%	3.07%
2008	724	-1.23%	2.40%	
2007	733	-3.30%	4.23%	
2006	758	12.13%	5.27%	
2005	676	1.96%	2.71%	
2004	663	8.51%	2.42%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003	611	4.27%		
2002	586	-9.85%		
2001	650	9.80%		
2000	592	-1.82%		
1999	603			
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	April M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	July M T W T F S S 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
September M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	December M T W T F S S 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

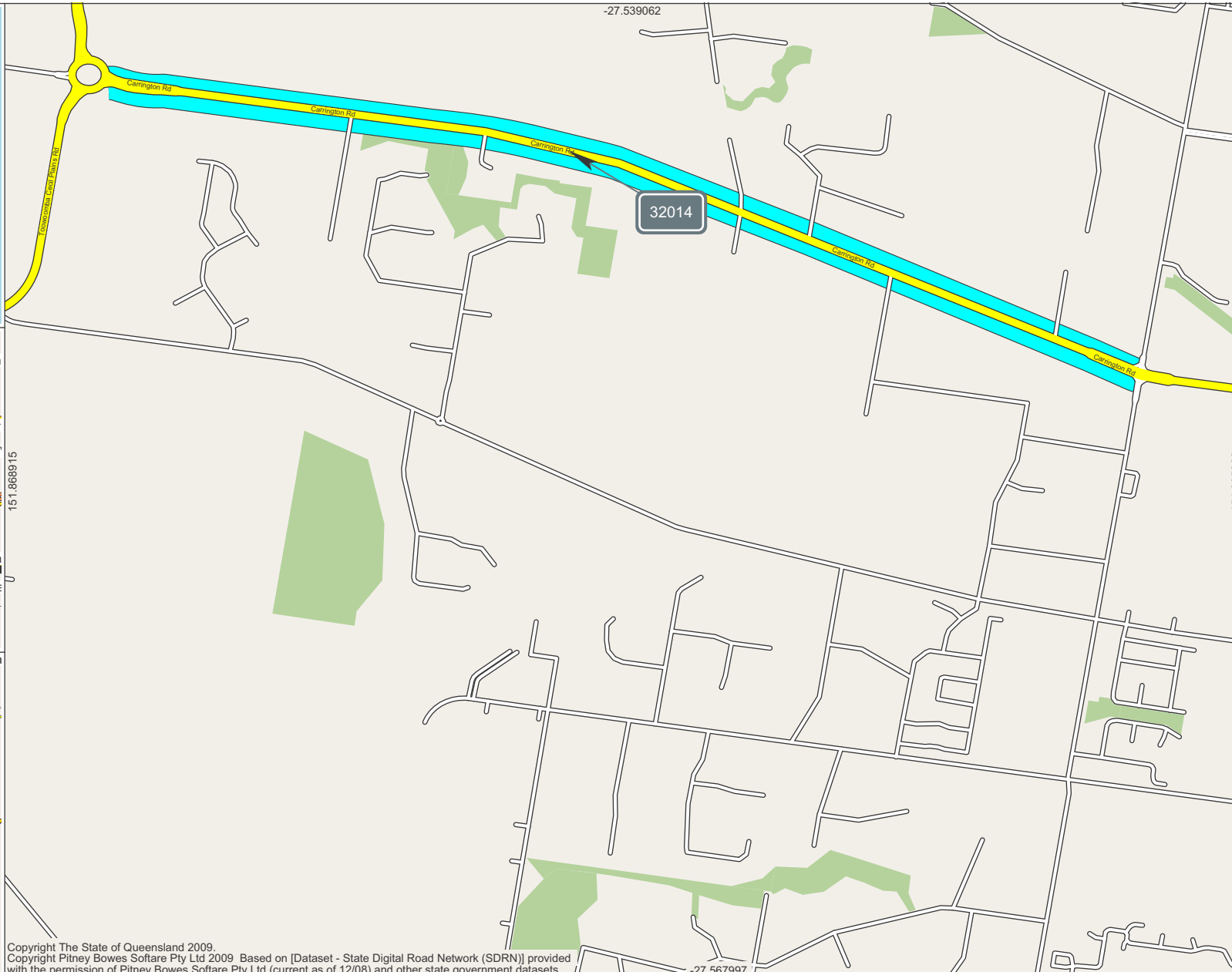
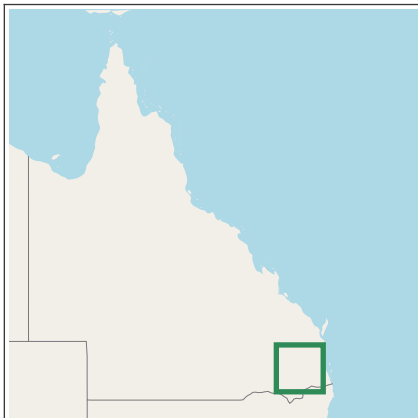
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 32014. Point 230001177. CS-32014_500m West of Moores Rd.

4.48 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	2,972	100%
A	2,569	100%
B	5,541	100%

Light Vehicles (0A)

G	2,010	67.63%
A	1,781	69.33%
B	3,791	68.42%

Heavy Vehicles (0B)

G	962	32.37%
A	788	30.67%
B	1,750	31.58%

Short Vehicles (1A)

G	2,010	67.63%
A	1,781	69.33%
B	3,791	68.42%

Trucks and Buses (1B)

G	435	14.64%
A	305	11.87%
B	740	13.35%

Articulated Vehicles (1C)

G	235	7.91%
A	209	8.14%
B	444	8.01%

Road Trains (1D)

G	292	9.83%
A	274	10.67%
B	566	10.21%

Short 2-Axle Vehicles (2A)

G	1,919	64.57%
A	1,692	65.86%
B	3,611	65.17%

Short Vehicles Towing (2B)

G	91	3.06%
A	89	3.46%
B	180	3.25%

2-Axle Trucks and Buses (2C)

G	296	9.96%
A	166	6.46%
B	462	8.34%

3-Axle Trucks and Buses (2D)

G	114	3.84%
A	114	4.44%
B	228	4.11%

4-Axle Trucks (2E)

G	25	0.84%
A	25	0.97%
B	50	0.90%

3-Axle Articulated (2F)

G	7	0.24%
A	5	0.19%
B	12	0.22%

4-Axle Articulated (2G)

G	14	0.47%
A	9	0.35%
B	23	0.42%

5-Axle Articulated (2H)

G	15	0.50%
A	16	0.62%
B	31	0.56%

6-Axle Articulated (2I)

G	199	6.70%
A	179	6.97%
B	378	6.82%

B Double (2J)

G	218	7.34%
A	198	7.71%
B	416	7.51%

Double Road Trains (2K)

G	74	2.49%
A	76	2.96%
B	150	2.71%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

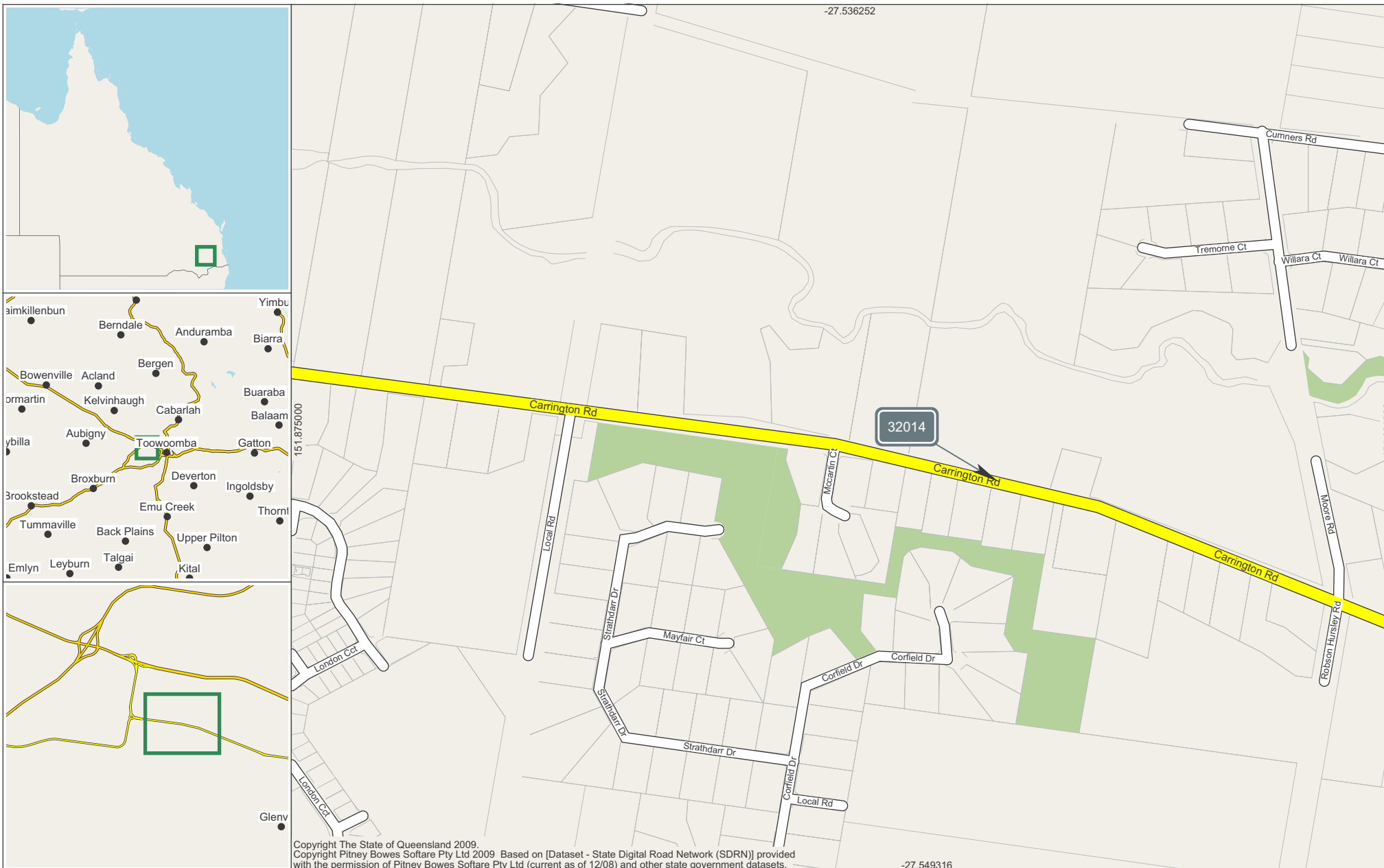
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

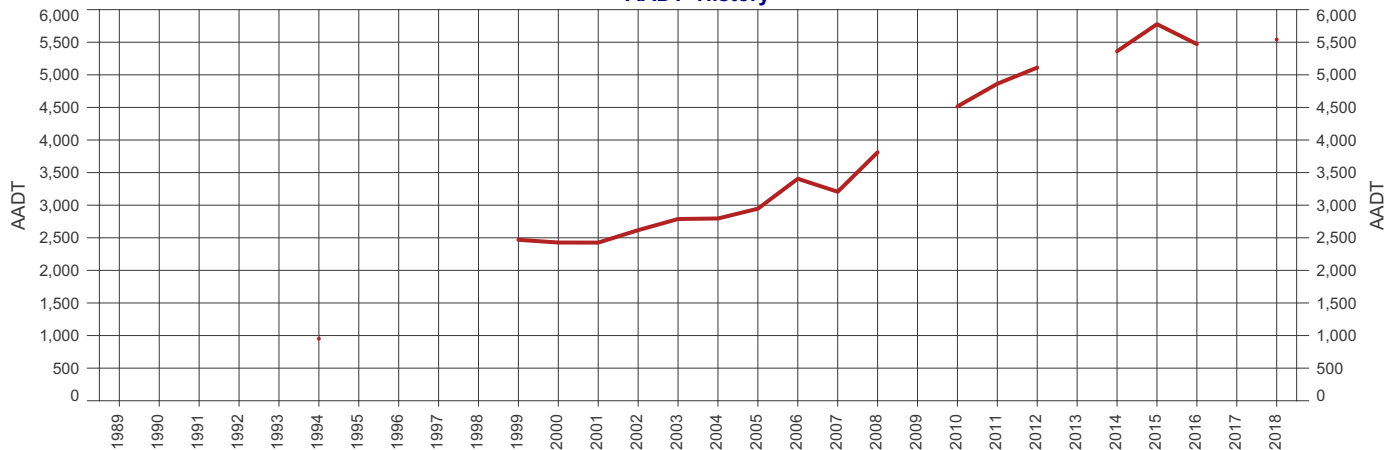
Area 402 - Darling Downs District Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
 Site 32014 - 324-500m West of Moores Rd TDist 4.480km Speed Limit 70



Area 402 - Darling Downs District
Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
Site 32014 - 324-500m West of Moores Rd
Thru Dist 4.48
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 5,541
Avg Week Day 6,704
Avg Weekend Day 3,324
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs 2.48%

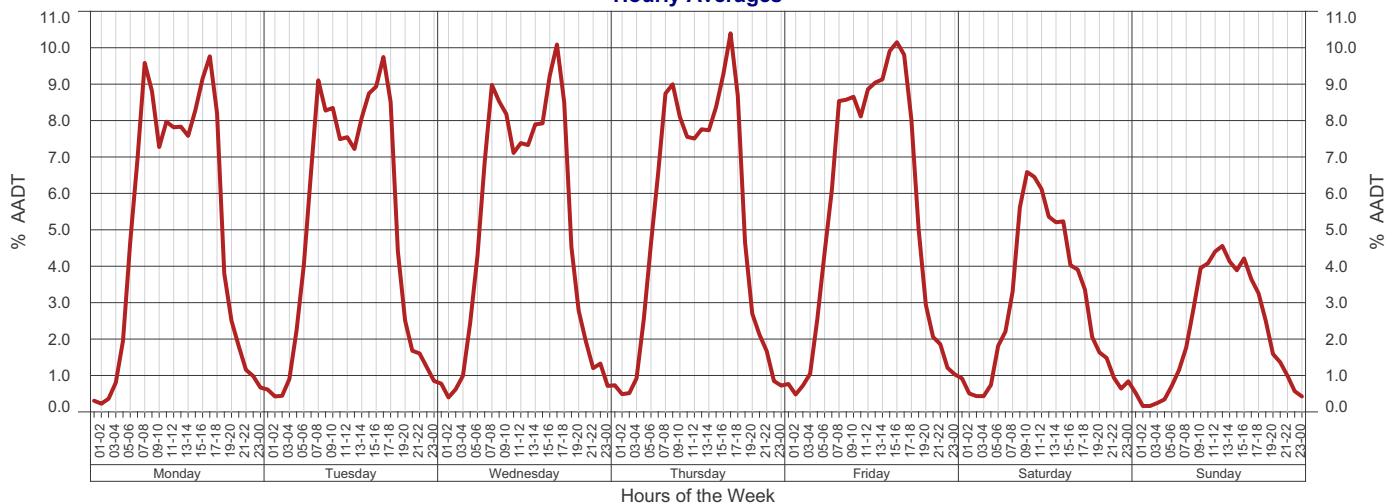
AADT History

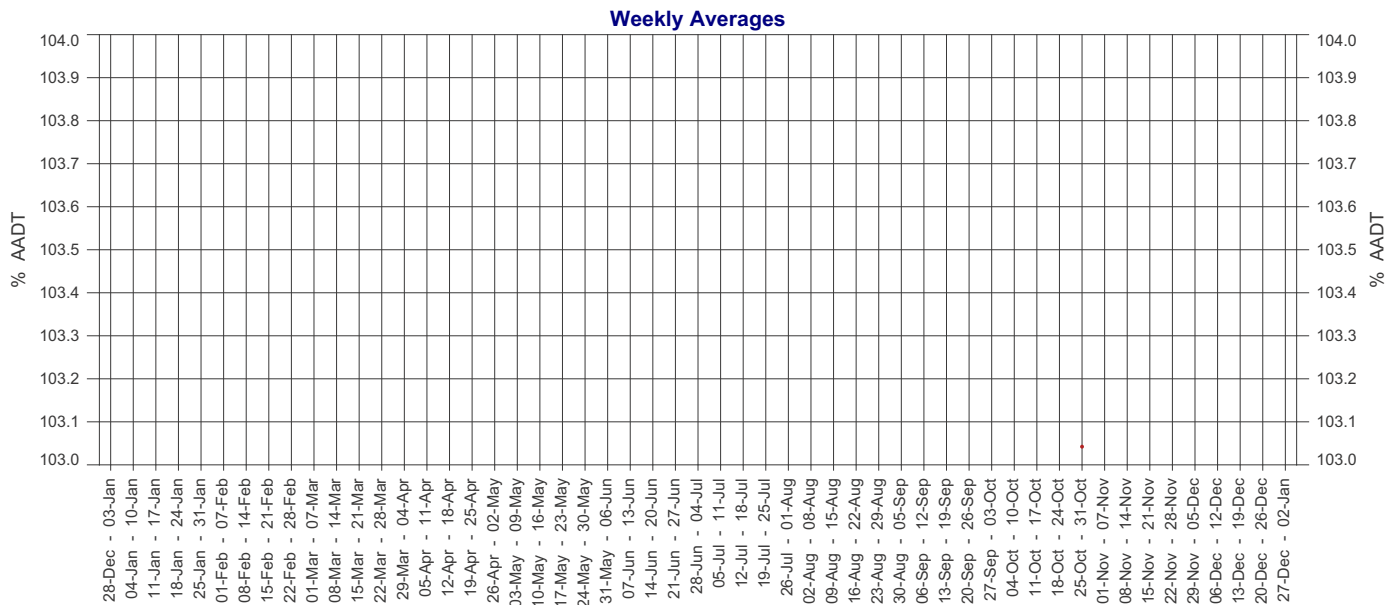
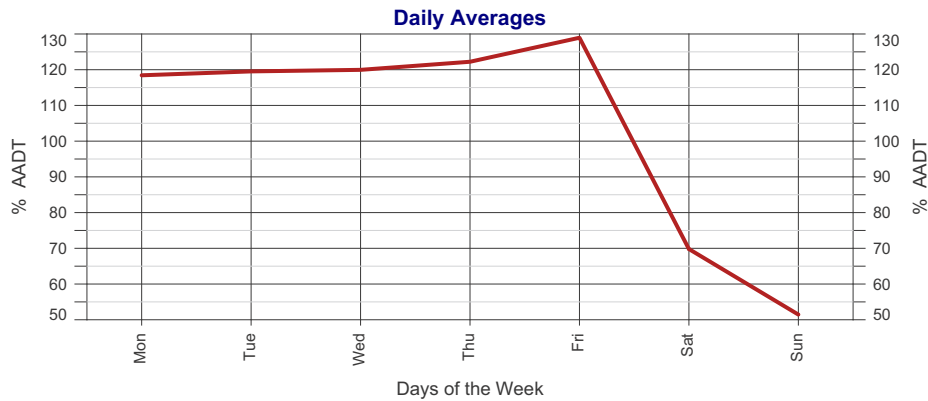


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	5,541			2.48%
2017				
2016	5,472	-5.28%	1.86%	4.52%
2015	5,777	7.74%	4.74%	6.42%
2014	5,362			6.40%
2013				
2012	5,111	5.10%	8.62%	7.46%
2011	4,863	7.71%	8.70%	7.66%
2010	4,515		8.95%	7.30%
2009				
2008	3,811	18.87%	7.49%	
2007	3,206	-5.87%	3.88%	
2006	3,406	15.61%	7.33%	
2005	2,946	5.36%	4.20%	
2004	2,796	0.29%	3.23%	8.41%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003	2,788	6.53%		
2002	2,617	7.87%		
2001	2,426	-0.04%		
2000	2,427	-1.70%		
1999	2,469		21.00%	
1998				
1997				
1996				
1995				
1994	952			
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

May

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

August

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December

M	T	W	T	F	S	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

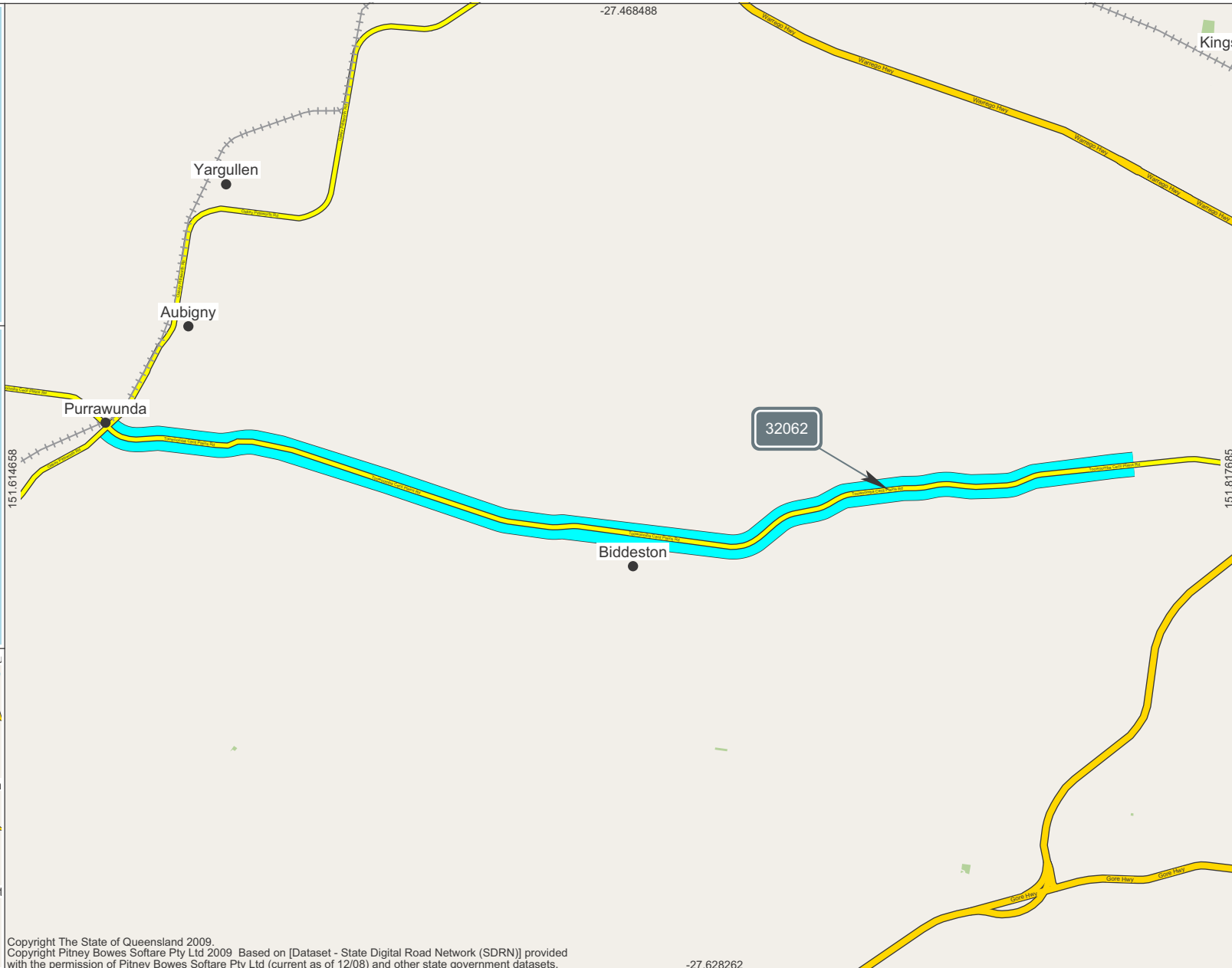
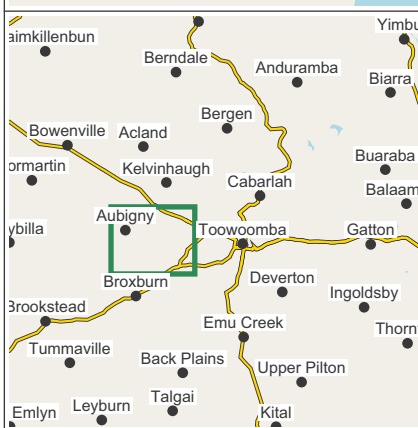
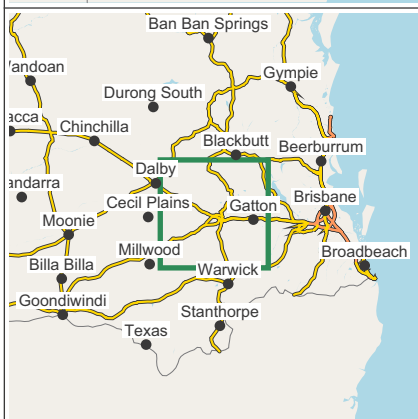
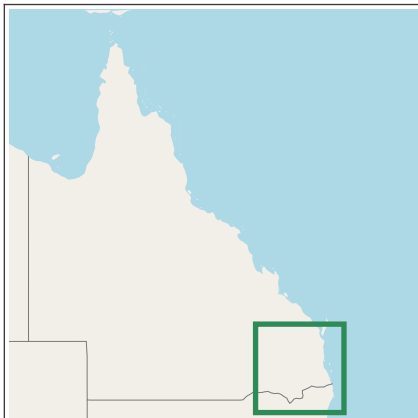
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

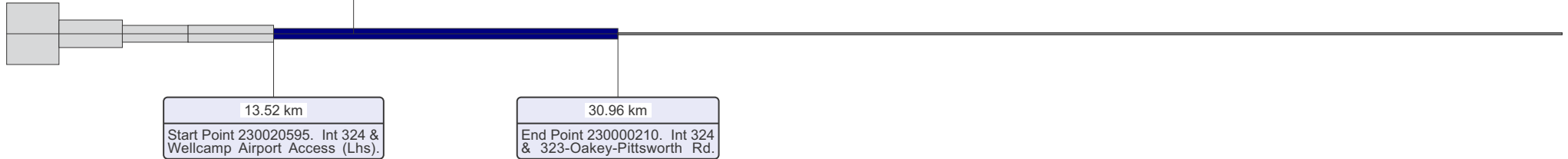
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 32062. Point 230018101. CS-32062_200m East of Berghofer Rd.

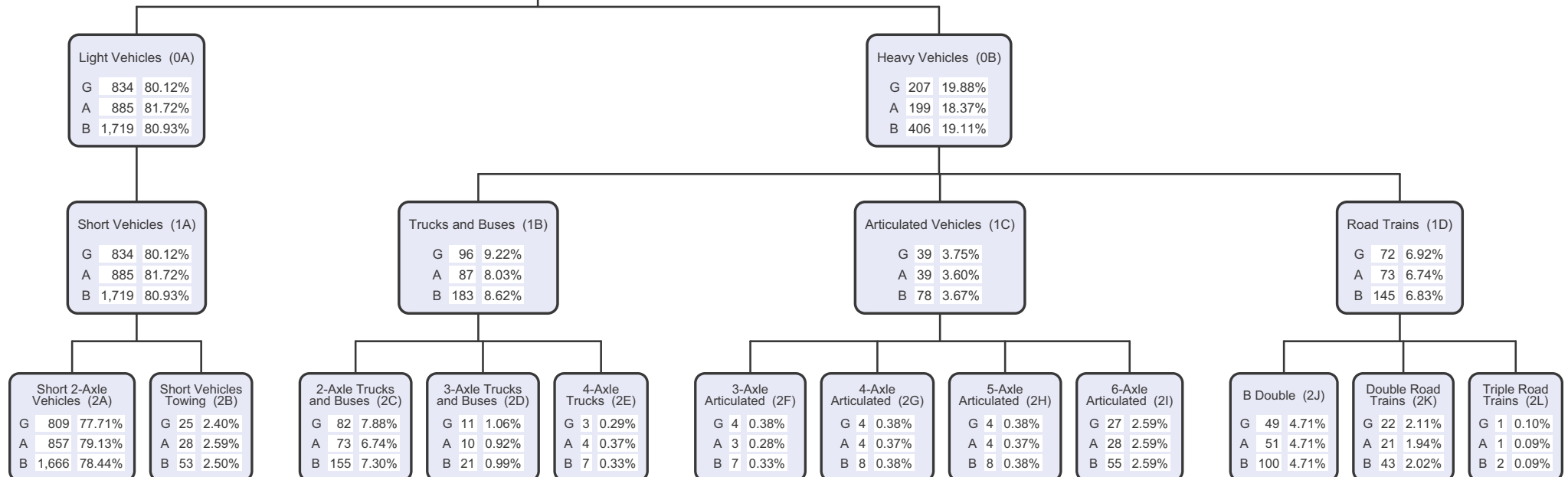
17.57 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	1,041	100%
A	1,083	100%
B	2,124	100%



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

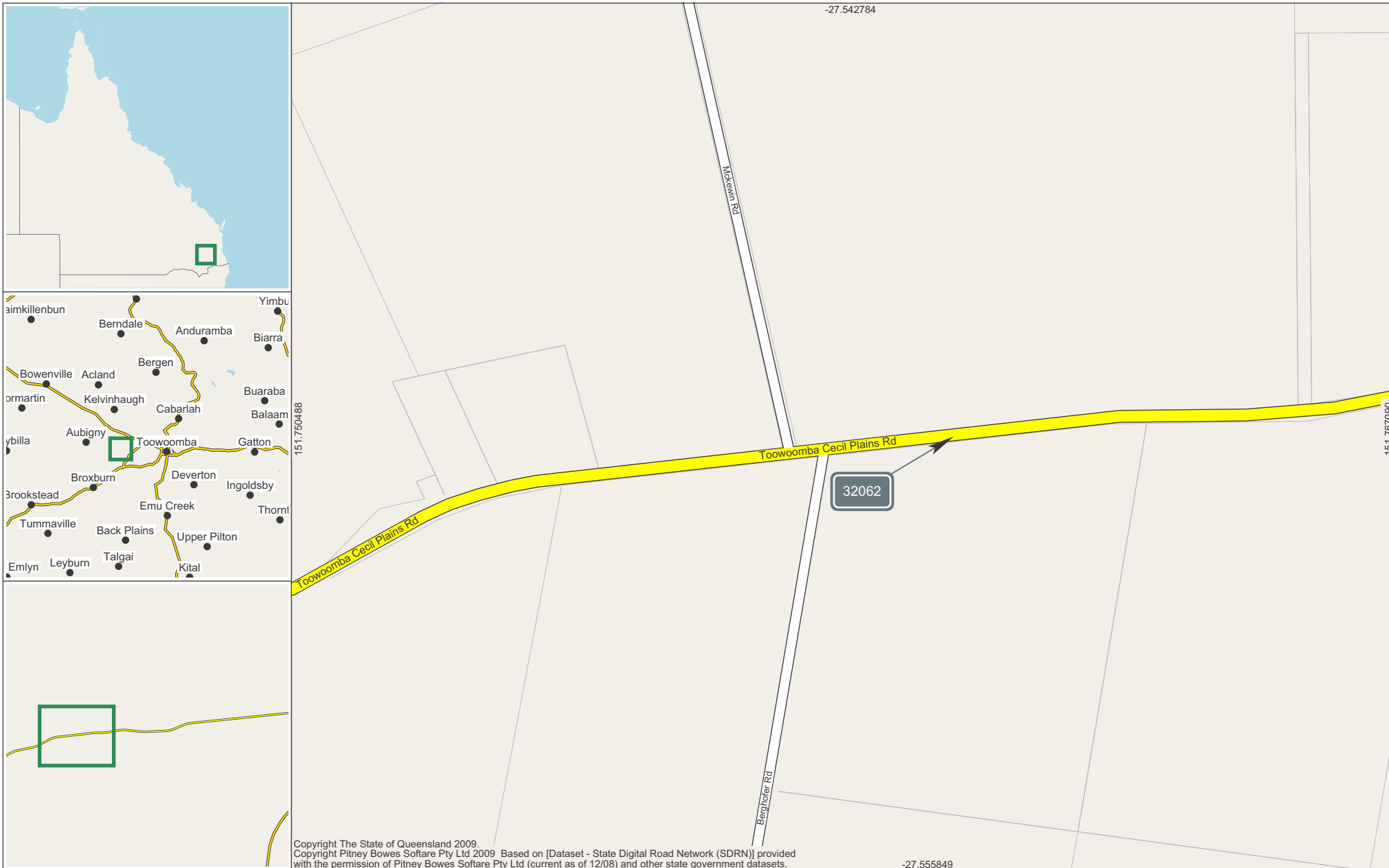
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

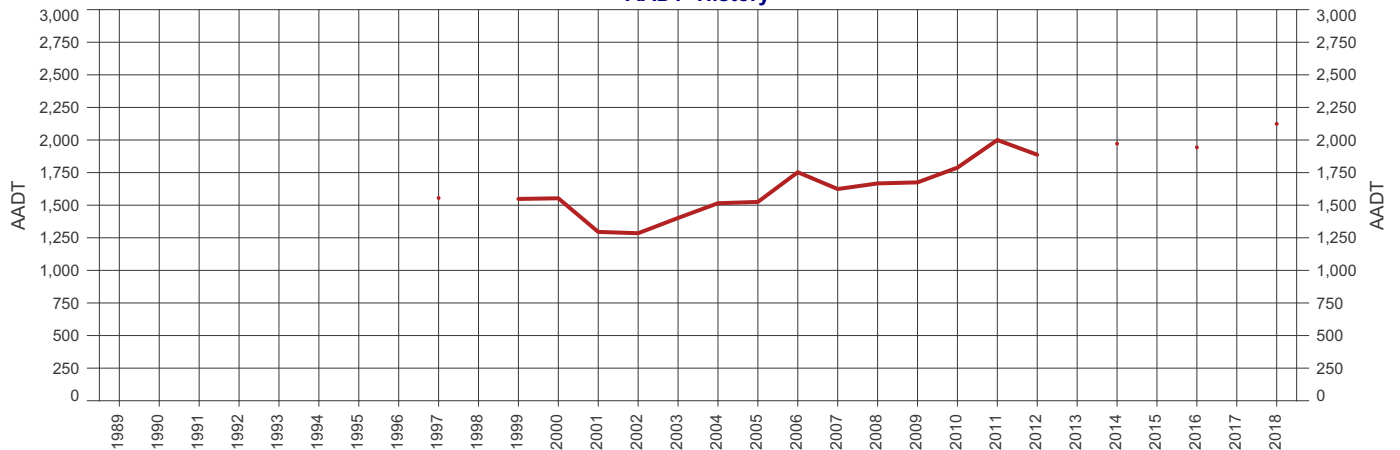
Area 402 - Darling Downs District Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
Site 32062 - 324-200m East of Berghofer Rd TDist 17.570km Speed Limit 100



Area 402 - Darling Downs District
Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
Site 32062 - 324-200m East of Berghofer Rd
Thru Dist 17.57
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 2,124
Avg Week Day 2,527
Avg Weekend Day 1,253
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs 2.18%

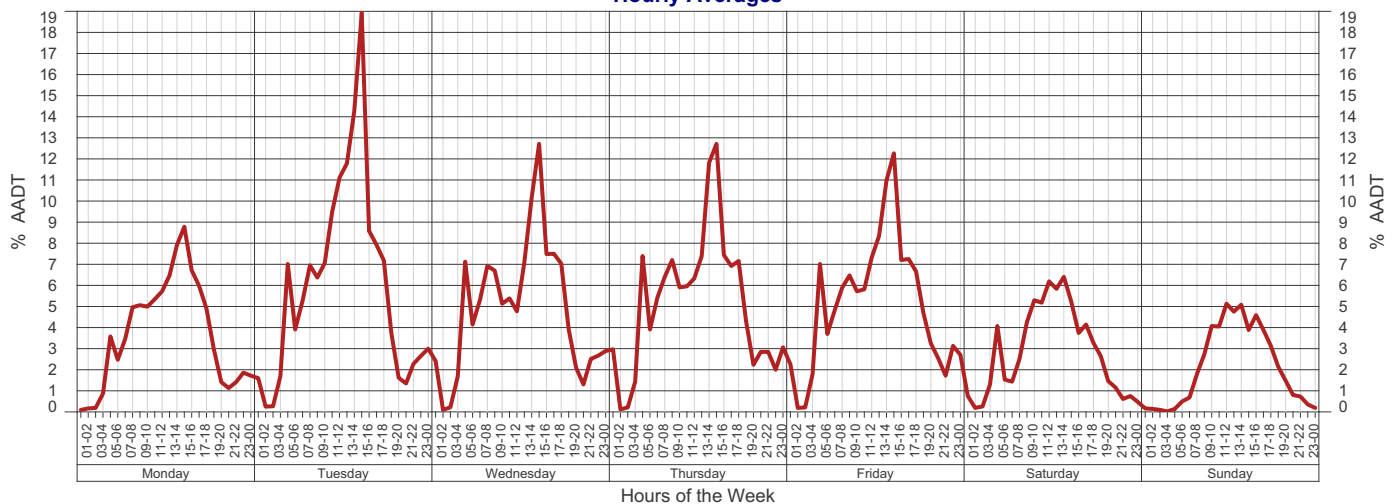
AADT History

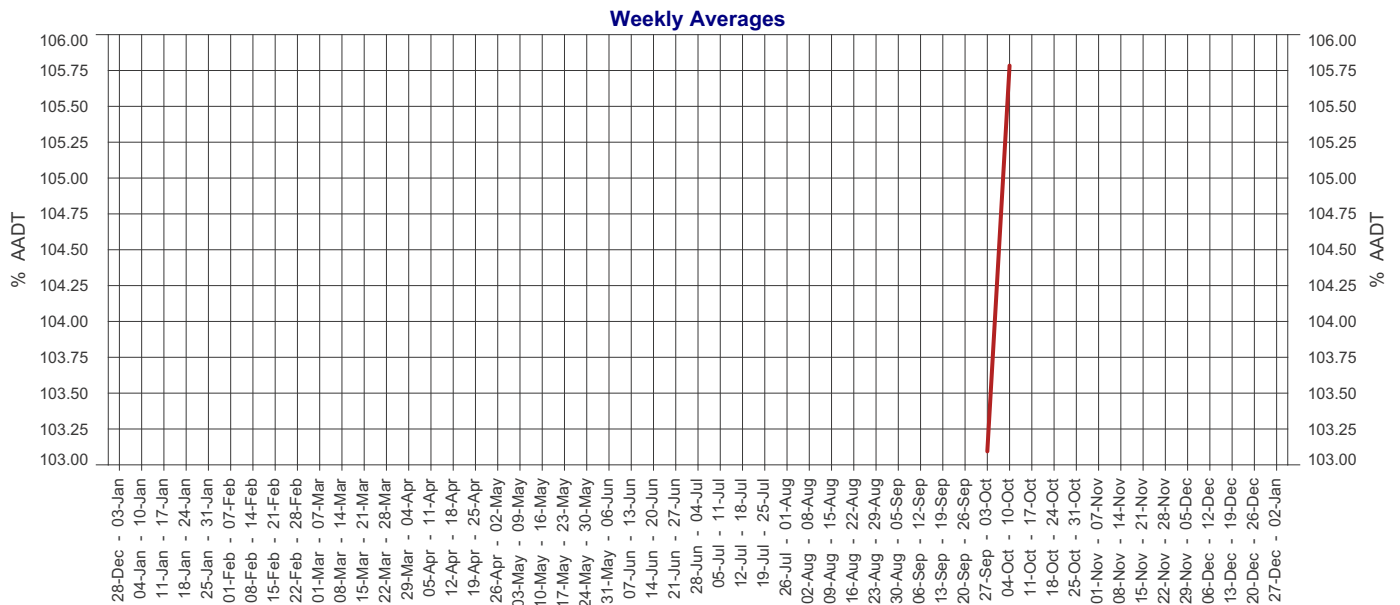
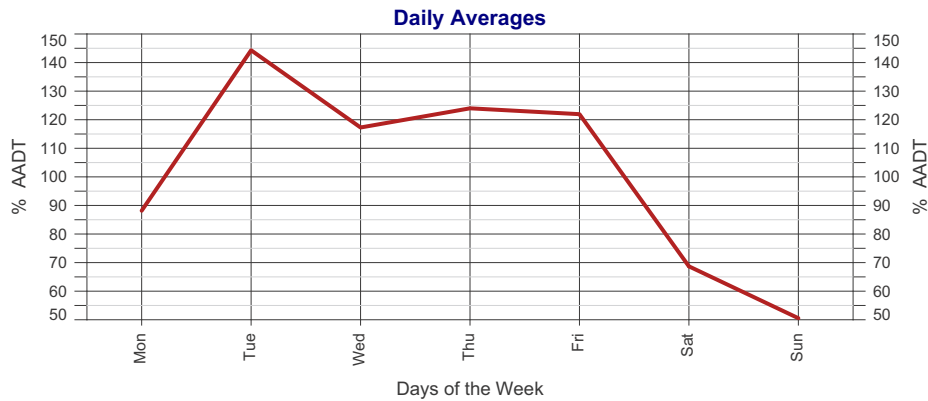


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	2,124			2.18%
2017				
2016	1,944		-0.11%	1.44%
2015				
2014	1,972		2.35%	2.51%
2013				
2012	1,887	-5.65%	3.05%	3.13%
2011	2,000	11.86%	4.66%	4.58%
2010	1,788	6.75%	2.52%	2.90%
2009	1,675	0.48%	1.48%	1.90%
2008	1,667	2.65%	2.65%	
2007	1,624	-7.36%	3.73%	1.49%
2006	1,753	14.95%	7.27%	
2005	1,525	0.66%	2.30%	
2004	1,515	8.06%	1.23%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003	1,402	9.11%		
2002	1,285	-0.77%	-4.75%	
2001	1,295	-16.61%		
2000	1,553	0.32%		
1999	1,548			
1998				
1997	1,555			
1996				
1995				
1994				
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28							March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							April M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29						
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							July M T W T F S S 30 31 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29							August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31						
September M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							December M T W T F S S 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

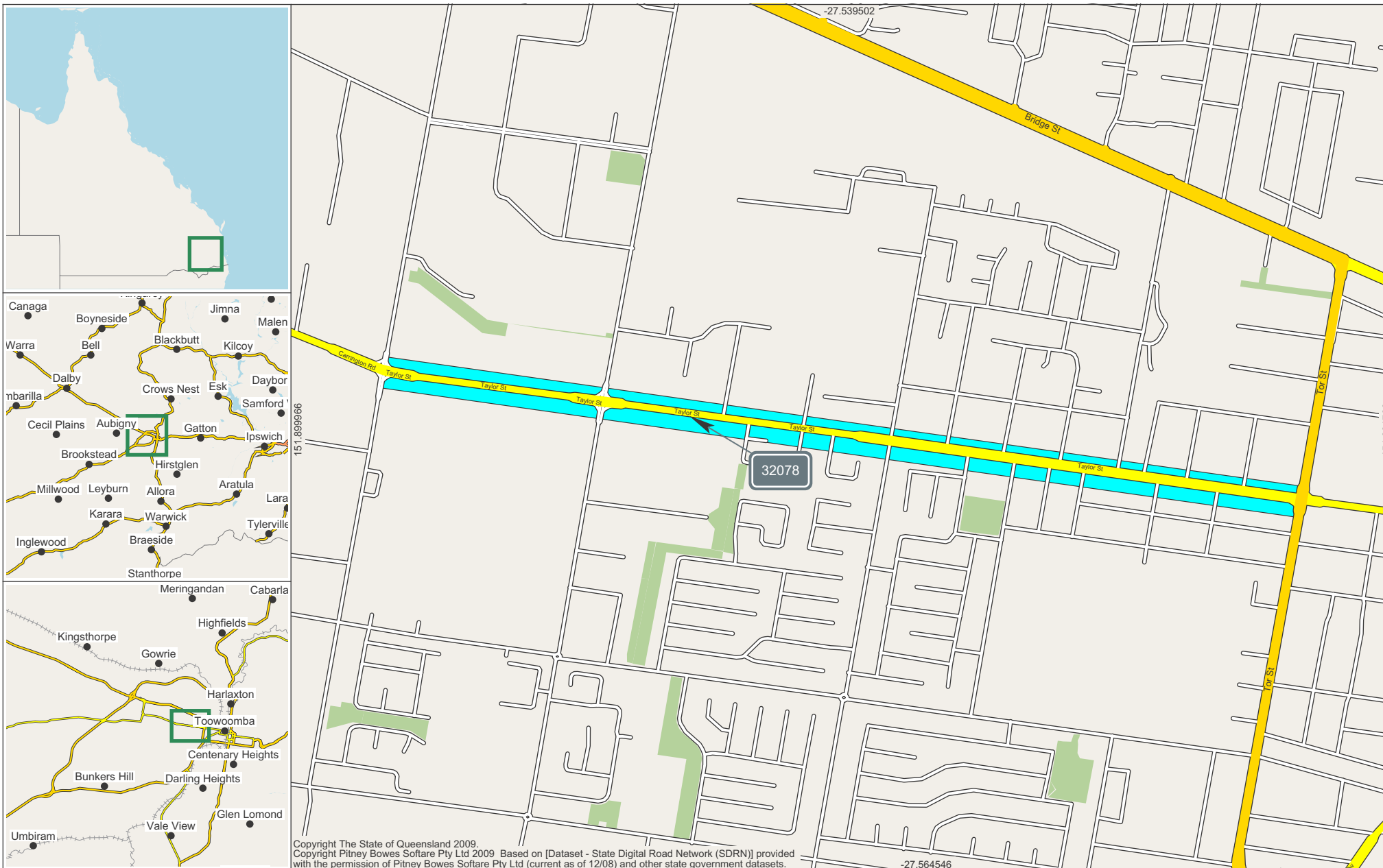
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 32078. Point 230001695.
CS-32078_100m West of Eyers St.

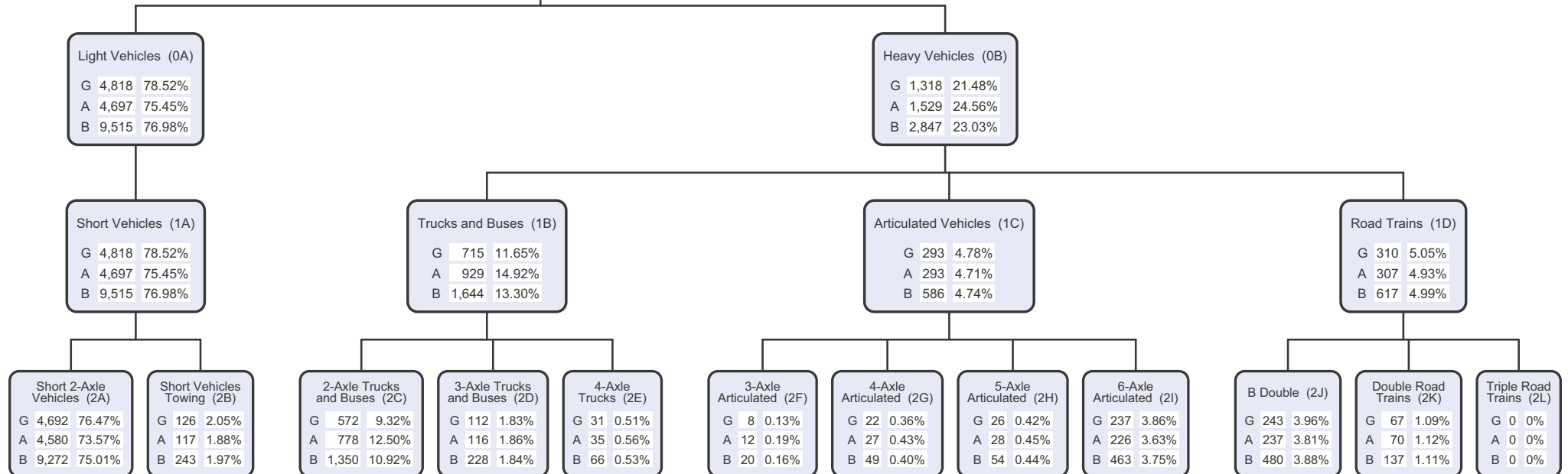
1.77 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	6,136	100%
A	6,225	100%
B	12,361	100%



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

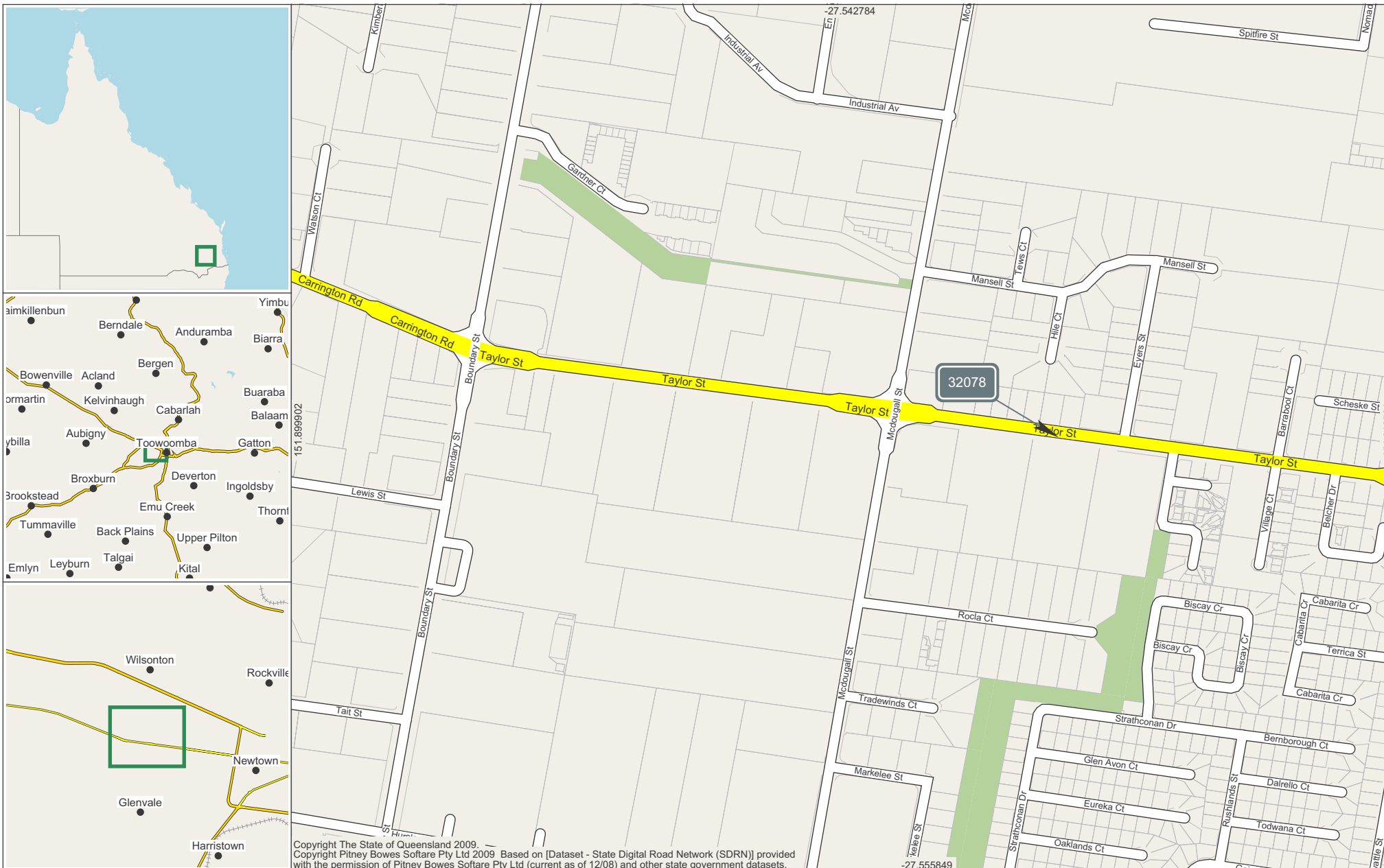
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

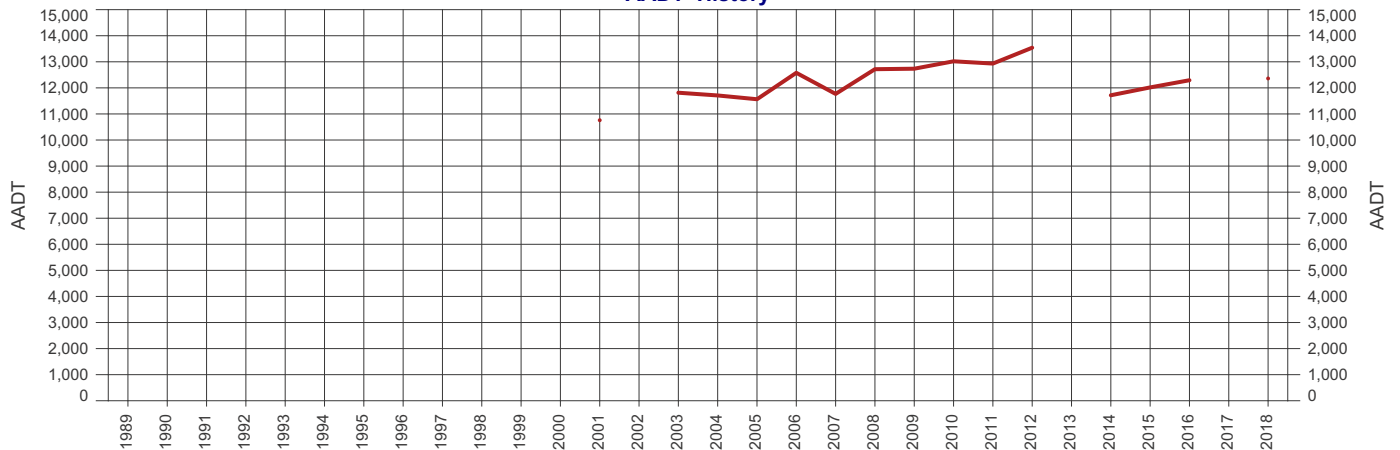
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
Site 32078 - 324-100m West of Eyers St.
Thru Dist 1.77
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 12,361
Avg Week Day 14,956
Avg Weekend Day 6,304
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs -0.42%

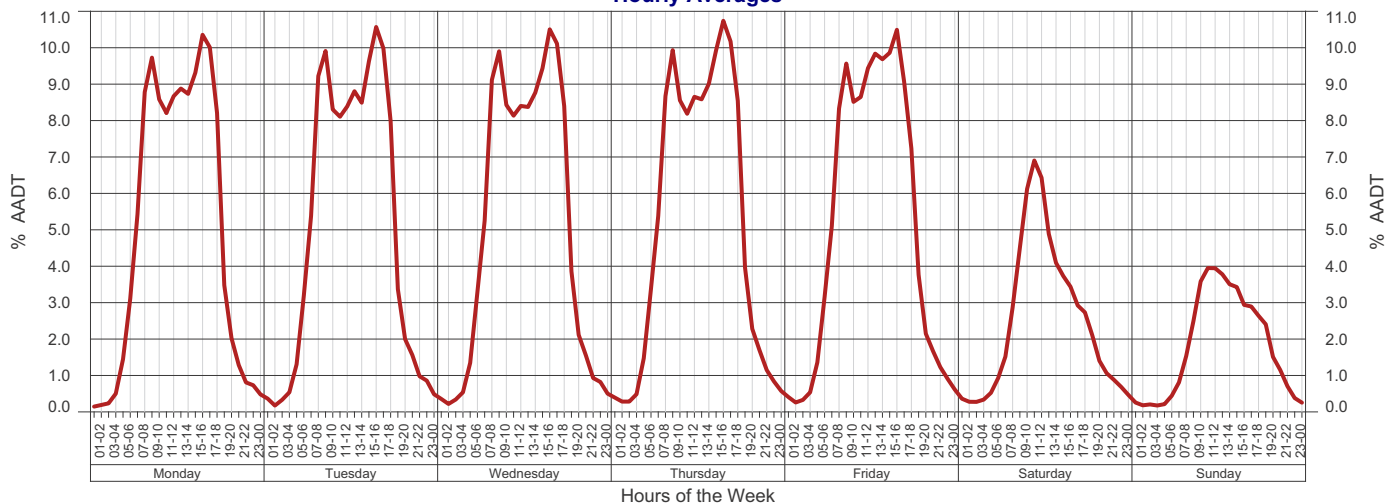
AADT History

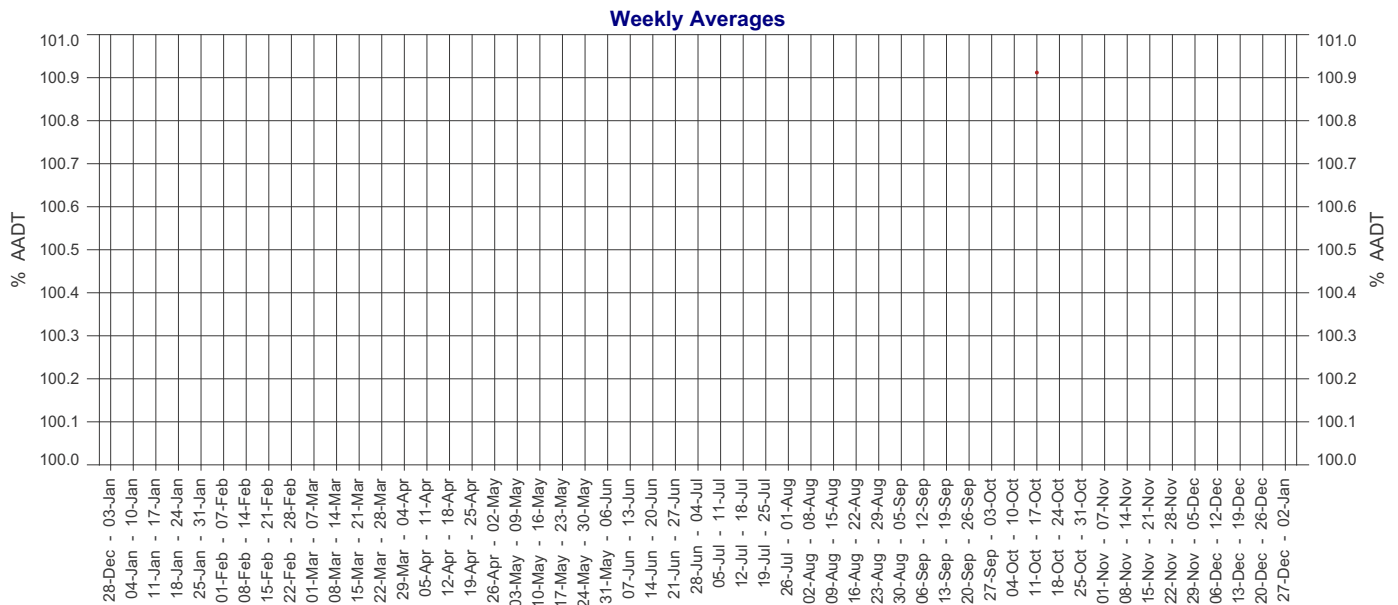
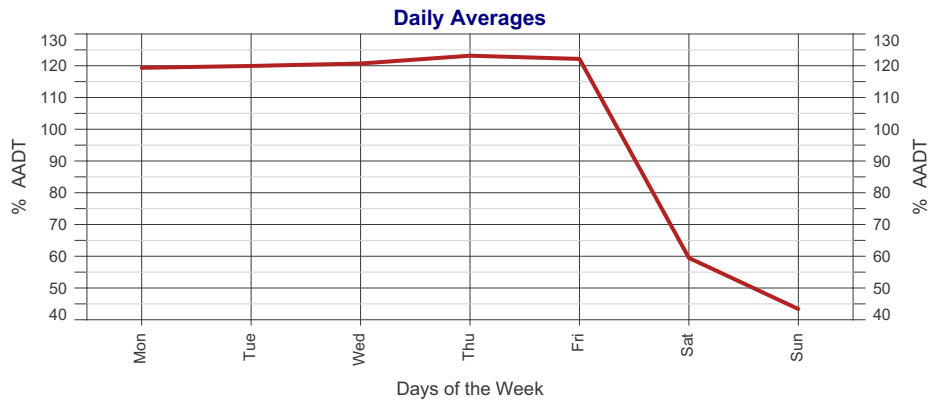


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	12,361			-0.42%
2017				
2016	12,293	2.30%	-1.13%	-0.32%
2015	12,017	2.57%	-1.99%	-0.43%
2014	11,716		-2.60%	-0.62%
2013				
2012	13,540	4.70%	2.32%	
2011	12,932	-0.67%	1.08%	1.50%
2010	13,019	2.23%	2.03%	
2009	12,735	0.15%	1.84%	
2008	12,716	8.06%	1.99%	
2007	11,768	-6.43%		
2006	12,577	8.76%	3.11%	
2005	11,564	-1.24%		
2004	11,709	-0.89%		

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003	11,814			
2002				
2001	10,759			
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

May

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

August

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December

M	T	W	T	F	S	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

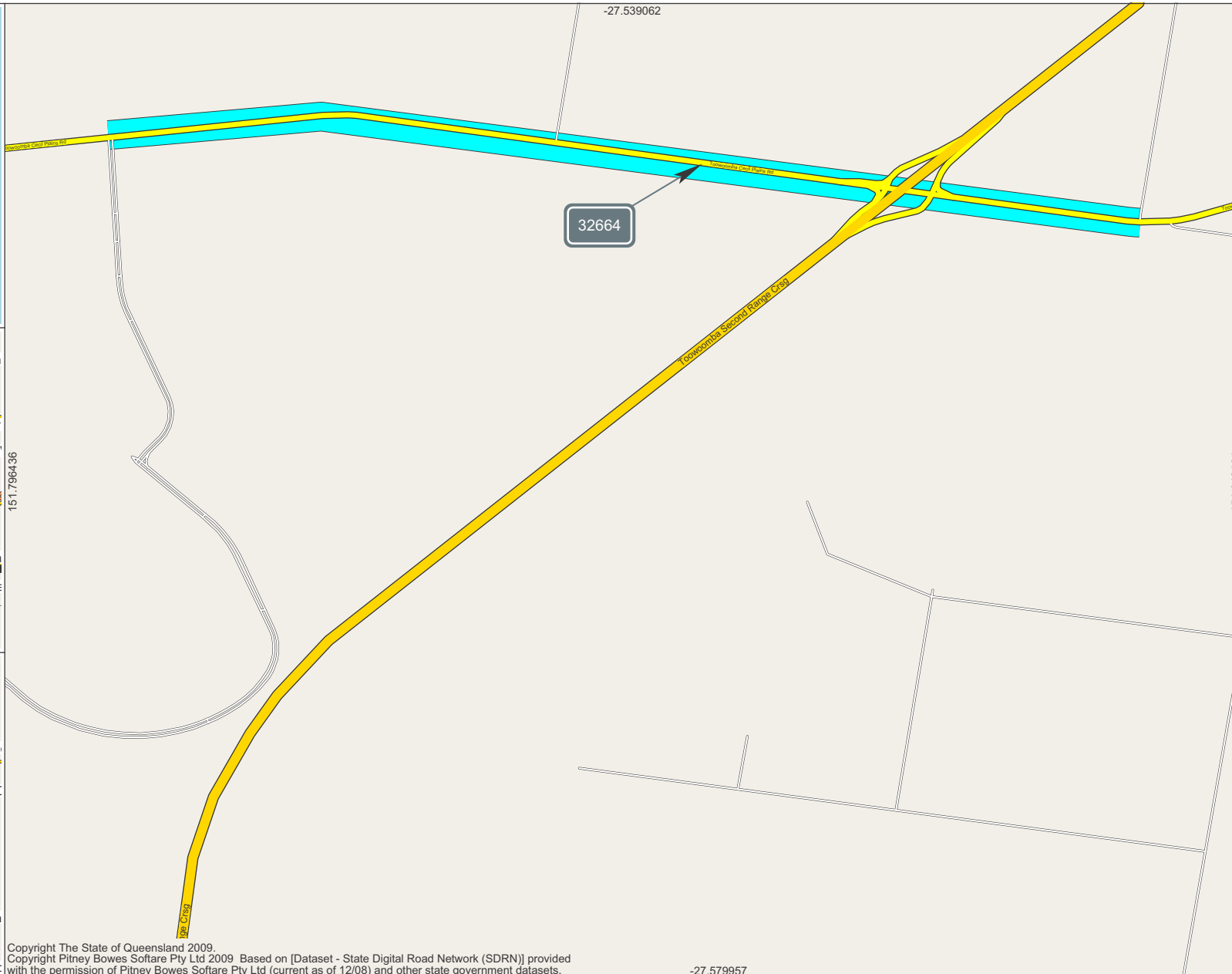
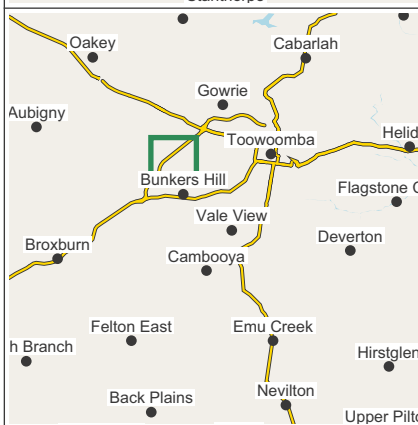
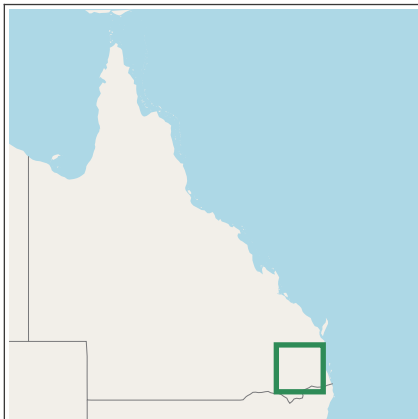
Copyright

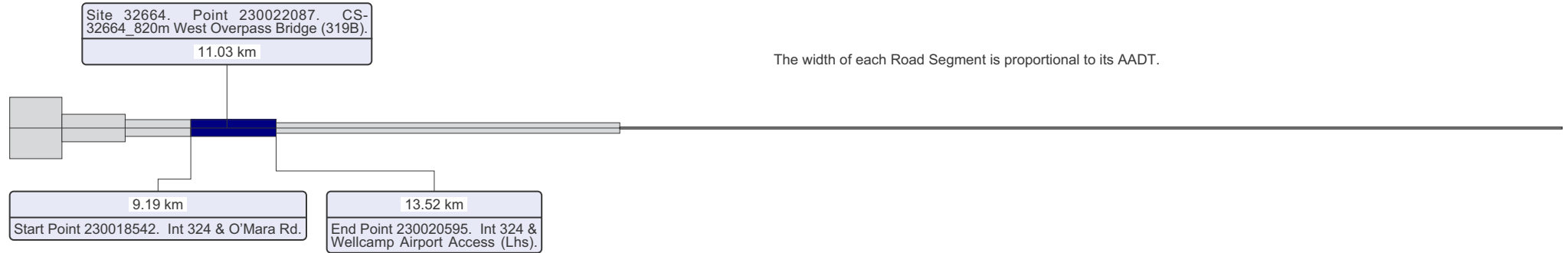
Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

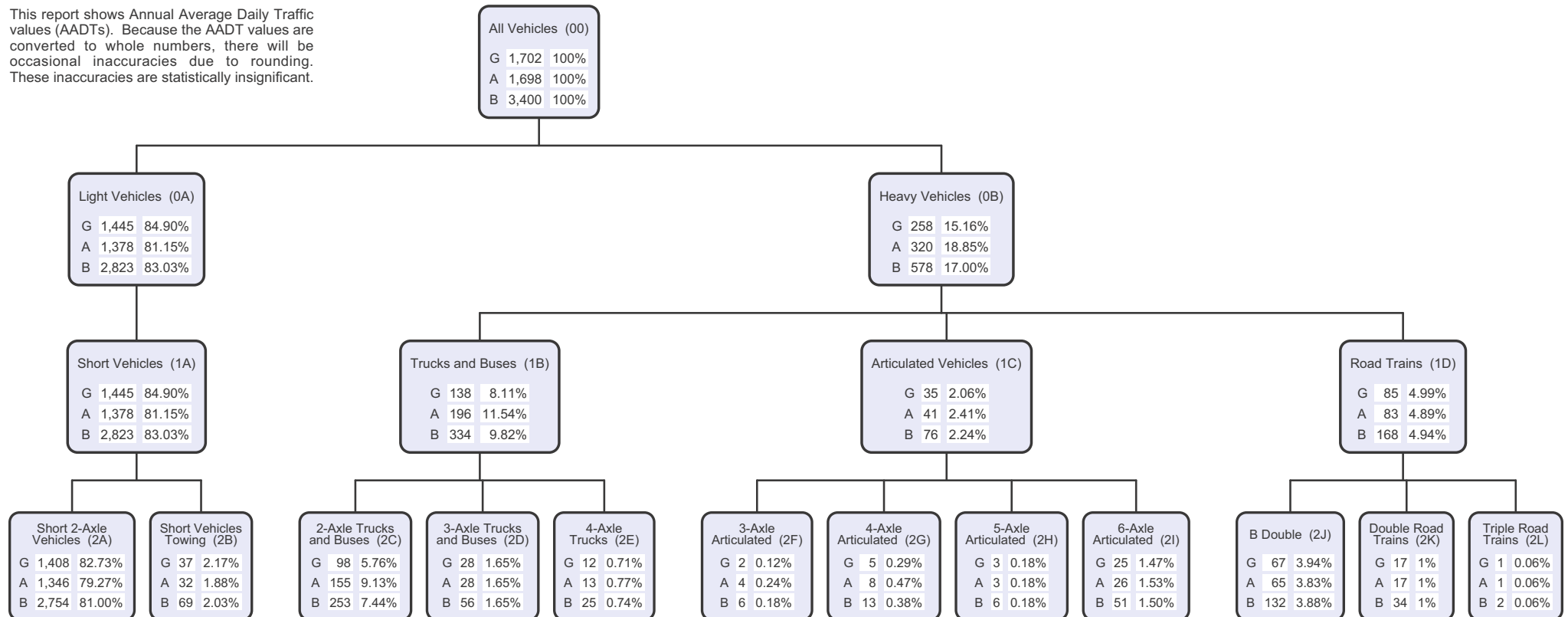
<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013





This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

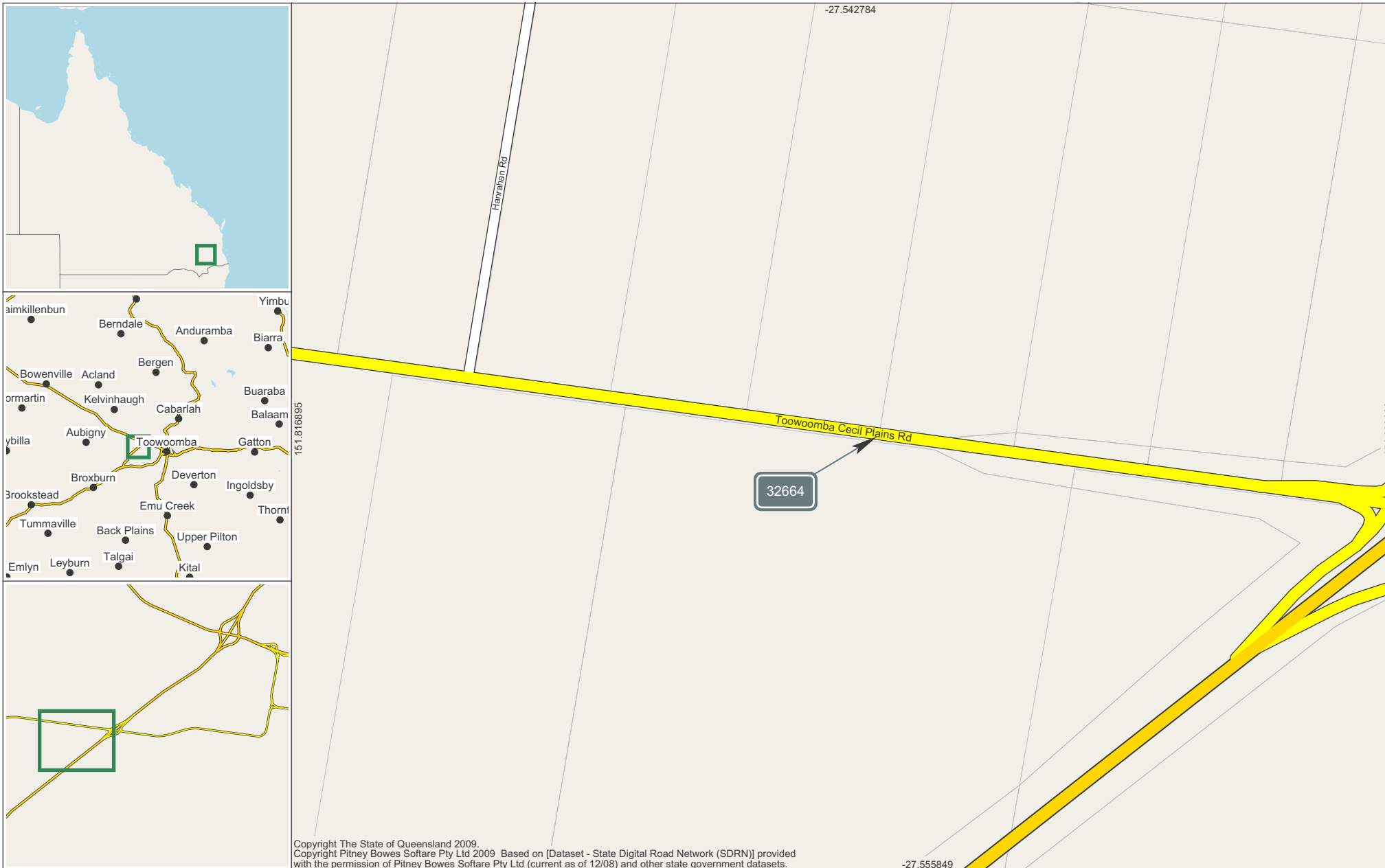
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

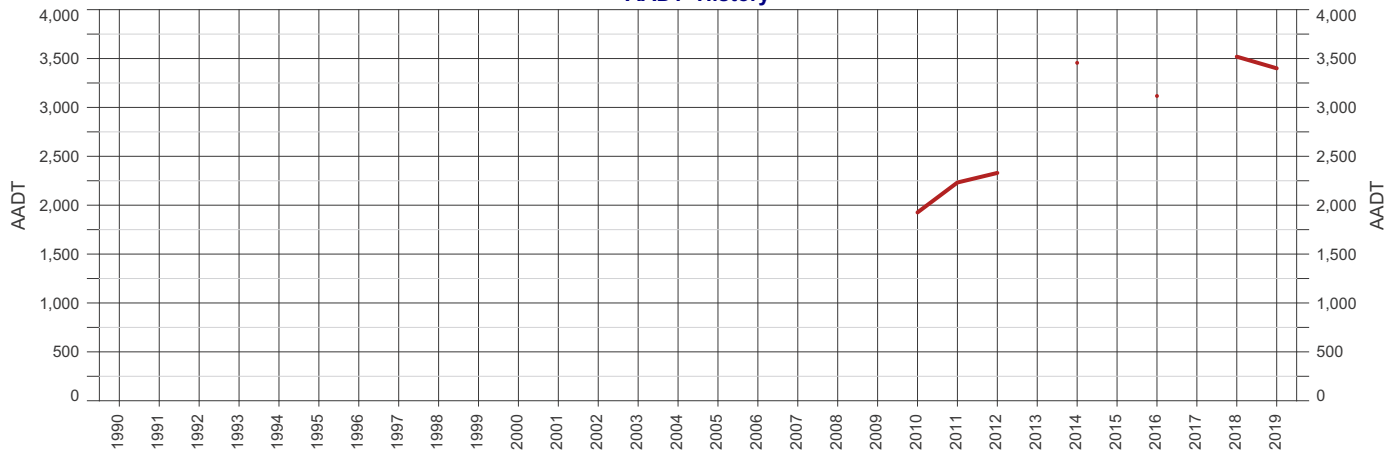
Area 402 - Darling Downs District Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
 Site 32664 - 324-820m West of Overpass Bridge 319B TDist 11.025km Speed Limit 100



Area 402 - Darling Downs District
Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
Site 32664 - 324-820m West of Overpass Bridge 319B
Thru Dist 11.025
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 3,400
Avg Week Day 4,250
Avg Weekend Day 1,870
Growth last Year -3.38%
Growth last 5 Yrs 0.41%
Growth last 10 Yrs

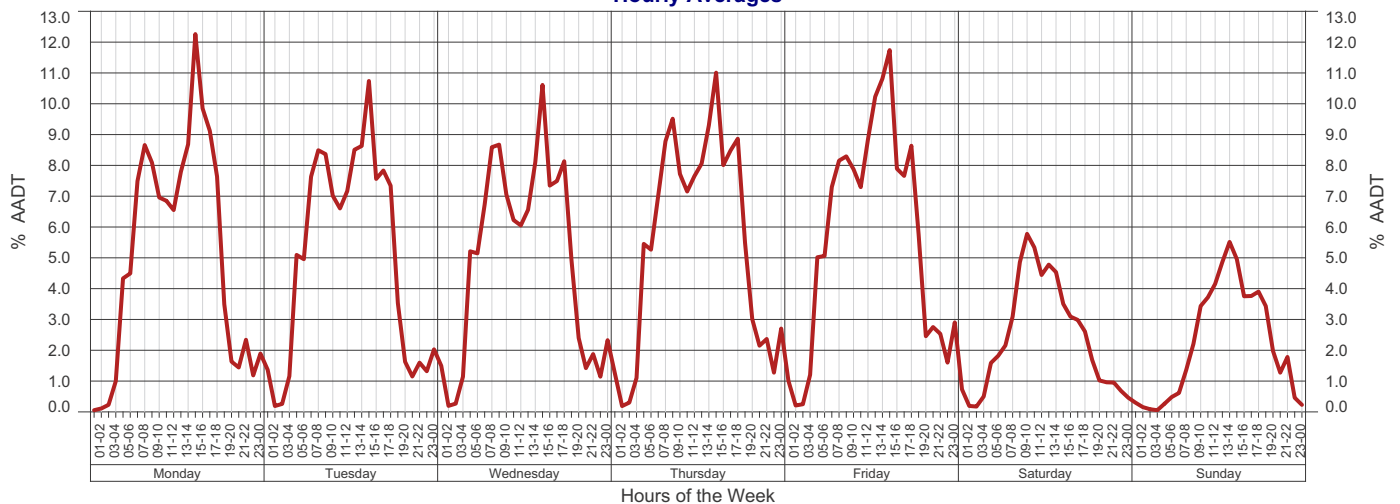
AADT History

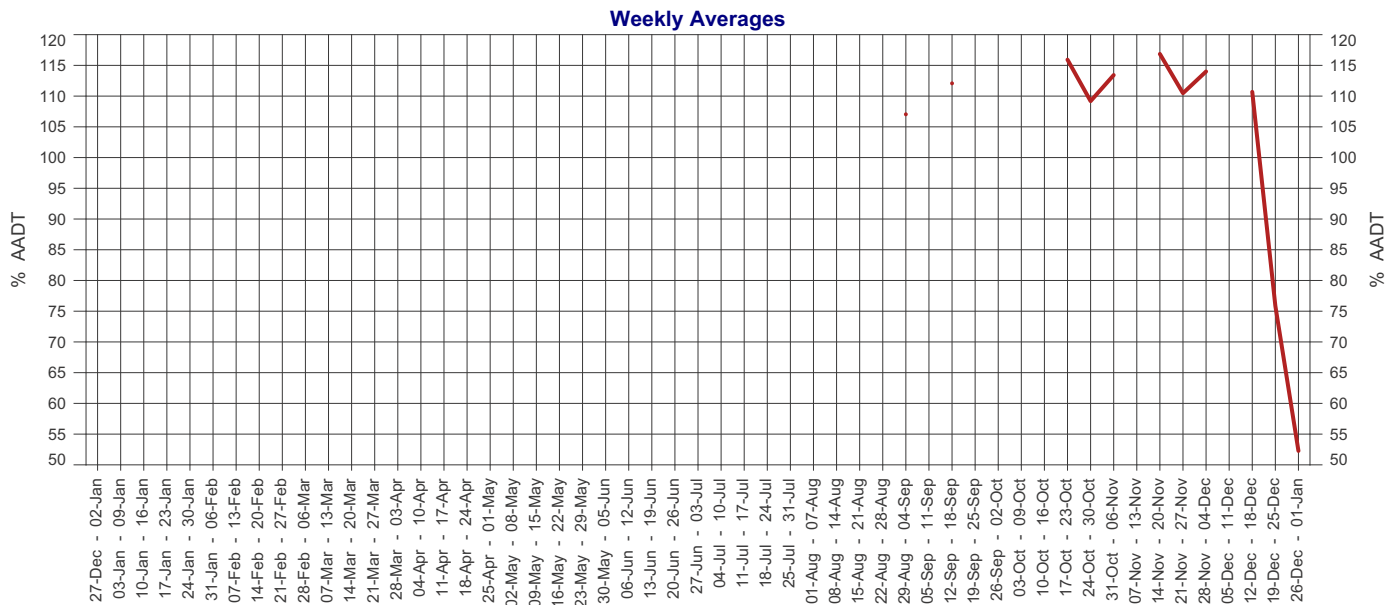
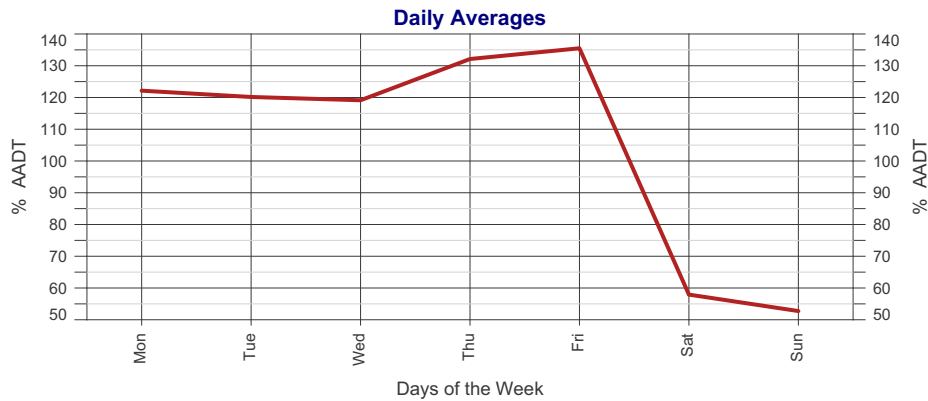


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	3,400	-3.38%	0.41%	
2018	3,519			
2017				
2016	3,117		6.01%	
2015				
2014	3,456			
2013				
2012	2,330	4.39%		
2011	2,232	15.89%		
2010	1,926			
2009				
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

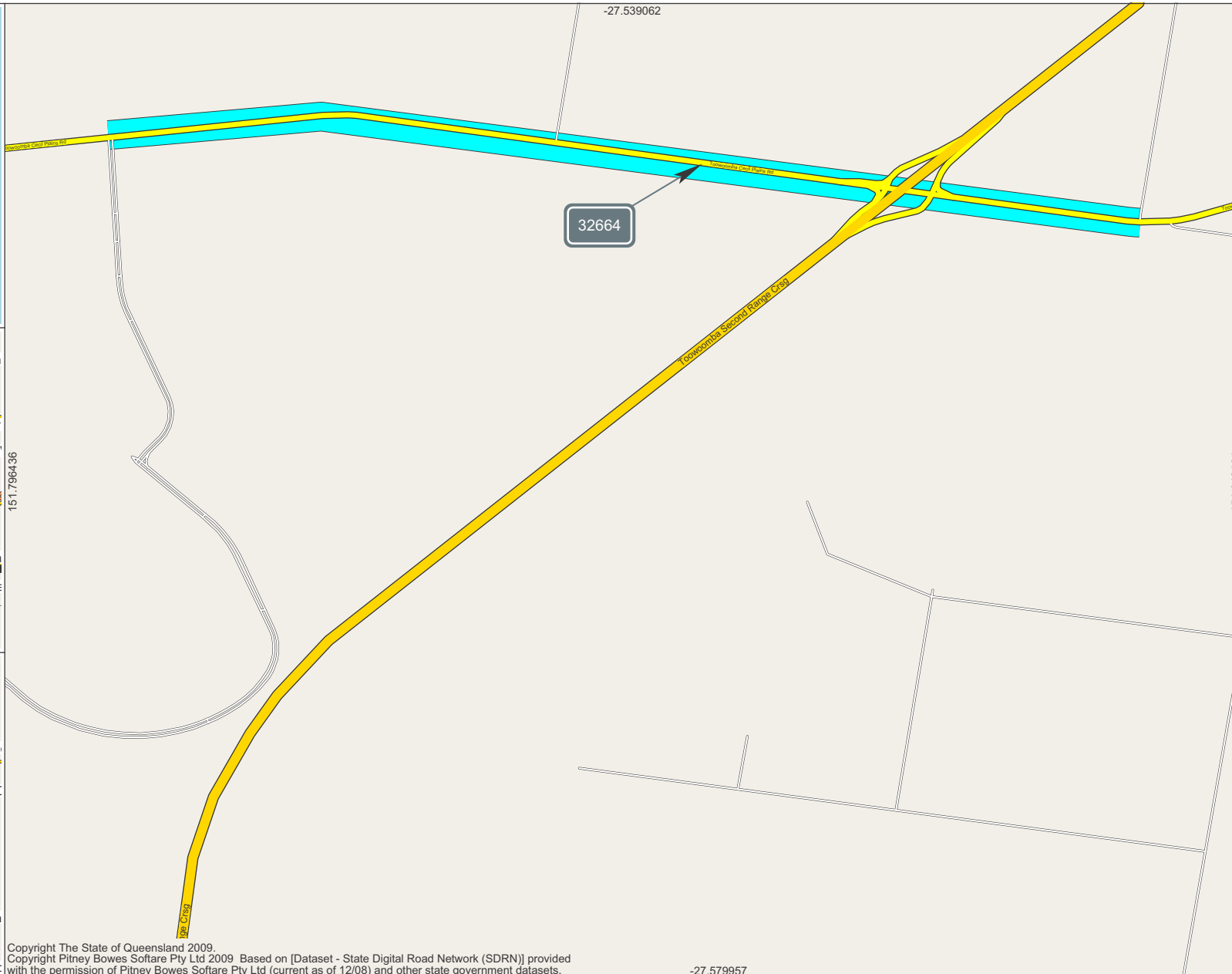
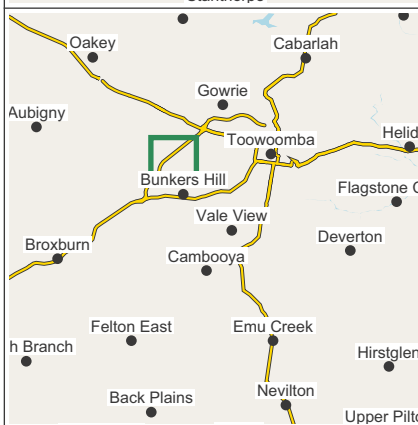
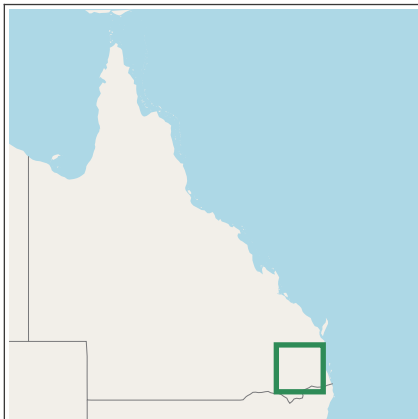
Copyright

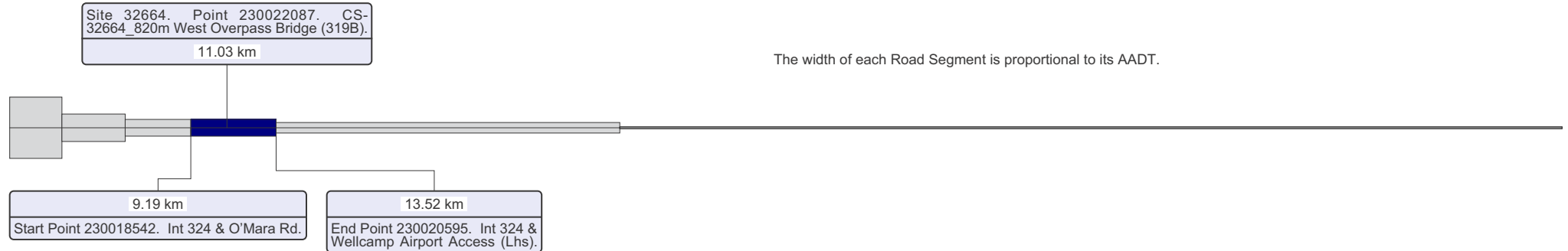
Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

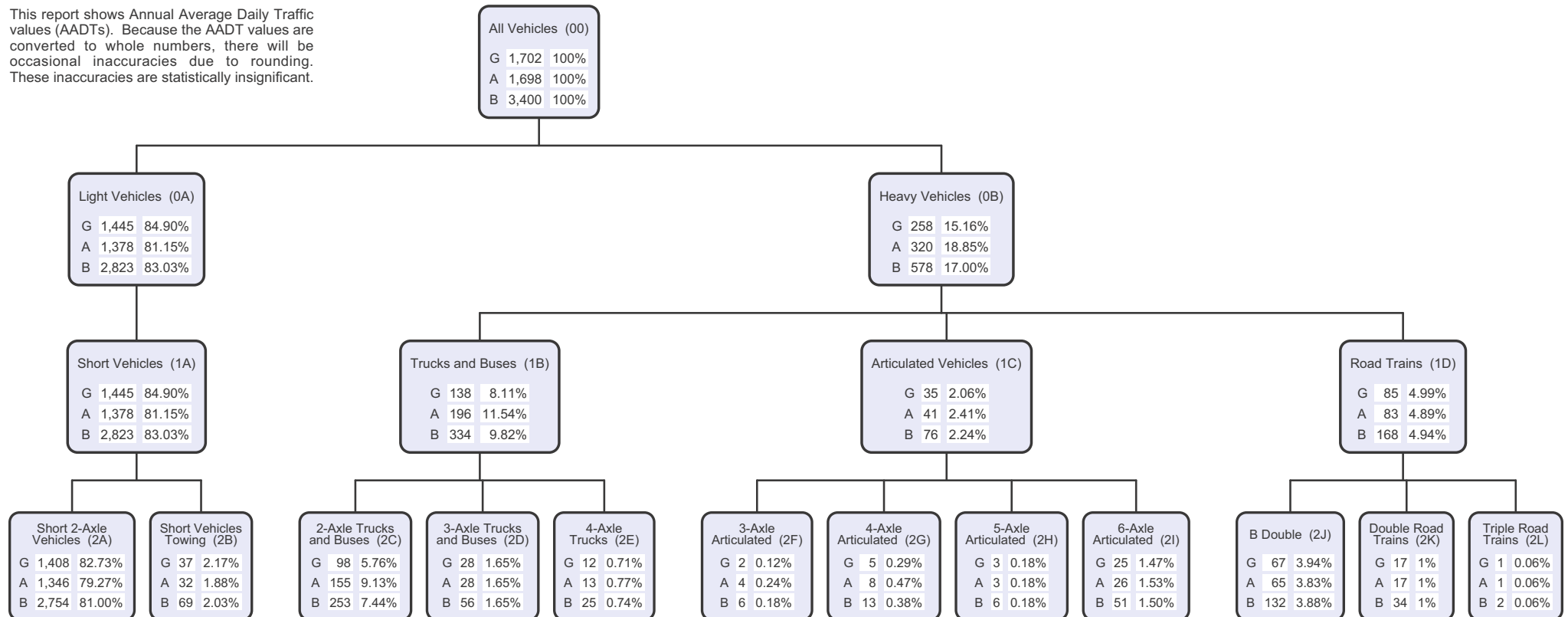
<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013





This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

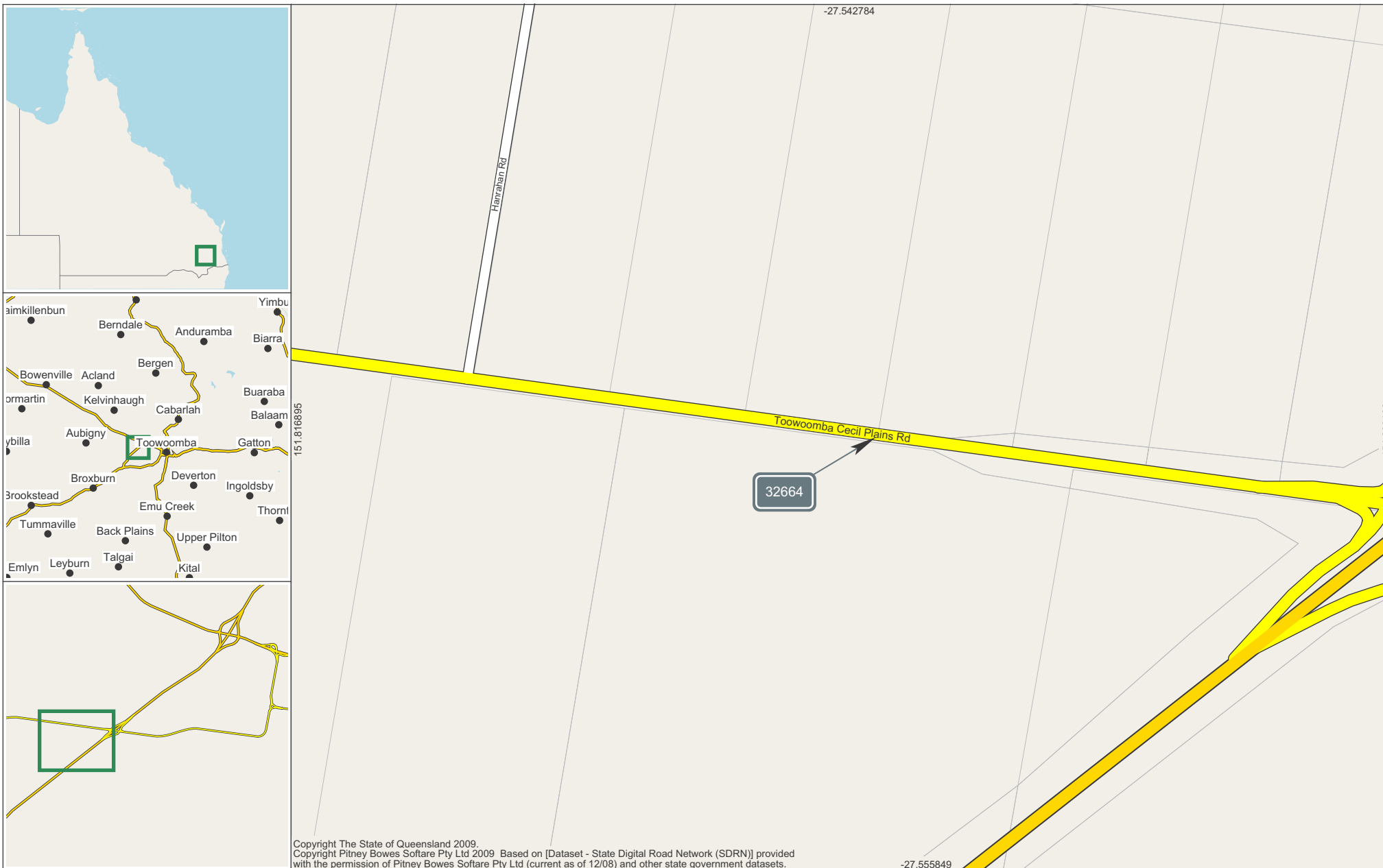
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

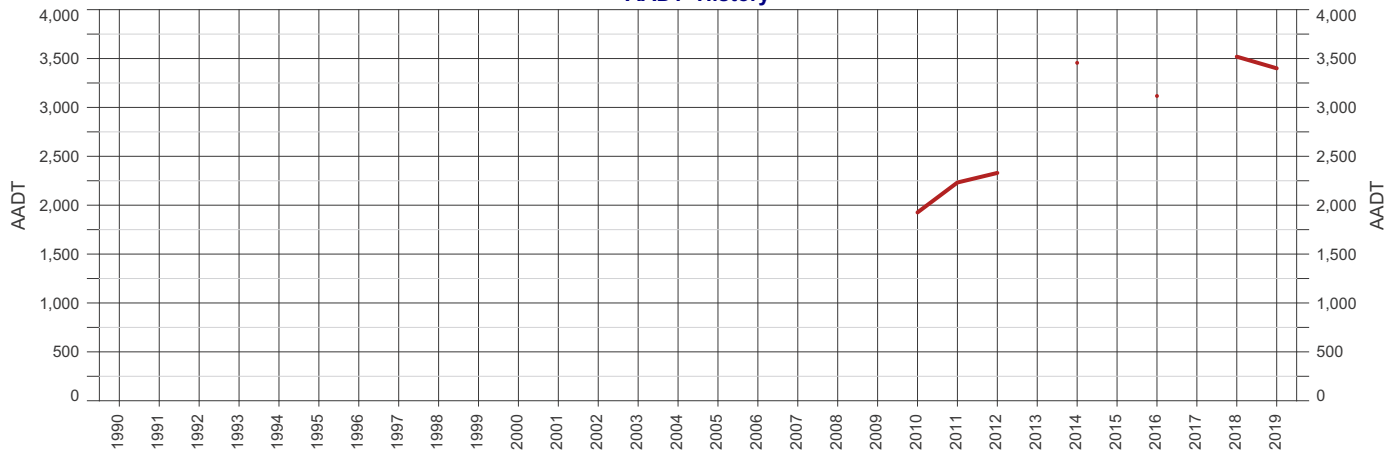
Area 402 - Darling Downs District Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
 Site 32664 - 324-820m West of Overpass Bridge 319B TDist 11.025km Speed Limit 100



Area 402 - Darling Downs District
Road Section 324 - TOOWOOMBA - CECIL PLAINS ROAD
Site 32664 - 324-820m West of Overpass Bridge 319B
Thru Dist 11.025
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 3,400
Avg Week Day 4,250
Avg Weekend Day 1,870
Growth last Year -3.38%
Growth last 5 Yrs 0.41%
Growth last 10 Yrs

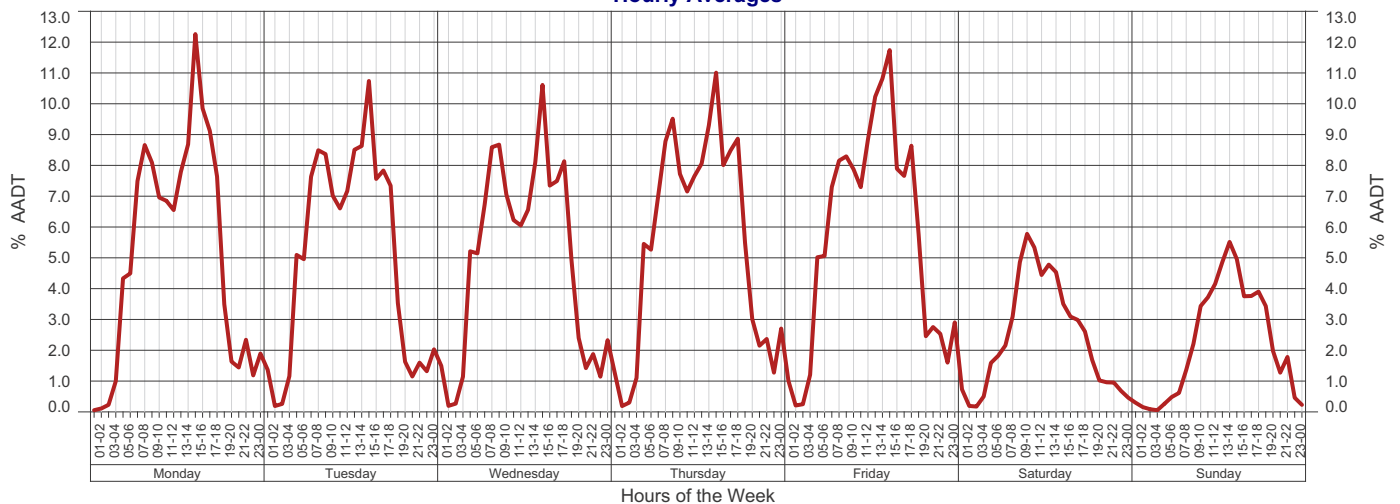
AADT History

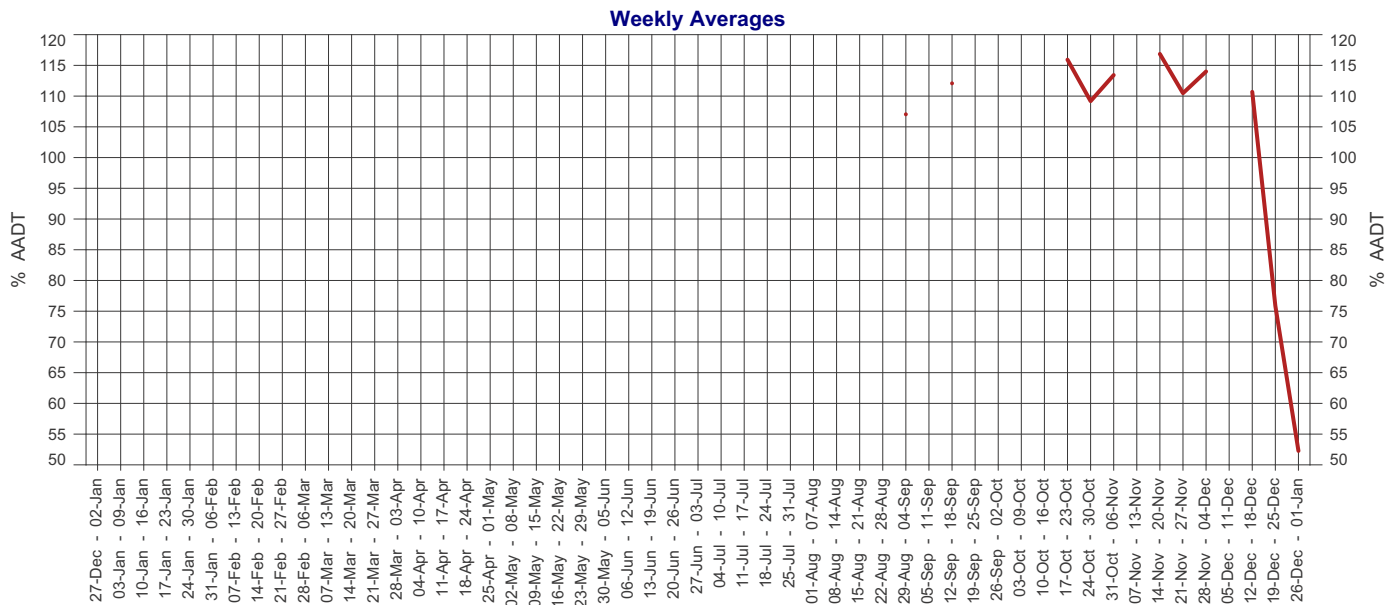
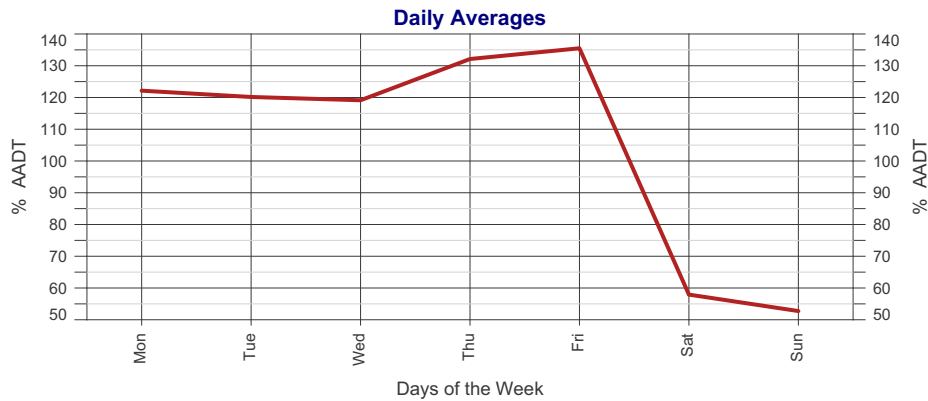


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	3,400	-3.38%	0.41%	
2018	3,519			
2017				
2016	3,117		6.01%	
2015				
2014	3,456			
2013				
2012	2,330	4.39%		
2011	2,232	15.89%		
2010	1,926			
2009				
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

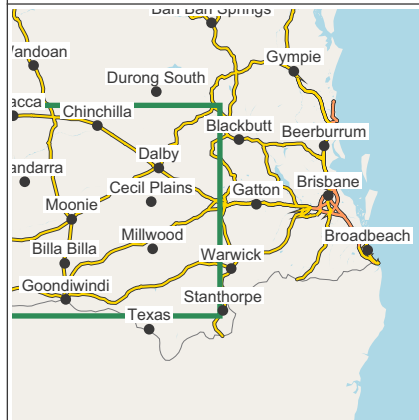
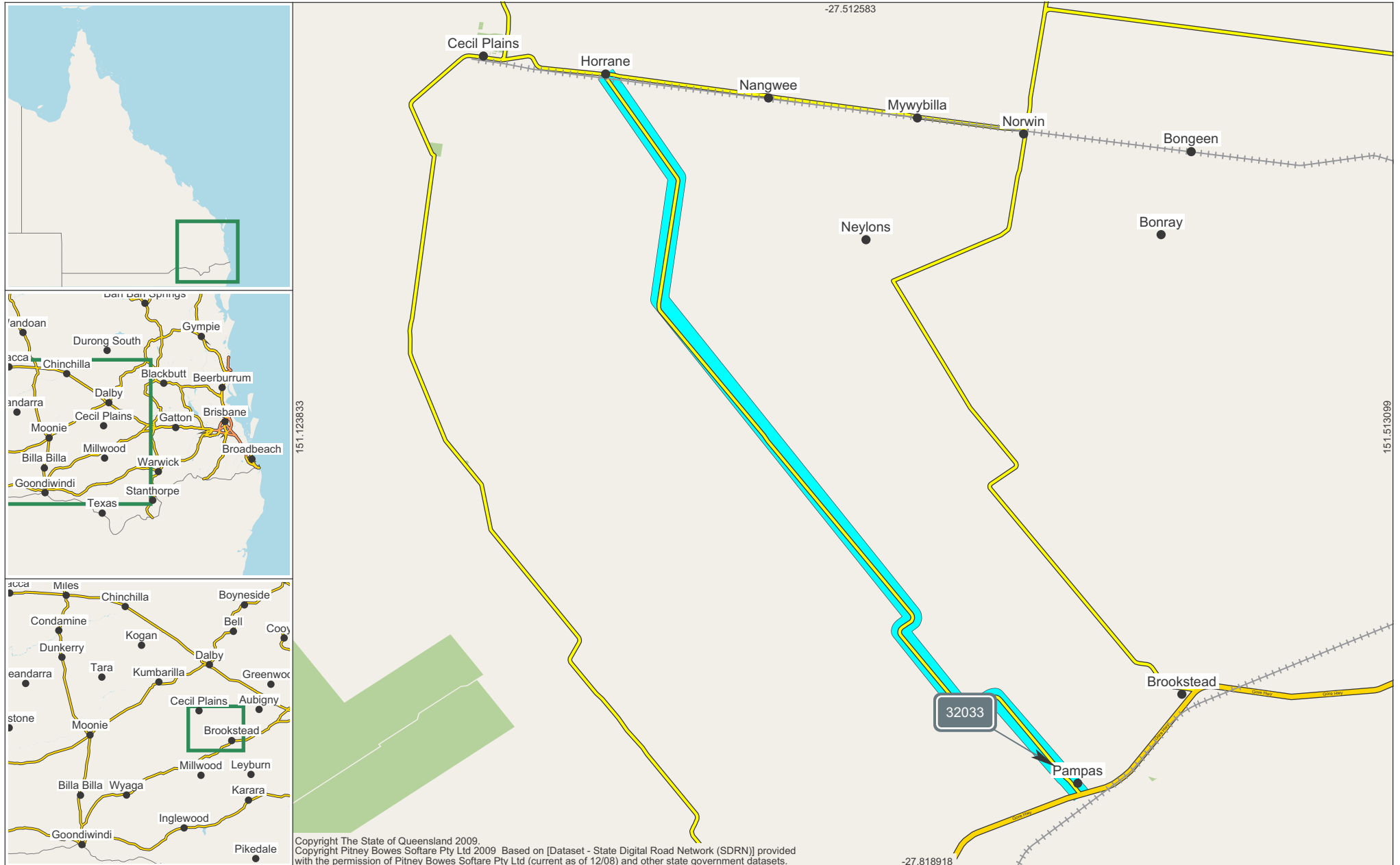
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 32033. Point 230001713. CS-32033_1.4km North of 28A-Gore Hwy.

1.40 km

The width of each Road Segment is proportional to its AADT.



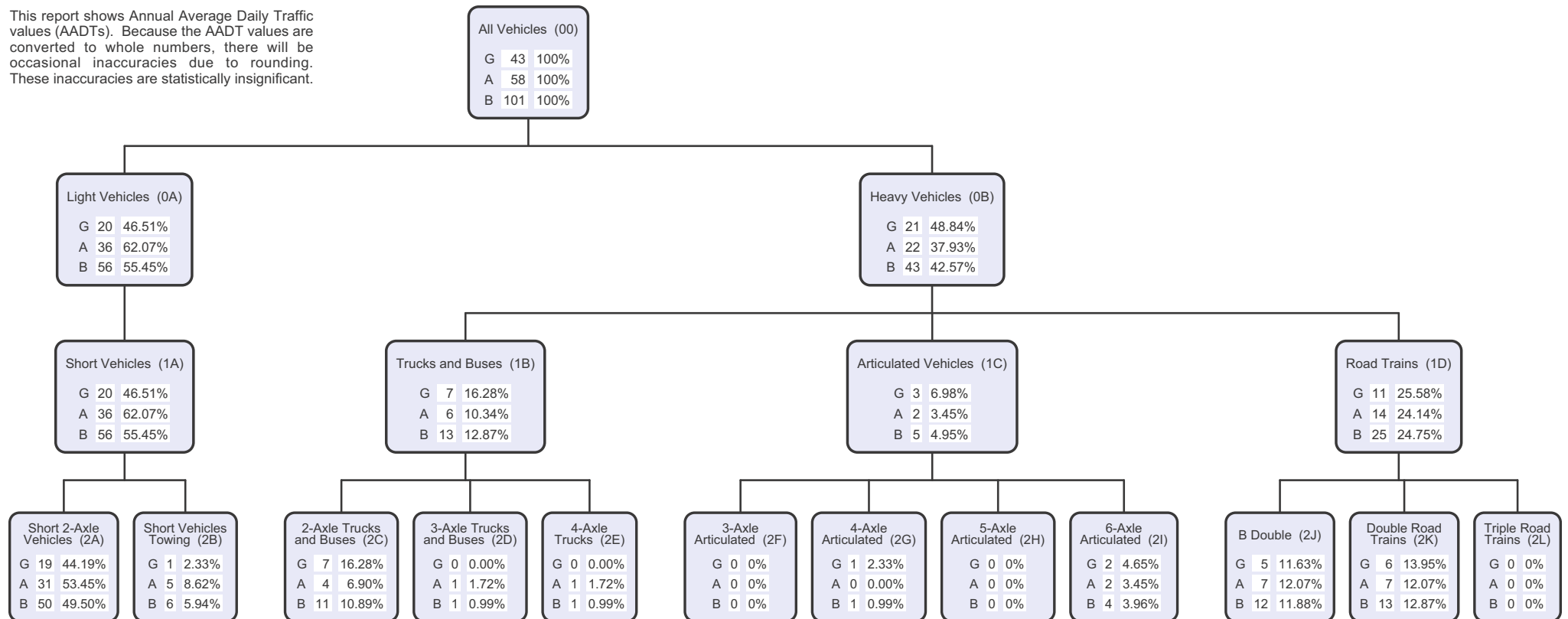
0.00 km

Start Point 230000499.
Int 327 & 28A-Gore Hwy.

35.77 km

End Point 230000252. Int 327 & 324-
Toowba Cecil Plains Rd/Horrane Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

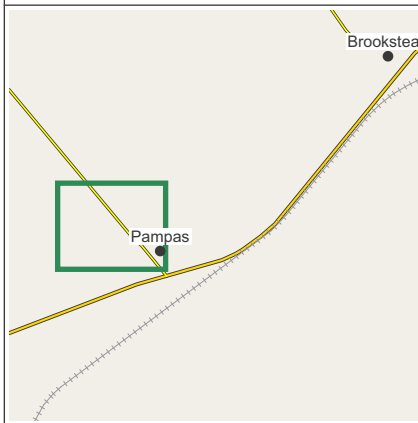
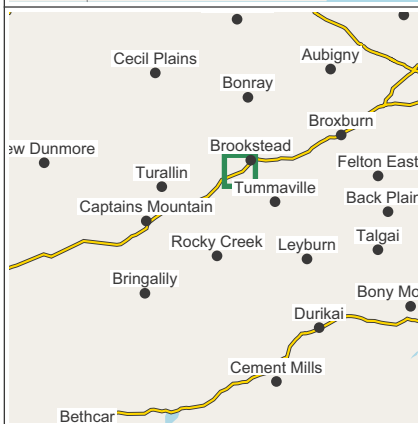
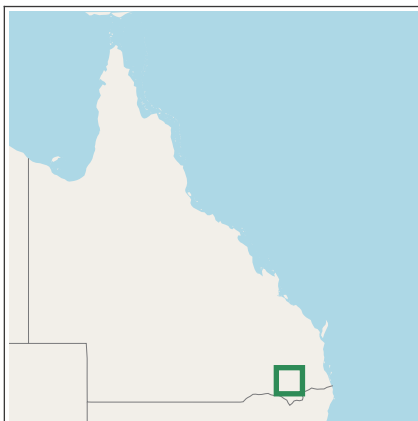
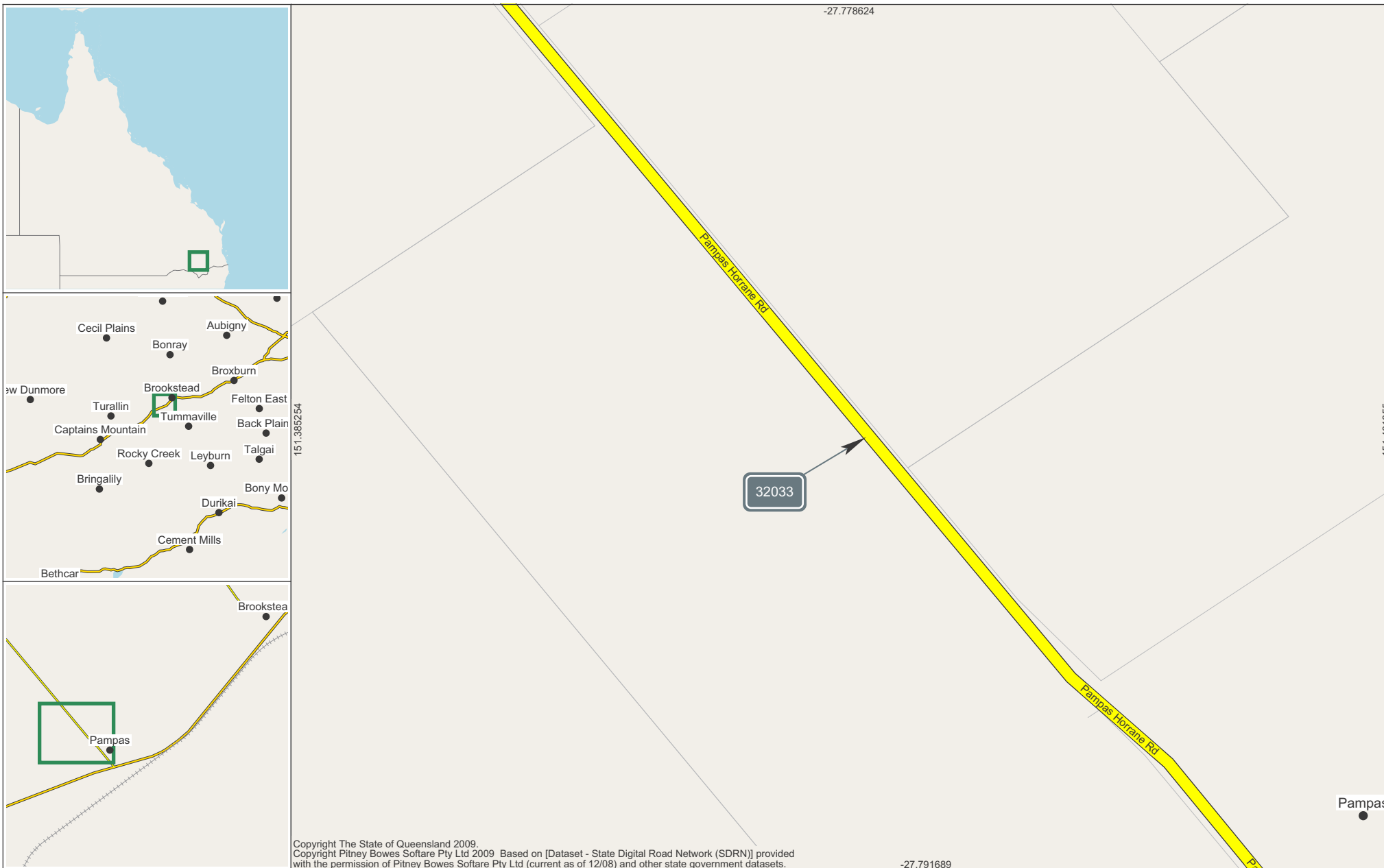
Area 402 - Darling Downs District

Road Section 327 - PAMPAS - HORRANE ROAD

Site 32033 - 327-1.4km North of Gore Hwy

TDist 1.400km

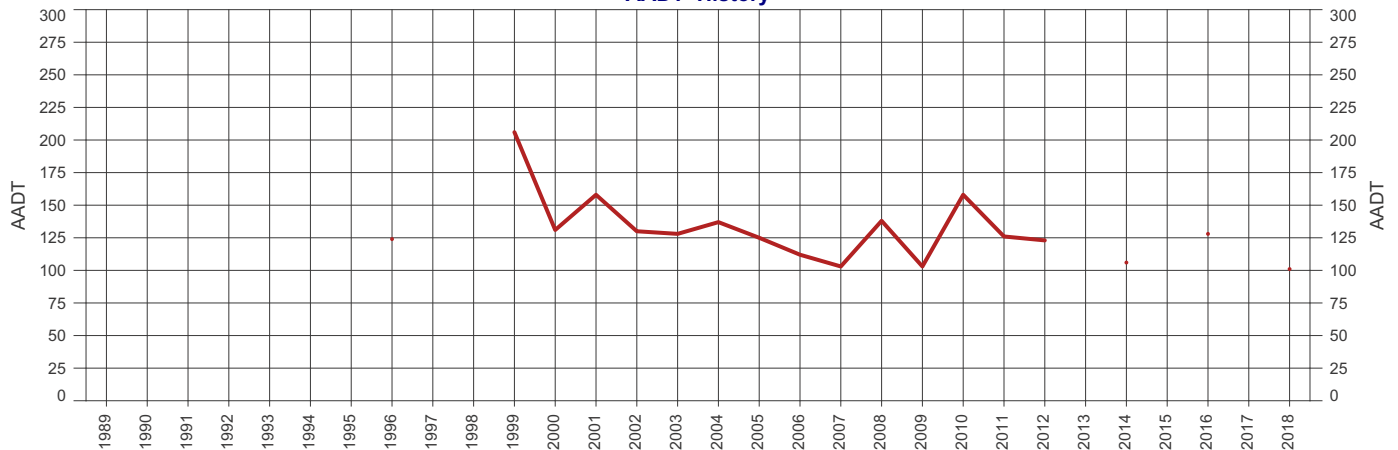
Speed Limit 100



Area 402 - Darling Downs District
Road Section 327 - PAMPAS - HERRANE ROAD
Site 32033 - 327-1.4km North of Gore Hwy
Thru Dist 1.4
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 101
Avg Week Day 121
Avg Weekend Day 81
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs -2.89%

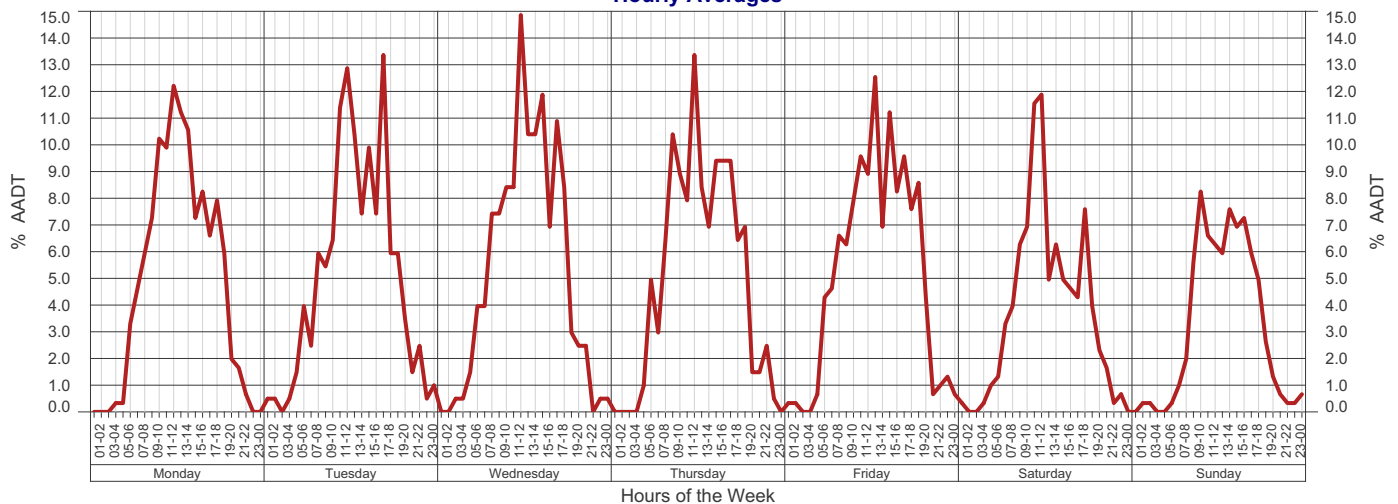
AADT History

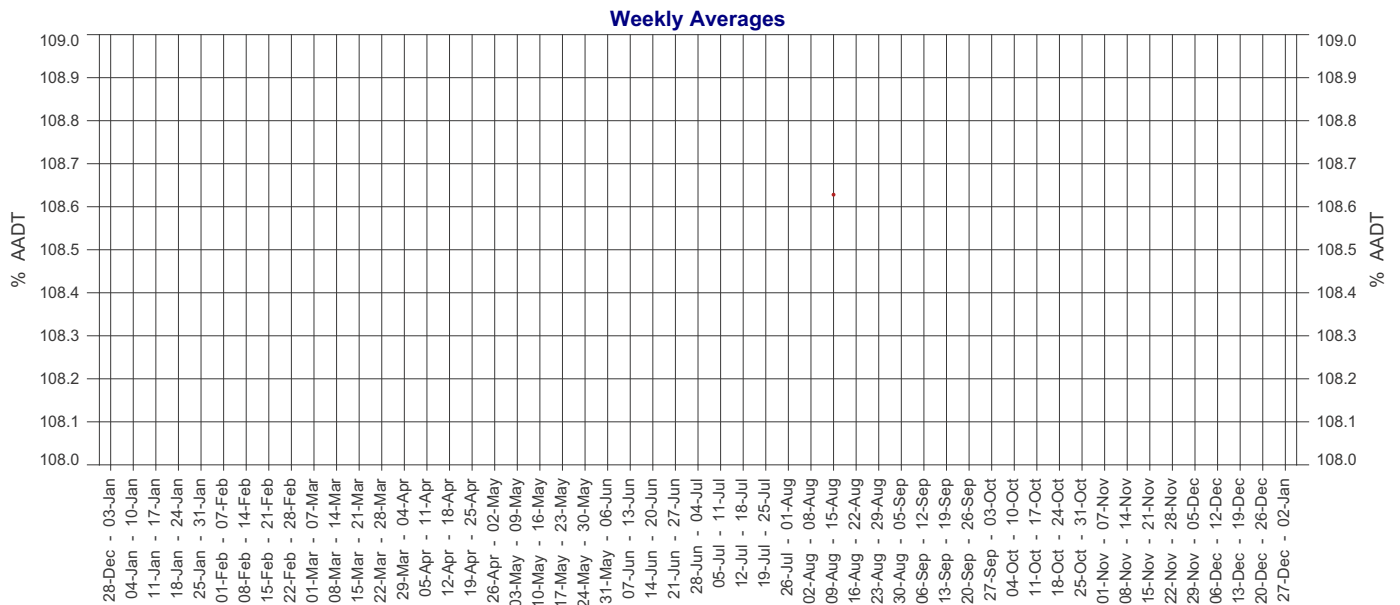
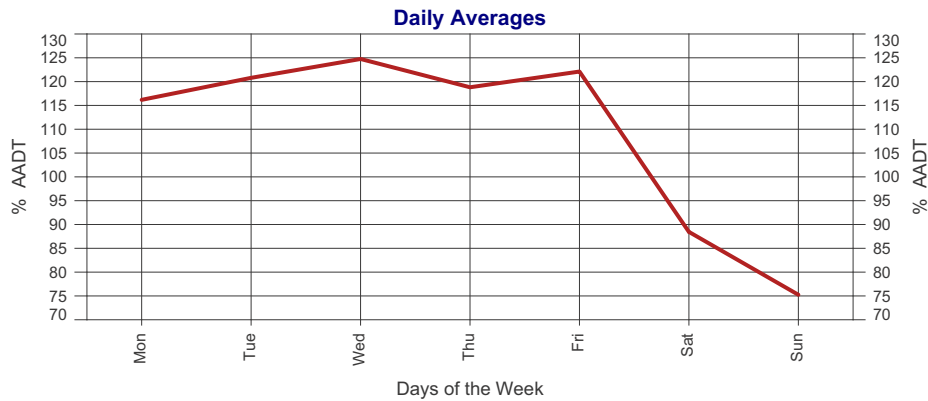


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	101			-2.89%
2017				
2016	128		1.38%	0.95%
2015				
2014	106		-4.11%	-2.10%
2013				
2012	123	-2.38%	0.79%	-0.23%
2011	126	-20.25%	2.39%	-0.49%
2010	158	53.40%	8.58%	2.71%
2009	103	-25.36%	-4.87%	-4.62%
2008	138	33.98%	2.60%	
2007	103	-8.04%	-5.93%	
2006	112	-10.40%	-5.70%	-3.86%
2005	125	-8.76%	-2.56%	
2004	137	7.03%	-3.77%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003	128	-1.54%		
2002	130	-17.72%		
2001	158	20.61%	2.94%	
2000	131	-36.41%		
1999	206			
1998				
1997				
1996	124			
1995				
1994				
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	April M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	July M T W T F S S 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
September M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	December M T W T F S S 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

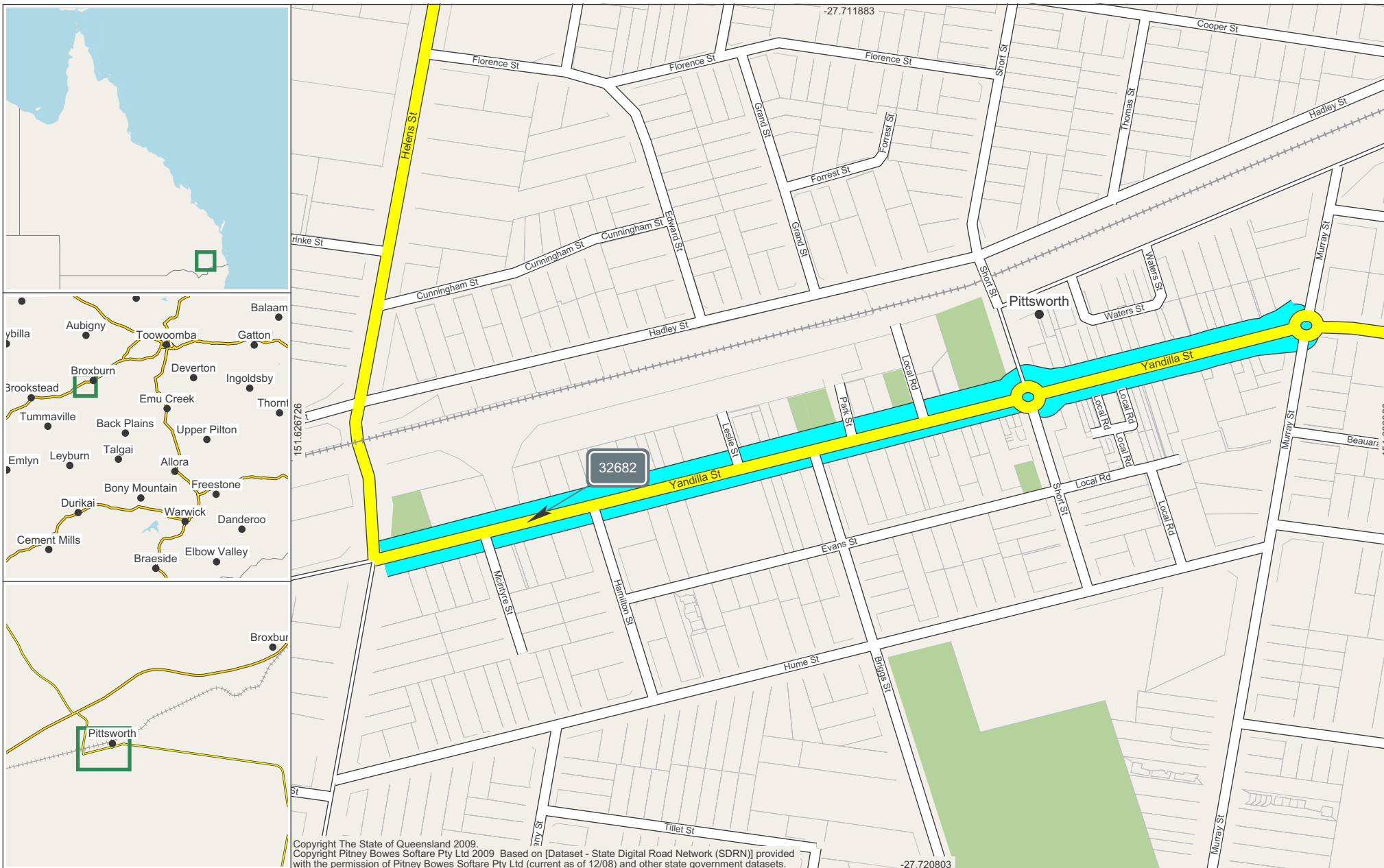
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 32682. Point 230001653. CS-32682_50m East of McIntyre St.

1.36 km

The width of each Road Segment is proportional to its AADT.



1.21 km

Start Point 230001655. Int 332 & Yandilla St / Golf Course Rd.

2.17 km

End Point 230000896. Int 332-Yandilla St & Murray St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	1,756	100%
A	1,915	100%
B	3,671	100%

Light Vehicles (0A)

G	1,590	90.55%
A	1,764	92.11%
B	3,354	91.36%

Heavy Vehicles (0B)

G	167	9.51%
A	152	7.94%
B	319	8.69%

Short Vehicles (1A)

G	1,590	90.55%
A	1,764	92.11%
B	3,354	91.36%

Trucks and Buses (1B)

G	152	8.66%
A	138	7.21%
B	290	7.90%

Articulated Vehicles (1C)

G	14	0.80%
A	13	0.68%
B	27	0.74%

Road Trains (1D)

G	1	0.06%
A	1	0.05%
B	2	0.05%

Short 2-Axle Vehicles (2A)

G	1,570	89.41%
A	1,743	91.02%
B	3,313	90.25%

Short Vehicles Towing (2B)

G	20	1.14%
A	21	1.10%
B	41	1.12%

2-Axle Trucks and Buses (2C)

G	144	8.20%
A	127	6.63%
B	271	7.38%

3-Axle Trucks and Buses (2D)

G	6	0.34%
A	8	0.42%
B	14	0.38%

4-Axle Trucks (2E)

G	2	0.11%
A	3	0.16%
B	5	0.14%

3-Axle Articulated (2F)

G	3	0.17%
A	2	0.10%
B	5	0.14%

4-Axle Articulated (2G)

G	4	0.23%
A	3	0.16%
B	7	0.19%

5-Axle Articulated (2H)

G	2	0.11%
A	1	0.05%
B	3	0.08%

6-Axle Articulated (2I)

G	5	0.28%
A	7	0.37%
B	12	0.33%

B Double (2J)

G	1	0.06%
A	1	0.05%
B	2	0.05%

Double Road Trains (2K)

G	0	0%
A	0	0%
B	0	0%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

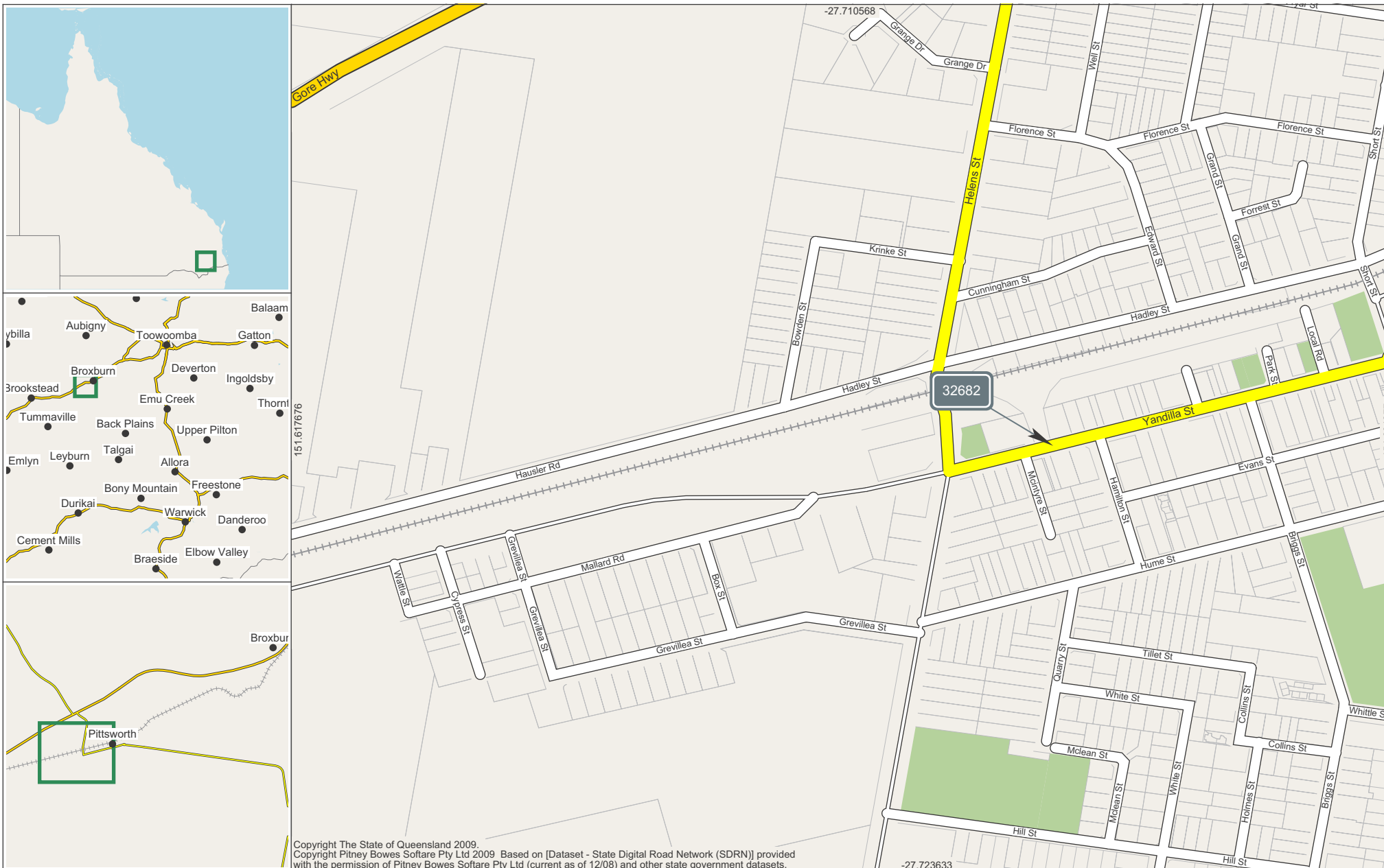
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

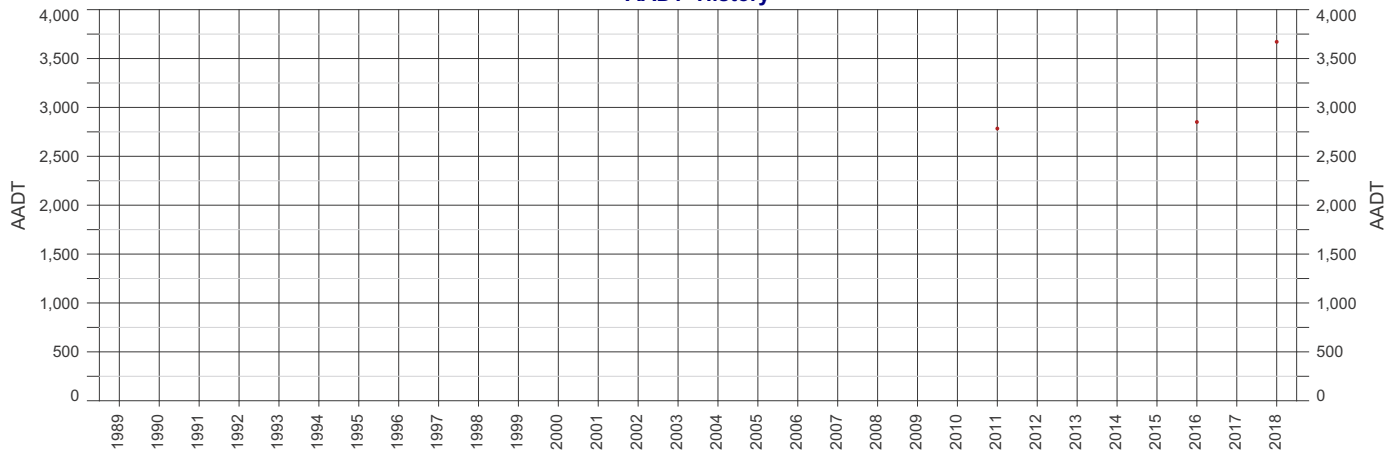
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 332 - PITTSWORTH - FELTON ROAD
Site 32682 - 332-50m North of McIntyre St
Thru Dist 1.36
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 3,671
Avg Week Day 3,854
Avg Weekend Day 3,083
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs

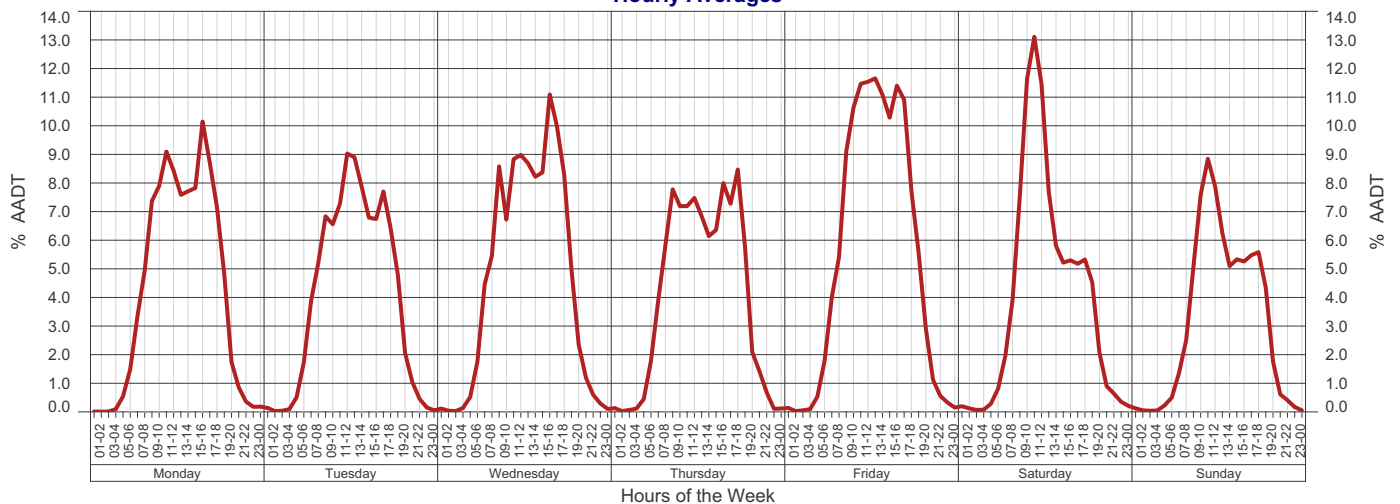
AADT History

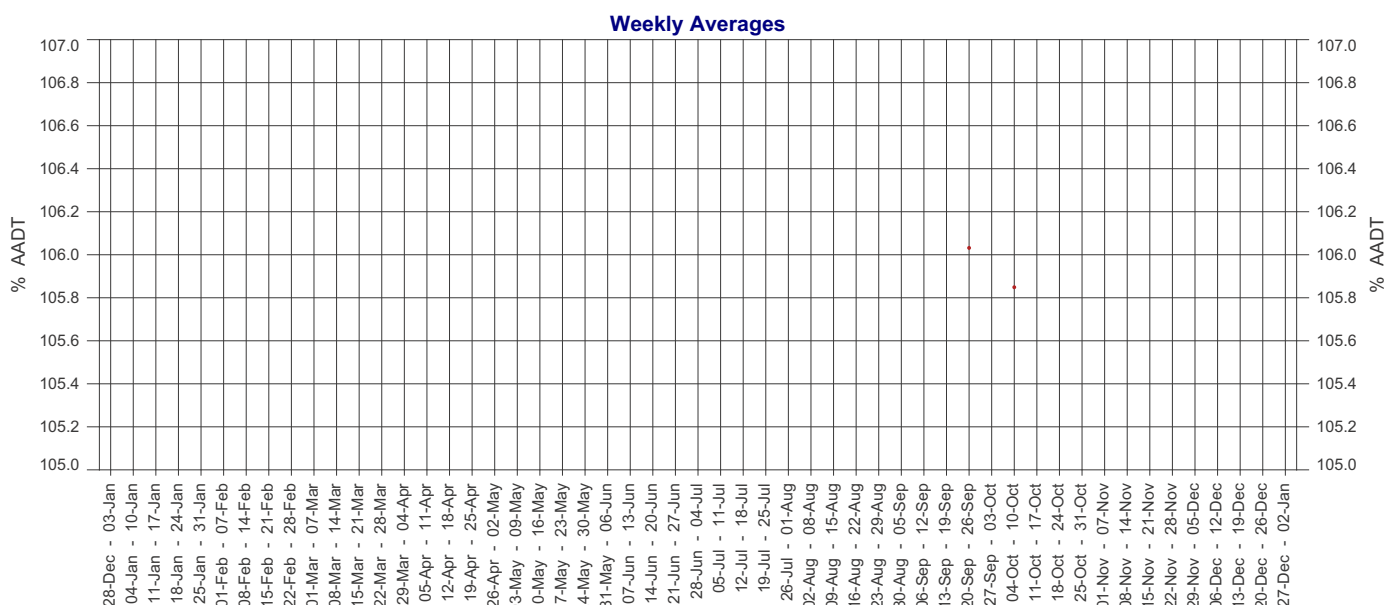
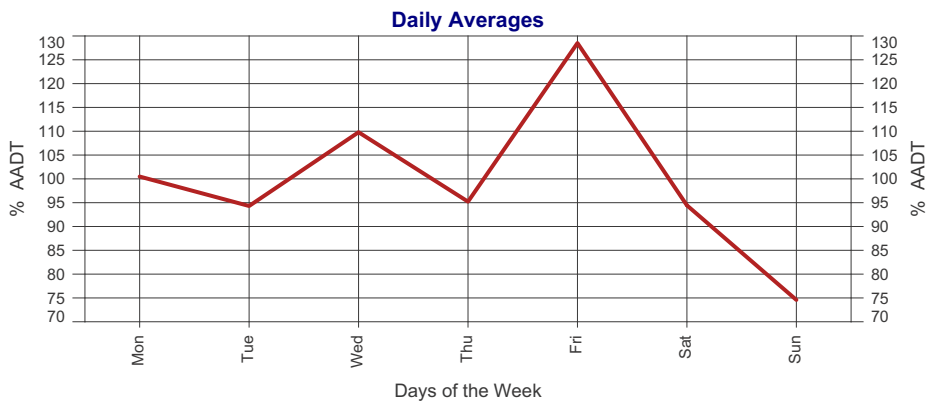


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	3,671			
2017				
2016	2,851		0.48%	
2015				
2014				
2013				
2012				
2011	2,784			
2010				
2009				
2008				
2007				
2006				
2005				
2004				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
1	2	3	4	5	6	7				1	2	3	4				1	2	3	4	30						1
8	9	10	11	12	13	14	5	6	7	8	9	10	11	5	6	7	8	9	10	11	2	3	4	5	6	7	8
15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18	9	10	11	12	13	14	15
22	23	24	25	26	27	28	19	20	21	22	23	24	25	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28					26	27	28	29	30	31		23	24	25	26	27	28	29

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3	30	31					1							
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30	31		

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
					1	2	1	2	3	4	5	6	7				1	2	3	4	31						
3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
24	25	26	27	28	29	30	29	30	31					26	27	28	29	30			24	25	26	27	28	29	30

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

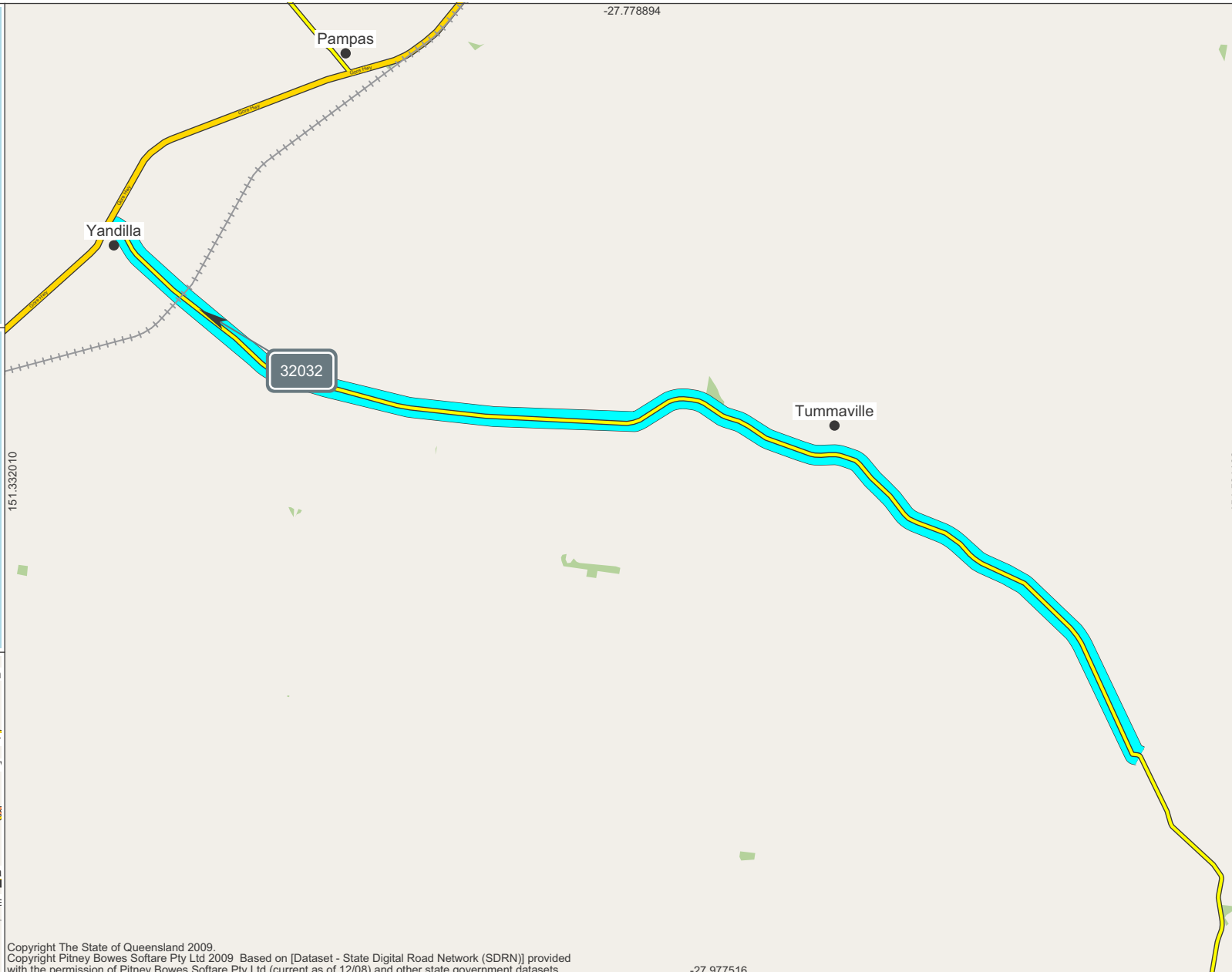
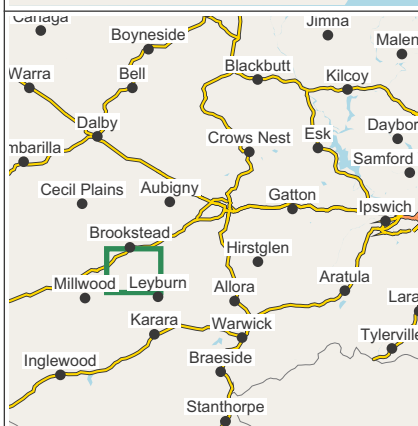
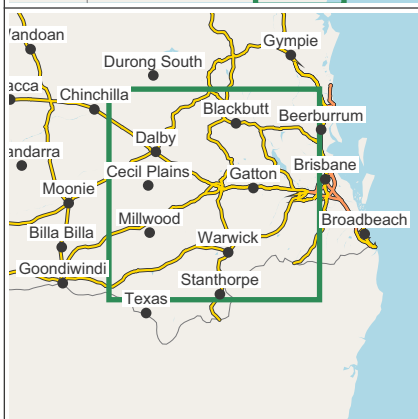
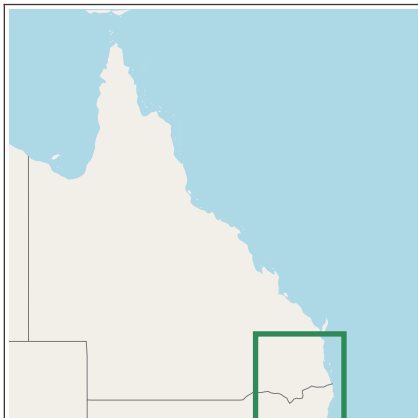
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



AADT Segment Report

Area 402 - Darling Downs District Road Section 335 - MILLMERRAN - LEYBURN ROAD
Road Segment from 0.000km to 26.180km Segment Site 32032 Traffic Year 2019 Data Collection Year 2018

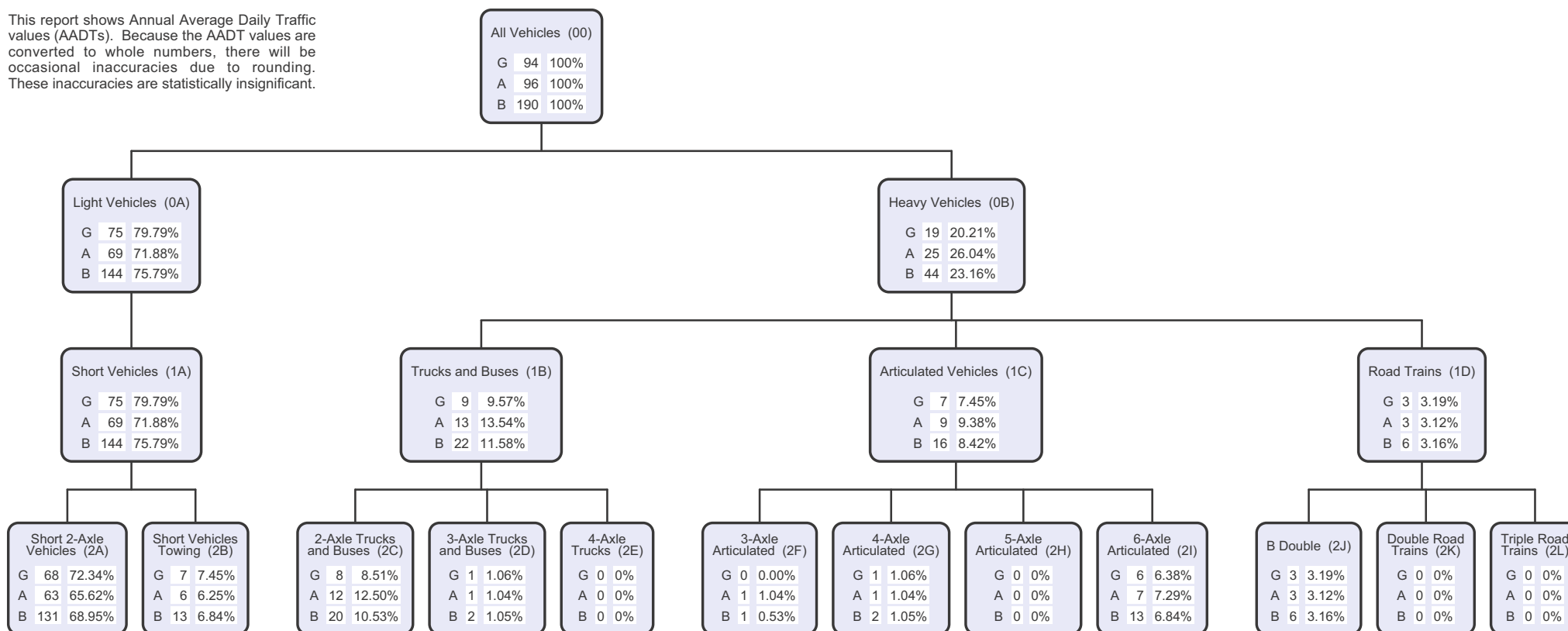
Site 32032. Point 230001714. CS-32032_2.7km East of 28A-Gore Hwy.

2.68 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

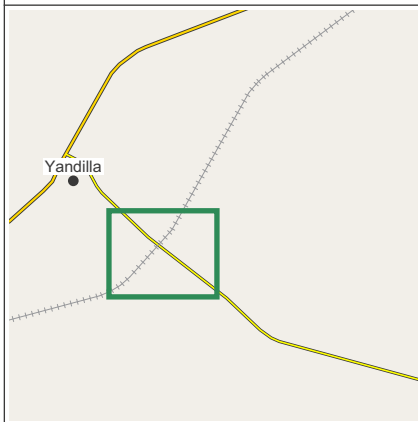
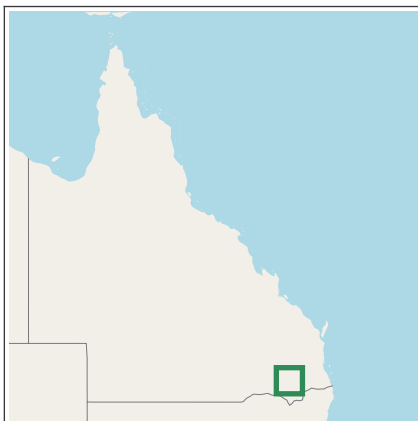
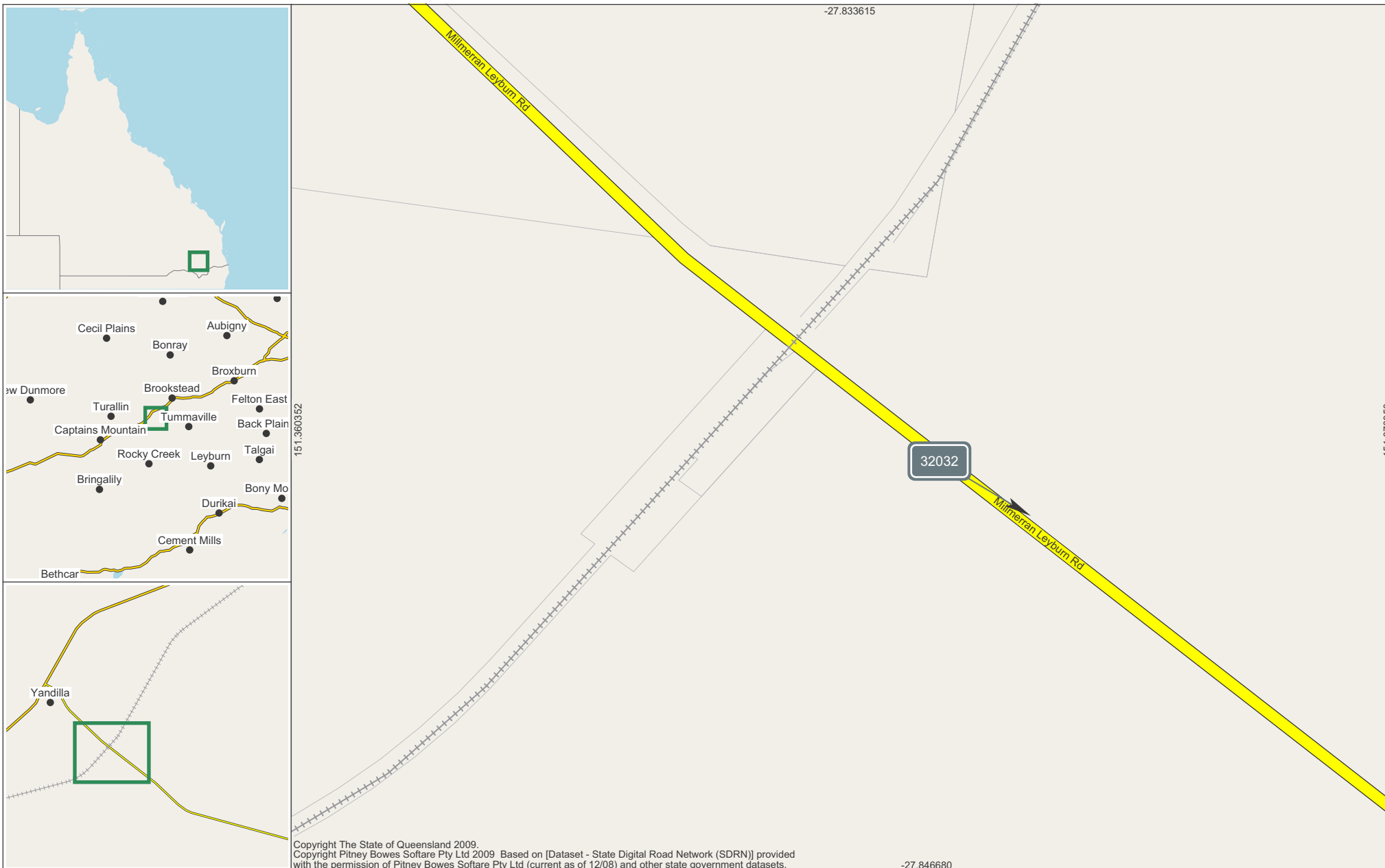
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

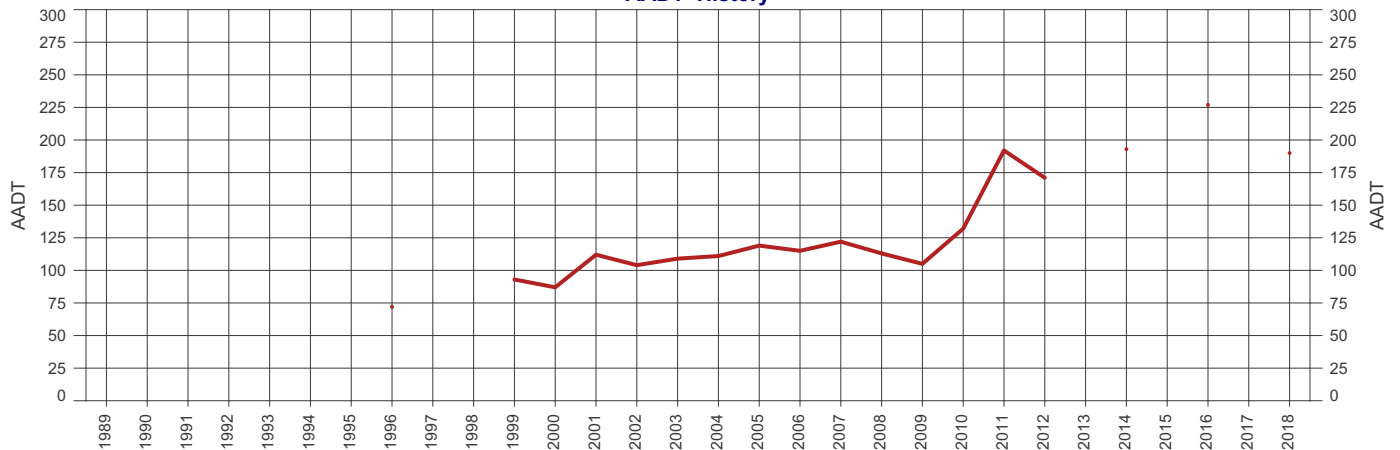
Area 402 - Darling Downs District Road Section 335 - MILLMERRAN - LEYBURN ROAD
 Site 32032 - 335-2.68km East of Gore Hwy TDist 2.680km Speed Limit 100



Area 402 - Darling Downs District
Road Section 335 - MILLMERRAN - LEYBURN ROAD
Site 32032 - 335-2.68km East of Gore Hwy
Thru Dist 2.68
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 190
Avg Week Day 190
Avg Weekend Day 171
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs 3.96%

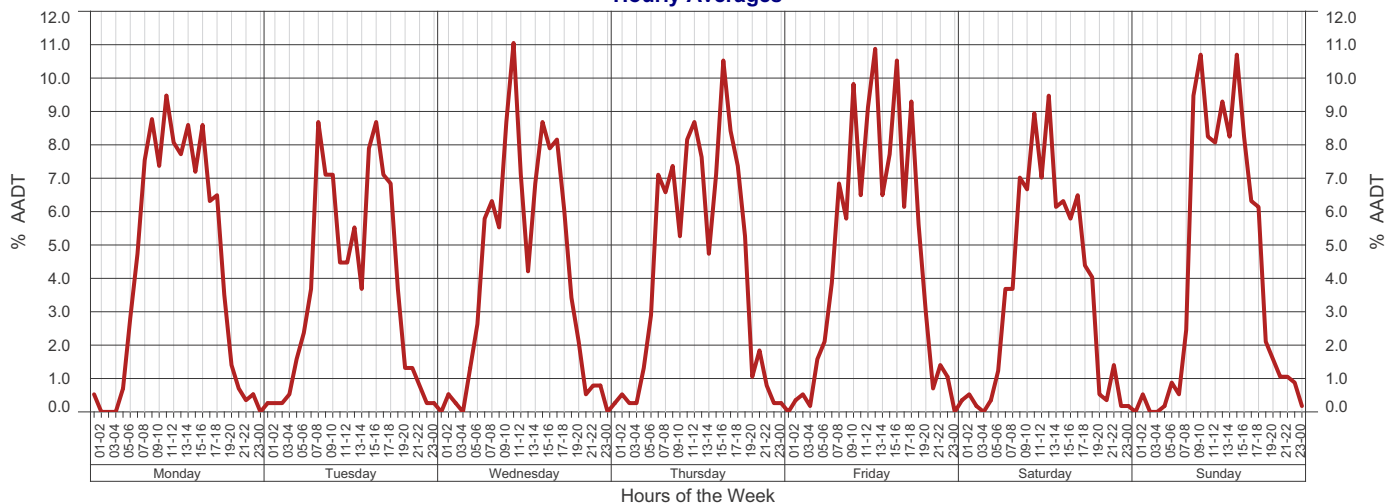
AADT History

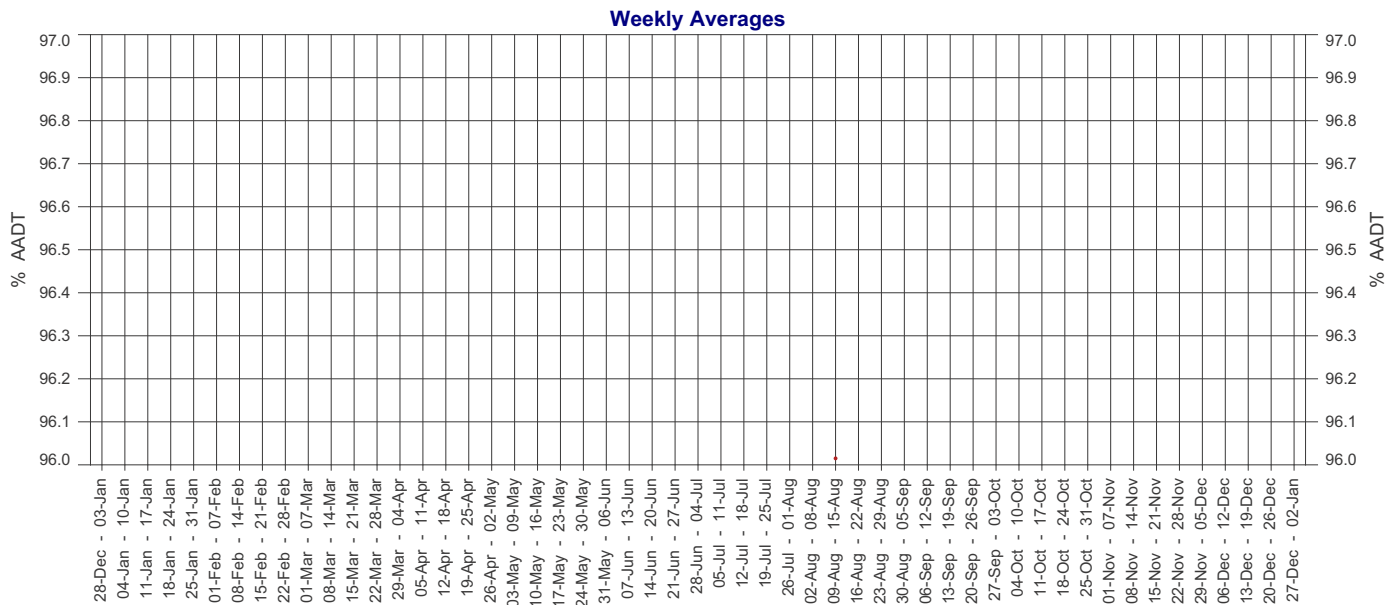
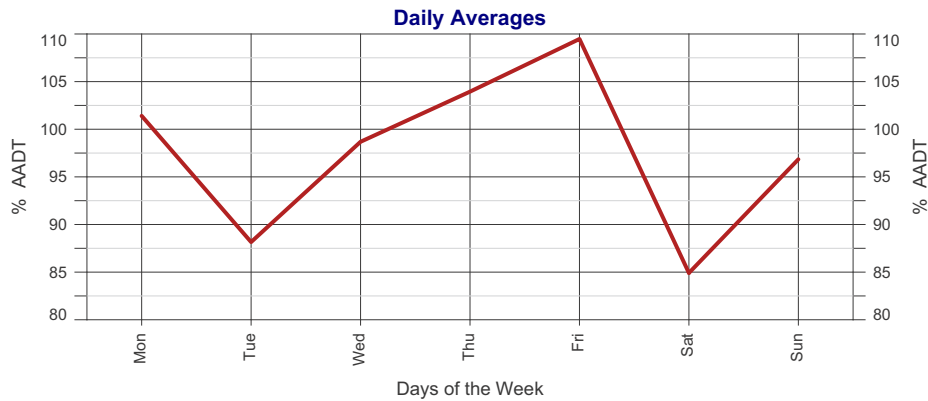


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	190			3.96%
2017				
2016	227		5.23%	8.02%
2015				
2014	193		9.34%	6.80%
2013				
2012	171	-10.94%	9.94%	6.05%
2011	192	45.45%	14.71%	8.02%
2010	132	25.71%	3.41%	3.11%
2009	105	-7.08%	-2.56%	0.21%
2008	113	-7.38%	-0.03%	
2007	122	6.09%	3.03%	
2006	115	-3.36%	1.34%	3.64%
2005	119	7.21%	4.57%	
2004	111	1.83%	3.67%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003	109	4.81%		
2002	104	-7.14%		
2001	112	28.74%	9.91%	
2000	87	-6.45%		
1999	93			
1998				
1997				
1996	72			
1995				
1994				
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28							March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							April M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29						
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							July M T W T F S S 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29							August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31						
September M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							December M T W T F S S 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

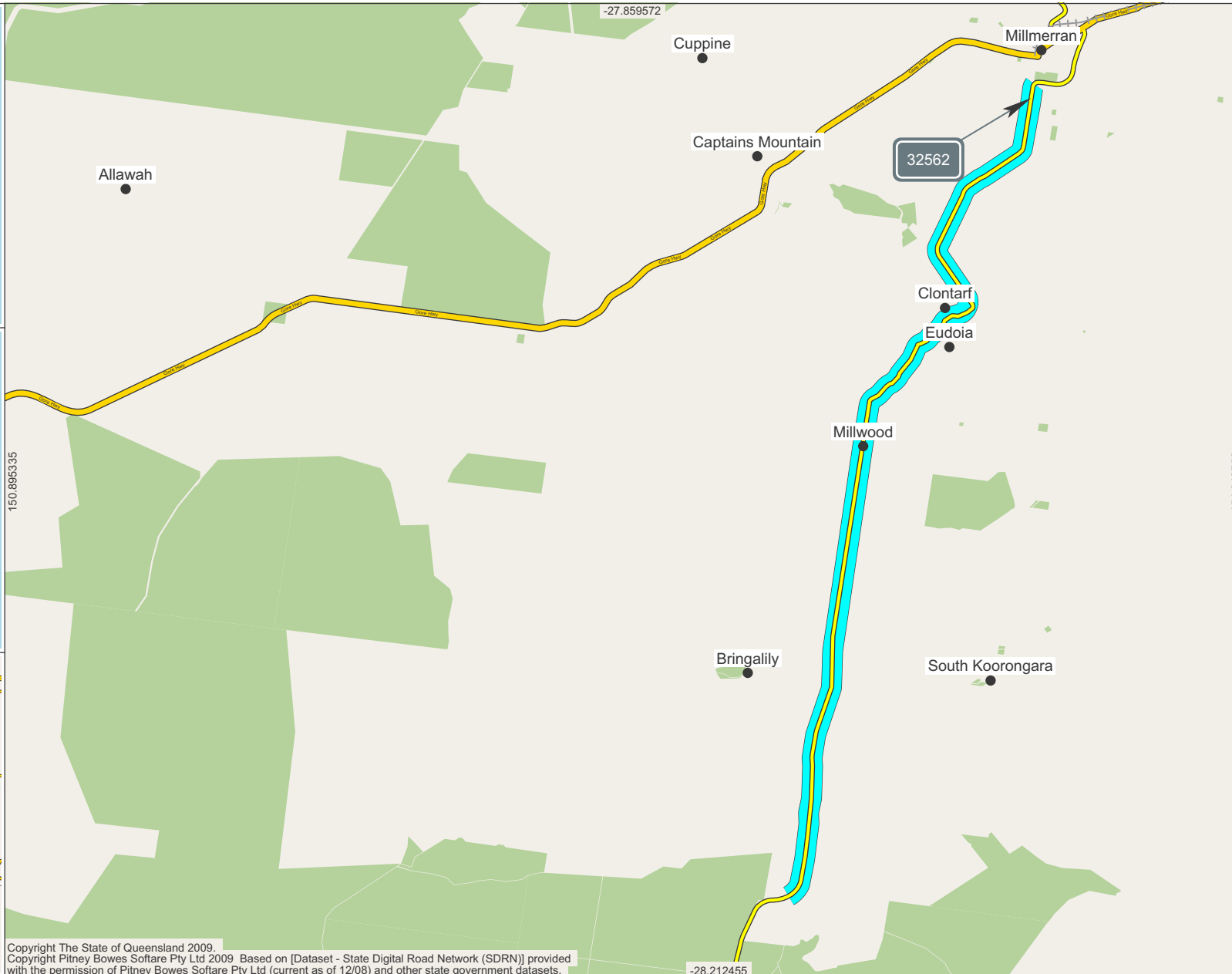
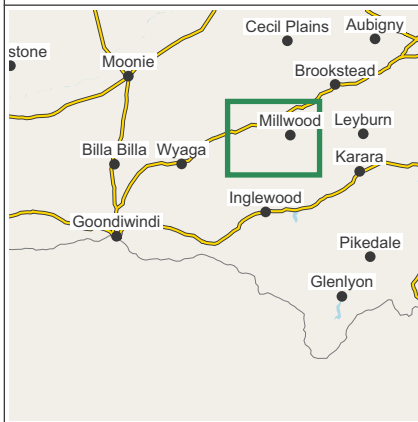
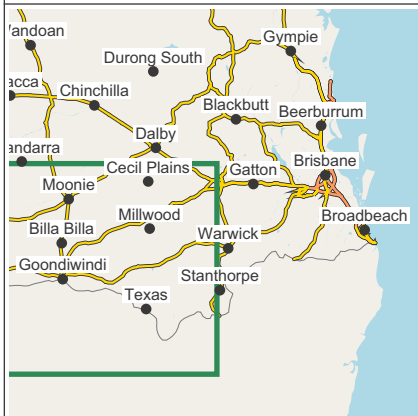
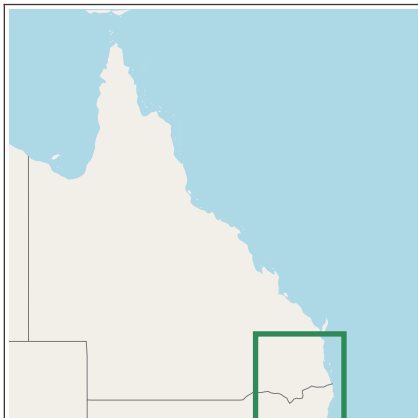
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

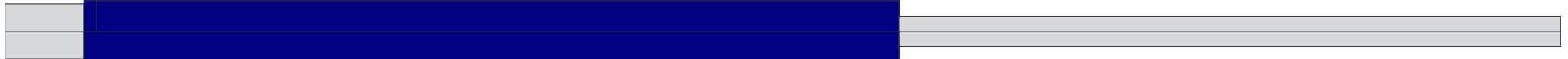
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 32562. Point 230000883. CS-32562_500m South of Campbell St.

4.04 km

The width of each Road Segment is proportional to its AADT.



3.47 km

Start Point 230001253. Int 337 & Campbell St (Rhs).

39.46 km

End Point 230000582. Old Shire Boundary Millmerran/Inglewood - RPC7.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	347	100%
A	341	100%
B	688	100%

Light Vehicles (0A)

G	256	73.78%
A	252	73.90%
B	508	73.84%

Heavy Vehicles (0B)

G	91	26.22%
A	88	25.81%
B	179	26.02%

Short Vehicles (1A)

G	256	73.78%
A	252	73.90%
B	508	73.84%

Trucks and Buses (1B)

G	25	7.20%
A	25	7.33%
B	50	7.27%

Articulated Vehicles (1C)

G	25	7.20%
A	24	7.04%
B	49	7.12%

Road Trains (1D)

G	41	11.82%
A	39	11.44%
B	80	11.63%

Short 2-Axle Vehicles (2A)

G	241	69.45%
A	237	69.50%
B	478	69.48%

Short Vehicles Towing (2B)

G	15	4.32%
A	15	4.40%
B	30	4.36%

2-Axle Trucks and Buses (2C)

G	21	6.05%
A	21	6.16%
B	42	6.10%

3-Axle Trucks and Buses (2D)

G	3	0.86%
A	3	0.88%
B	6	0.87%

4-Axle Trucks (2E)

G	1	0.29%
A	1	0.29%
B	2	0.29%

3-Axle Articulated (2F)

G	1	0.29%
A	1	0.29%
B	2	0.29%

4-Axle Articulated (2G)

G	3	0.86%
A	2	0.59%
B	5	0.73%

5-Axle Articulated (2H)

G	2	0.58%
A	1	0.29%
B	3	0.44%

6-Axle Articulated (2I)

G	19	5.48%
A	20	5.87%
B	39	5.67%

B Double (2J)

G	29	8.36%
A	28	8.21%
B	57	8.28%

Double Road Trains (2K)

G	12	3.46%
A	11	3.23%
B	23	3.34%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

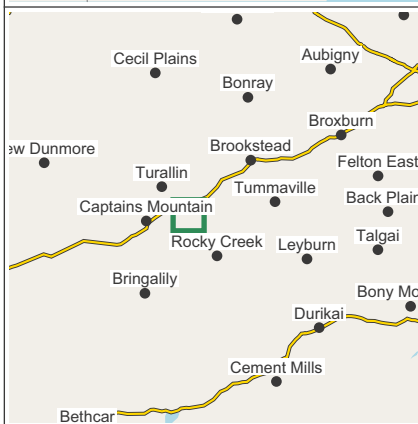
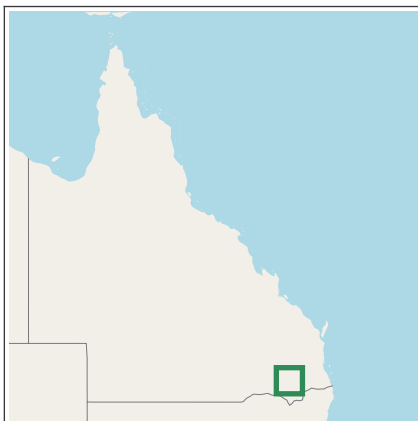
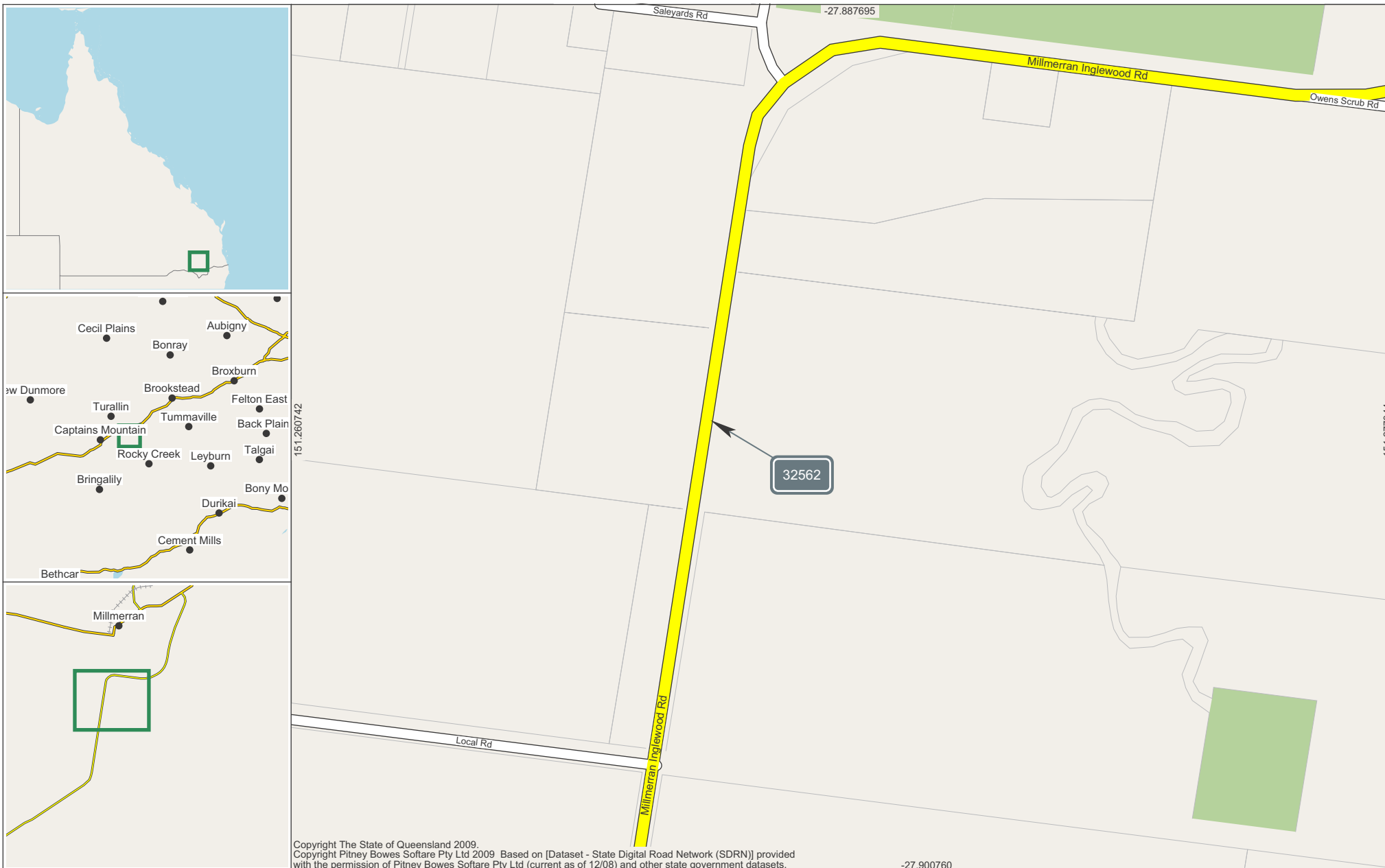
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

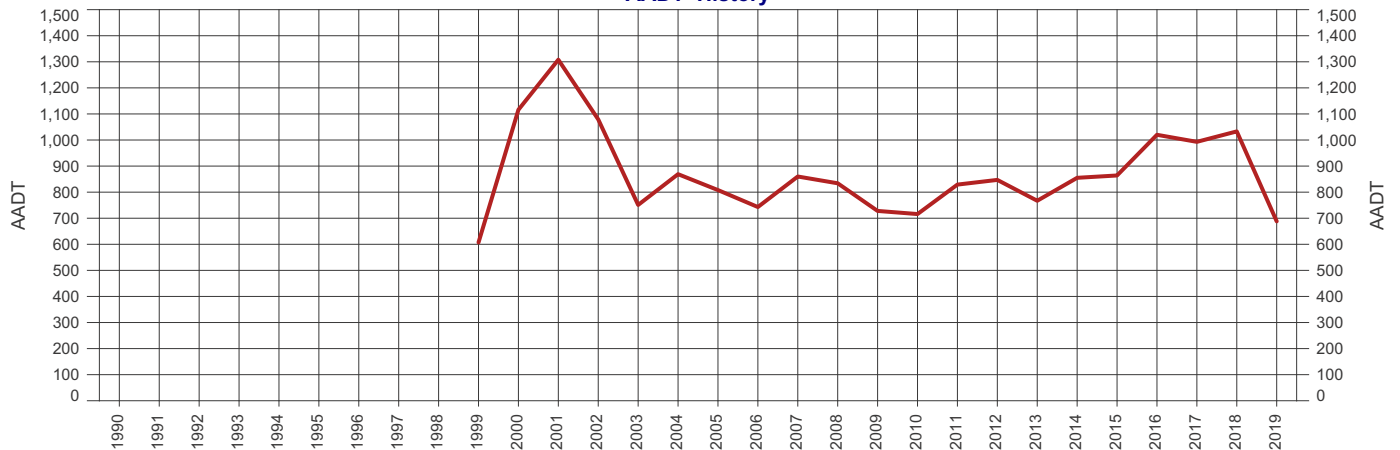
Area 402 - Darling Downs District Road Section 337 - MILLMERRAN - INGLEWOOD ROAD
 Site 32562 - 337-500m South of Campbell St TDist 4.040km Speed Limit 100



Area 402 - Darling Downs District
Road Section 337 - MILLMERRAN - INGLEWOOD ROAD
Site 32562 - 337-500m South of Campbell St
Thru Dist 4.04
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 688
Avg Week Day 743
Avg Weekend Day 488
Growth last Year -33.40%
Growth last 5 Yrs -7.55%
Growth last 10 Yrs -2.27%

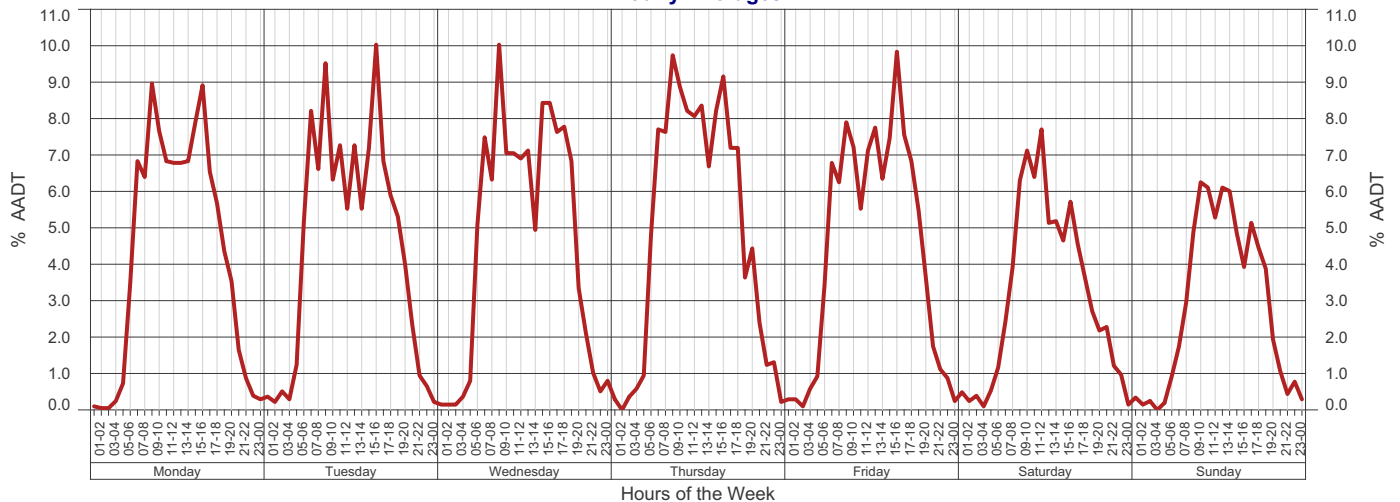
AADT History

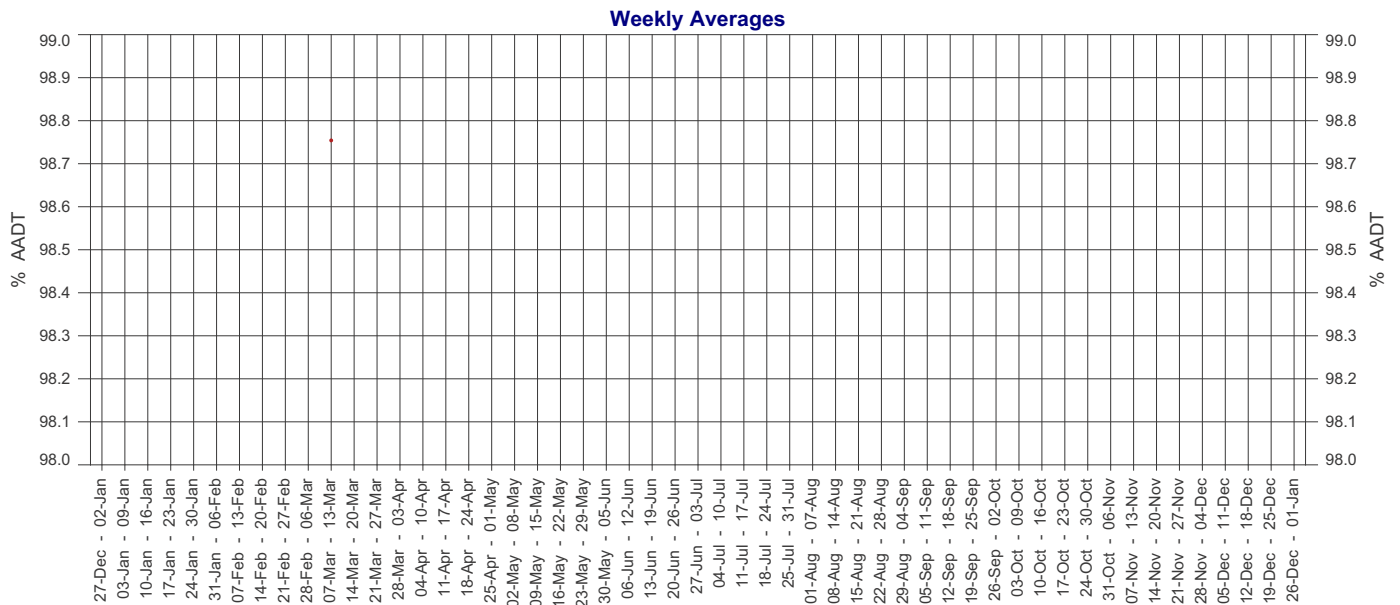
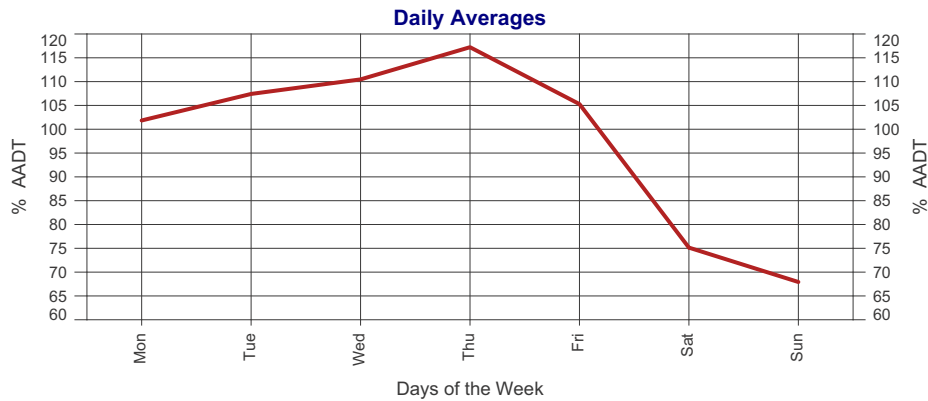


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	688	-33.40%	-7.55%	-2.27%
2018	1,033	4.03%	5.31%	3.65%
2017	993	-2.65%	4.70%	3.00%
2016	1,020	18.06%	5.90%	3.69%
2015	864	1.05%	2.60%	1.24%
2014	855	11.47%	3.20%	0.86%
2013	767	-9.45%	-0.47%	-0.53%
2012	847	2.17%	1.46%	0.10%
2011	829	15.78%	1.45%	-1.43%
2010	716	-1.65%	-2.91%	-4.14%
2009	728	-12.71%	-3.28%	-2.94%
2008	834	-3.02%	1.20%	
2007	860	15.75%	-0.64%	
2006	743	-8.04%	-8.27%	
2005	808	-7.02%	-7.58%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	869	15.71%	-1.30%	
2003	751	-30.40%		
2002	1,079	-17.51%		
2001	1,308	17.20%		
2000	1,116	83.86%		
1999	607			
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

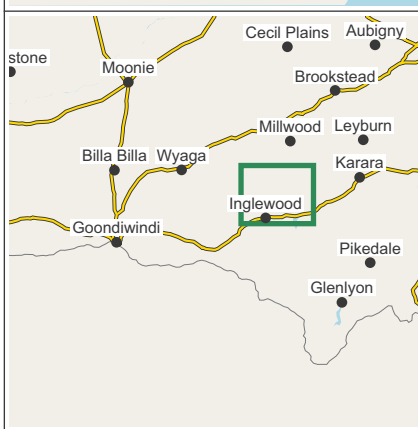
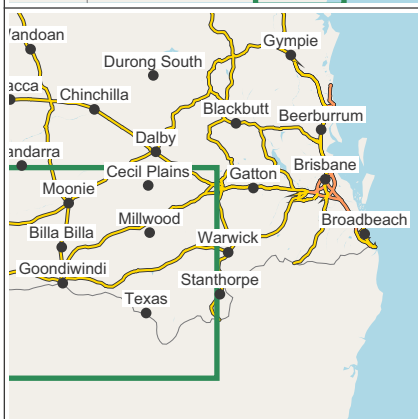
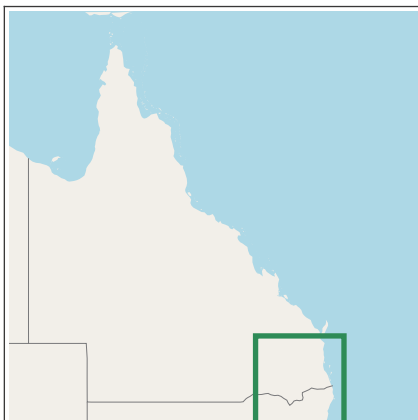
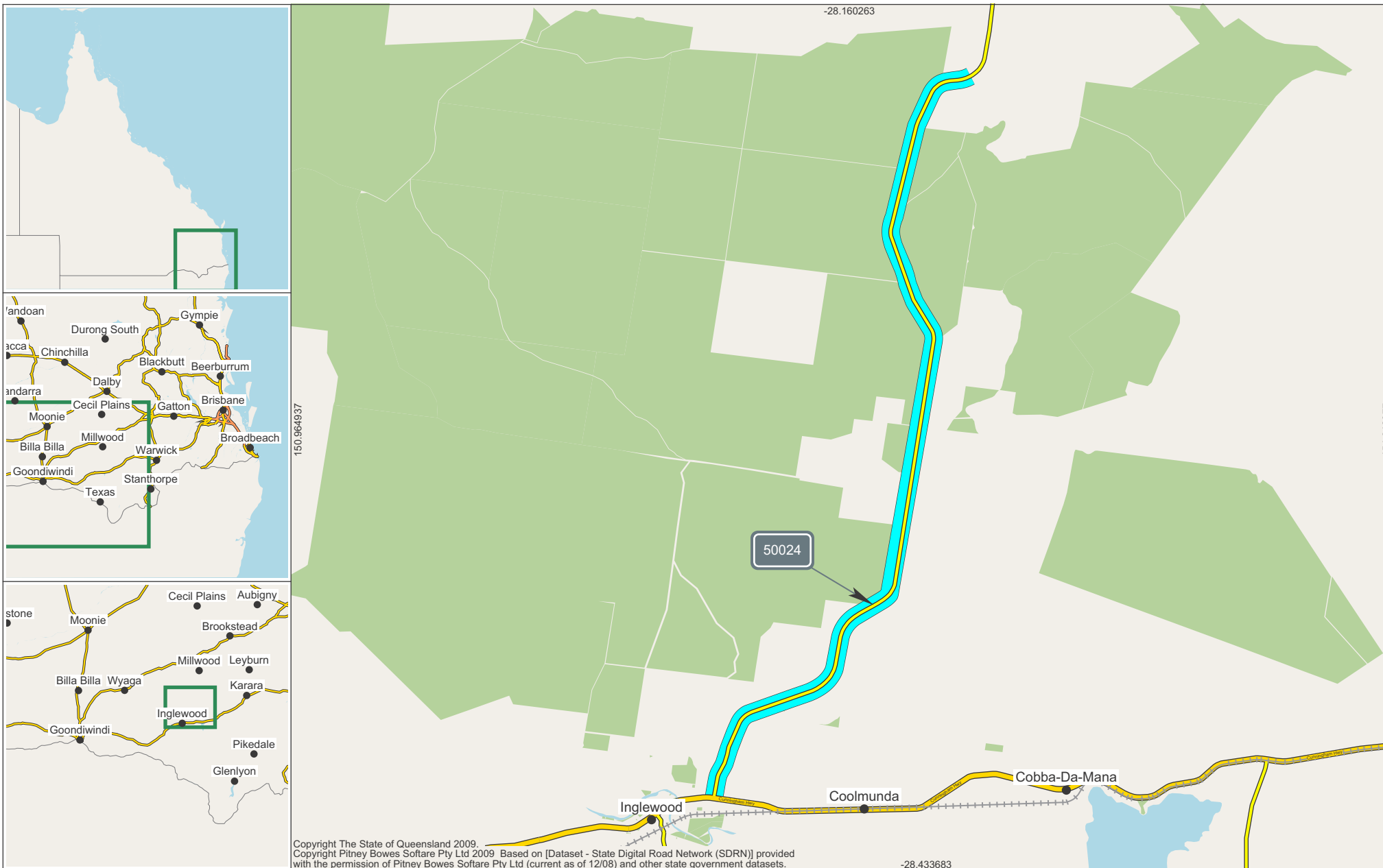
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

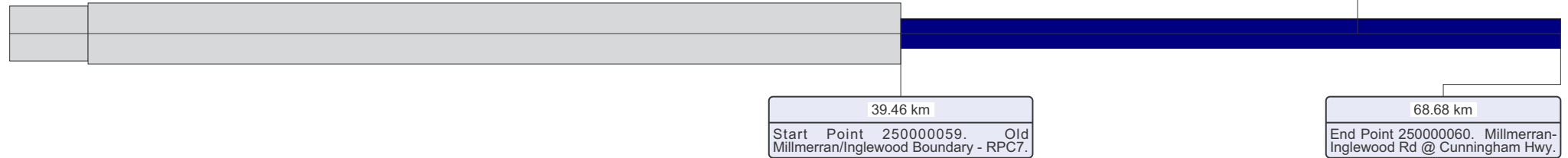
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



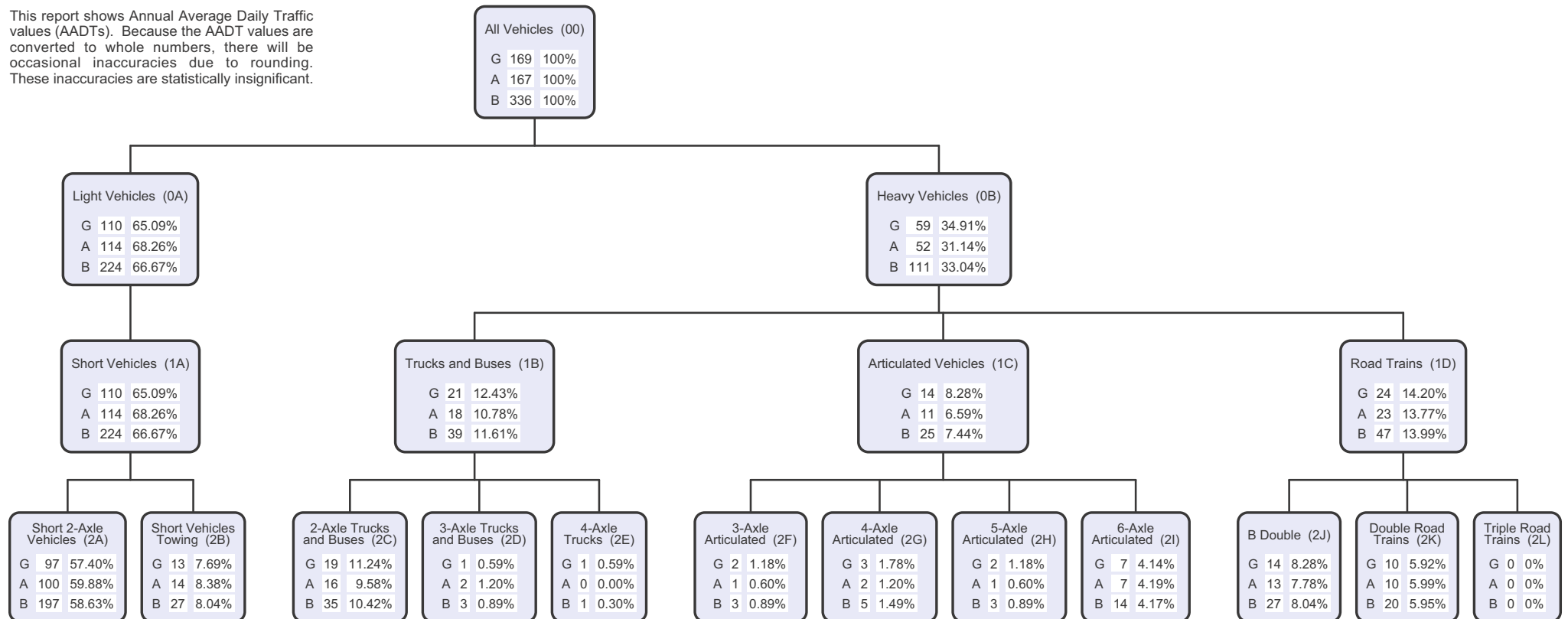
Site 50024. Point 250000058. PS 50024
Approx 5km North of Thornton Rd.

59.69 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

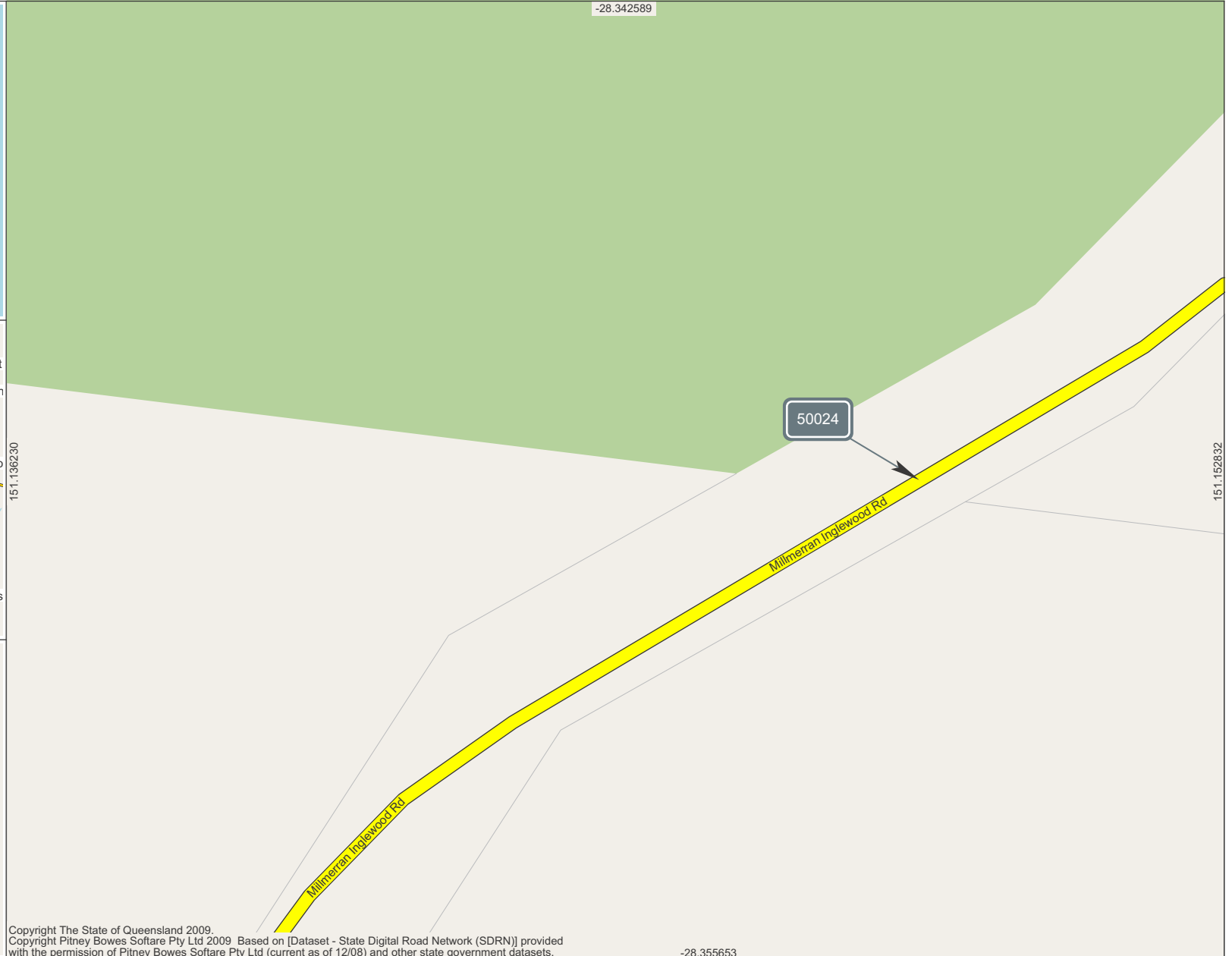
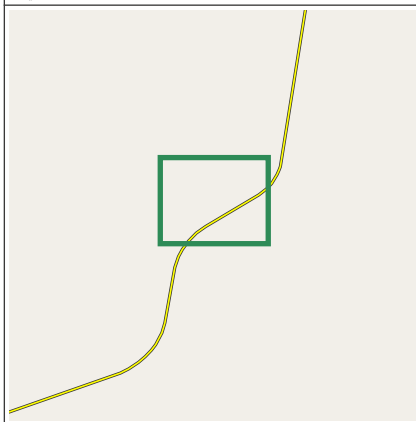
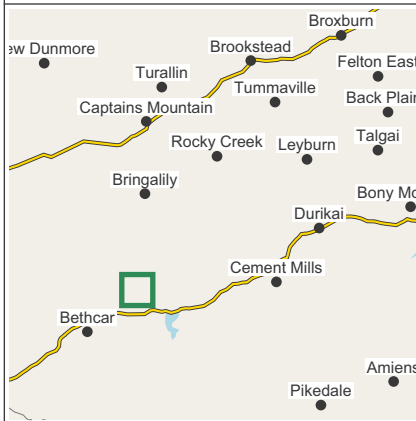
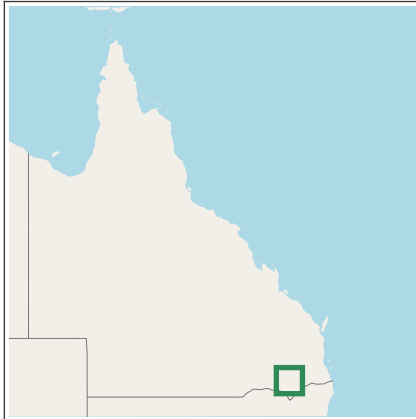
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

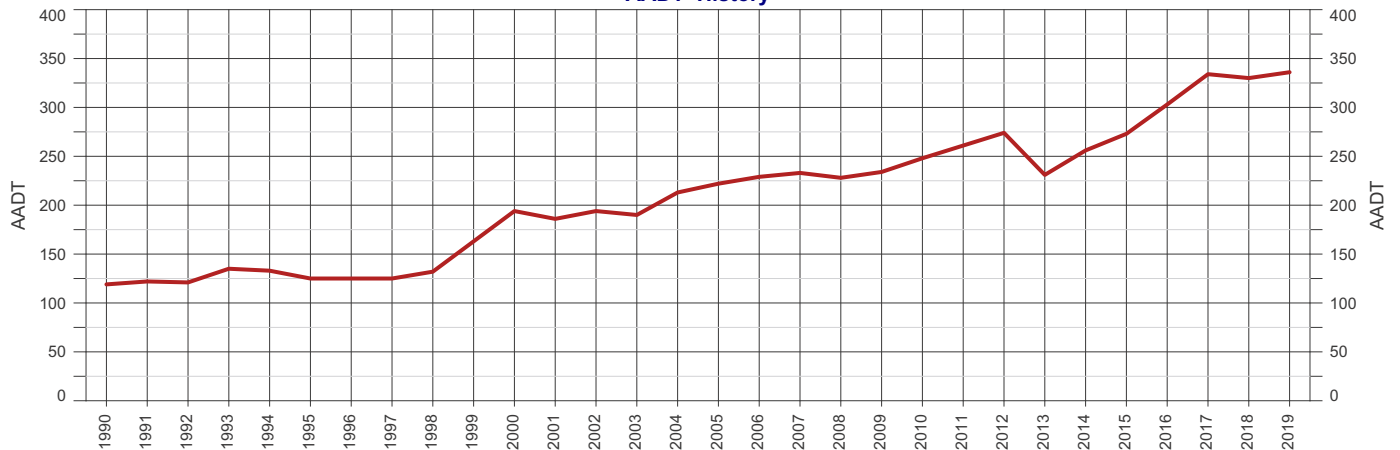
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 337 - MILLMERRAN - INGLEWOOD ROAD
Site 50024 - 337-5.1km North of Thornton Rd (PS)
Thru Dist 59.69
Type P - Permanent
Stream TB - Bi-directional traffic flow

Year 2019
AADT 336
Avg Week Day 356
Avg Weekend Day 275
Growth last Year 1.82%
Growth last 5 Yrs 4.71%
Growth last 10 Yrs 3.86%

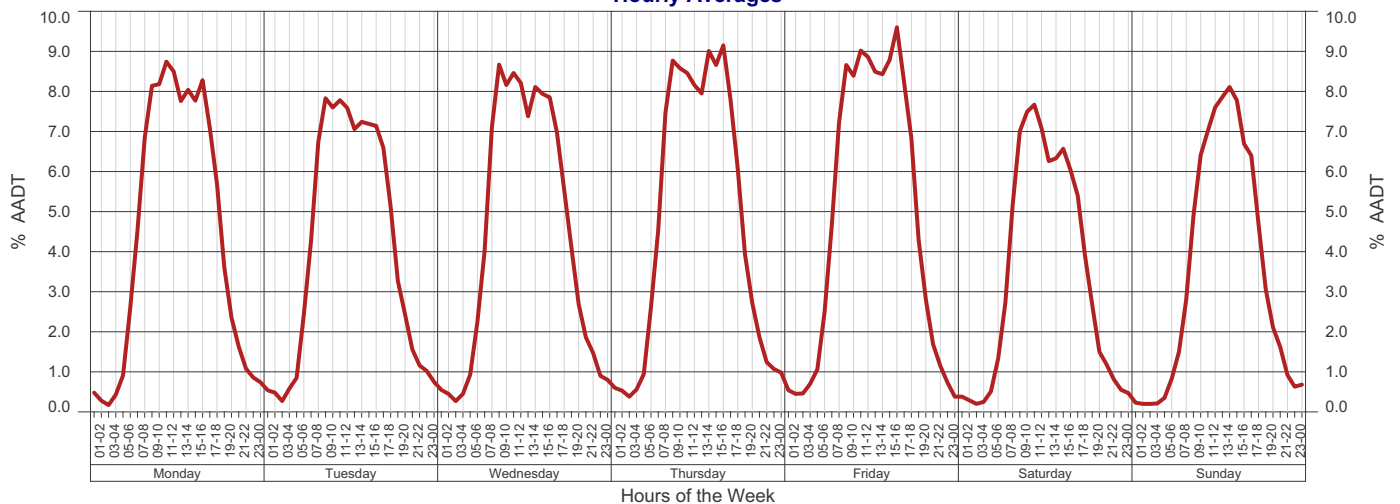
AADT History

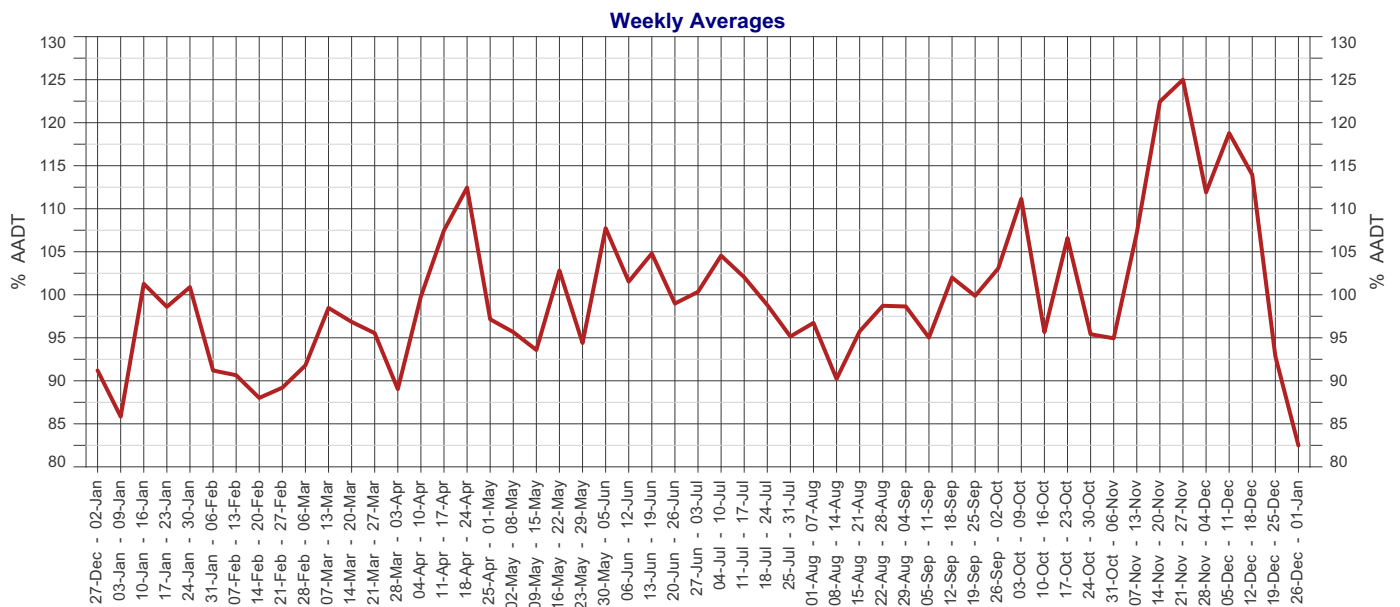
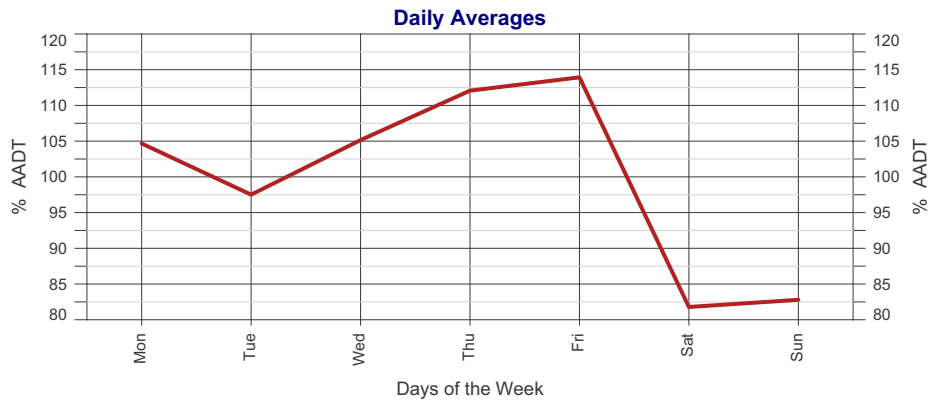


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	336	1.82%	4.71%	3.86%
2018	330	-1.20%	6.62%	4.07%
2017	334	10.23%	7.08%	4.57%
2016	303	10.99%	4.47%	3.40%
2015	273	6.64%	1.92%	2.14%
2014	256	10.82%	0.89%	1.53%
2013	231	-15.69%	-1.11%	0.62%
2012	274	4.98%	4.21%	3.59%
2011	261	5.24%	3.29%	3.37%
2010	248	5.98%	2.37%	2.92%
2009	234	2.63%	1.43%	2.76%
2008	228	-2.15%	2.27%	3.54%
2007	233	1.75%	3.92%	5.04%
2006	229	3.15%	4.53%	5.80%
2005	222	4.23%	3.97%	6.19%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	213	12.11%	4.50%	6.10%
2003	190	-2.06%	4.45%	4.74%
2002	194	4.30%	8.14%	5.61%
2001	186	-4.12%	9.17%	5.39%
2000	194	19.02%	11.97%	6.39%
1999	163	23.48%	6.80%	4.37%
1998	132	5.60%	0.34%	1.86%
1997	125	0.00%	-0.60%	1.64%
1996	125	0.00%	-0.19%	1.98%
1995	125	-6.02%	0.41%	2.08%
1994	133	-1.48%	3.91%	3.67%
1993	135	11.57%	6.15%	5.34%
1992	121	-0.82%	4.44%	5.13%
1991	122	2.52%	5.10%	
1990	119	14.42%	3.78%	

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

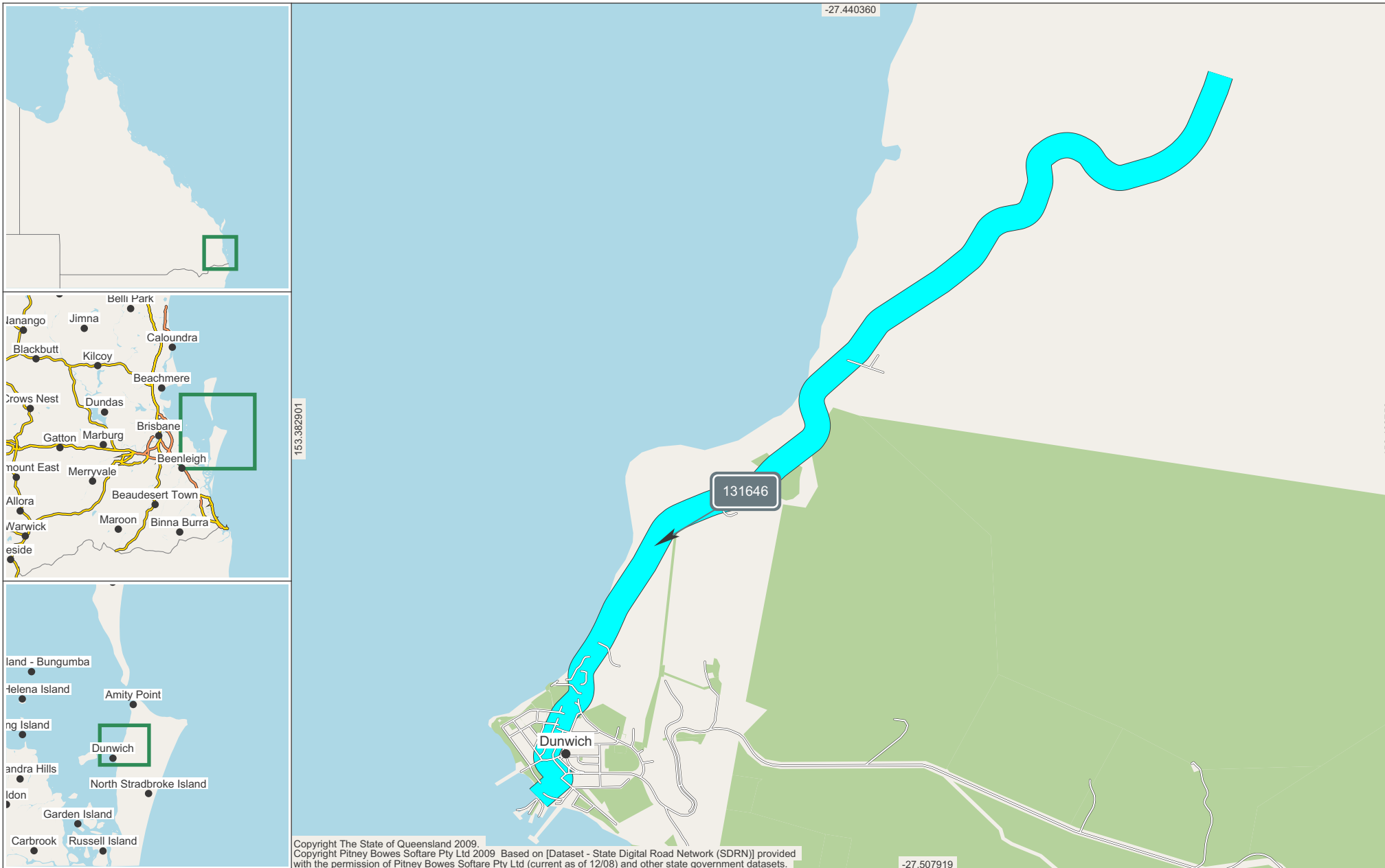
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 131646. Point 330007594.
Sth of Myora Res- Dunwich.

2.50 km

The width of each Road Segment is proportional to its AADT.



0.00 km

Start Point 330007595.

9.36 km

End Point 330007596.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	846	100%
A	838	100%
B	1,684	100%

Light Vehicles (0A)

G	763	90.19%
A	758	90.45%
B	1,521	90.32%

Heavy Vehicles (0B)

G	82	9.69%
A	79	9.43%
B	161	9.56%

Short Vehicles (1A)

G	763	90.19%
A	758	90.45%
B	1,521	90.32%

Trucks and Buses (1B)

G	76	8.98%
A	74	8.83%
B	150	8.91%

Articulated Vehicles (1C)

G	3	0.35%
A	3	0.36%
B	6	0.36%

Road Trains (1D)

G	3	0.35%
A	2	0.24%
B	5	0.30%

Short 2-Axle
Vehicles (2A)

G	745	88.06%
A	741	88.42%
B	1,486	88.24%

Short Vehicles
Towing (2B)

G	18	2.13%
A	17	2.03%
B	35	2.08%

2-Axle Trucks
and Buses (2C)

G	70	8.27%
A	63	7.52%
B	133	7.90%

3-Axle Trucks
and Buses (2D)

G	5	0.59%
A	10	1.19%
B	15	0.89%

4-Axle
Trucks (2E)

G	1	0.12%
A	1	0.12%
B	2	0.12%

3-Axle
Articulated (2F)

G	1	0.12%
A	1	0.12%
B	2	0.12%

4-Axle
Articulated (2G)

G	1	0.12%
A	1	0.12%
B	2	0.12%

5-Axle
Articulated (2H)

G	0	0%
A	0	0%
B	0	0%

6-Axle
Articulated (2I)

G	1	0.12%
A	1	0.12%
B	2	0.12%

B Double (2J)

G	3	0.35%
A	2	0.24%
B	5	0.30%

Double Road
Trains (2K)

G	0	0%
A	0	0%
B	0	0%

Triple Road
Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

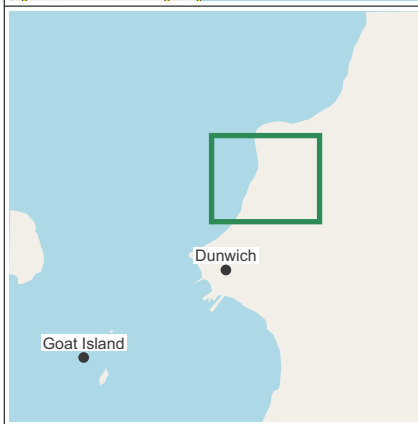
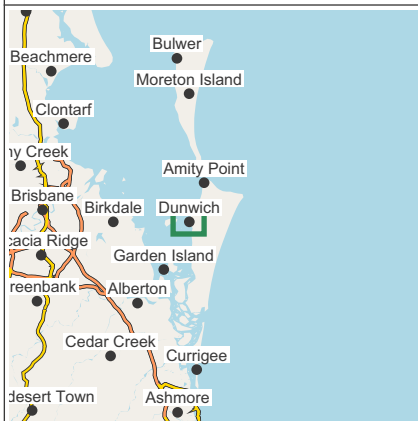
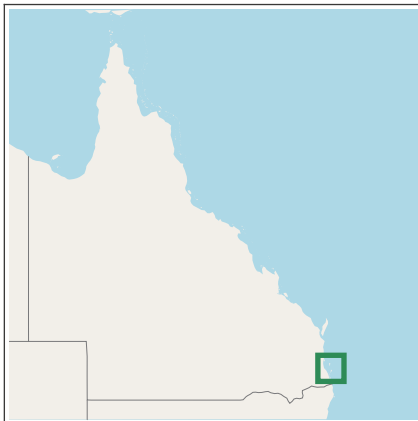
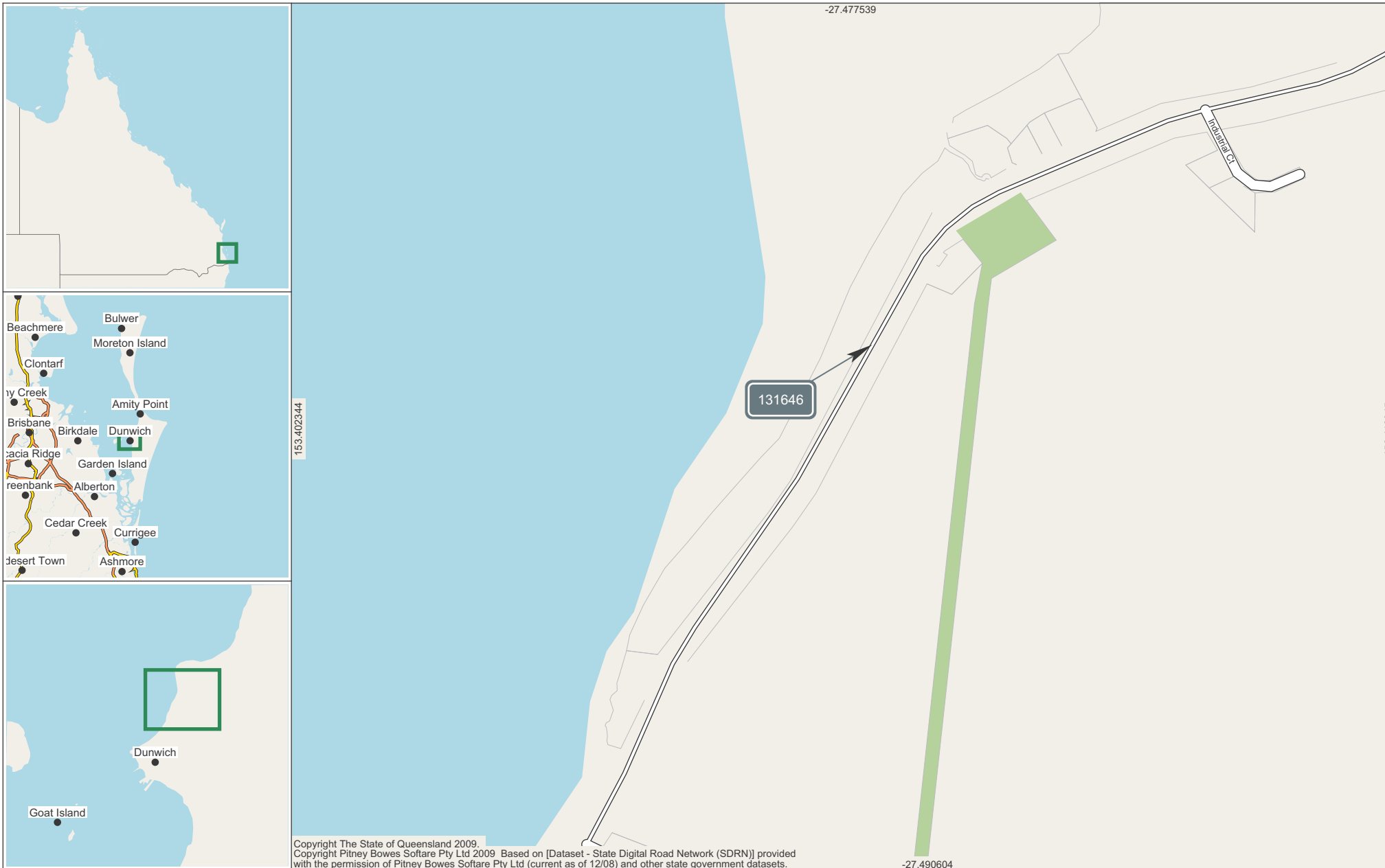
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

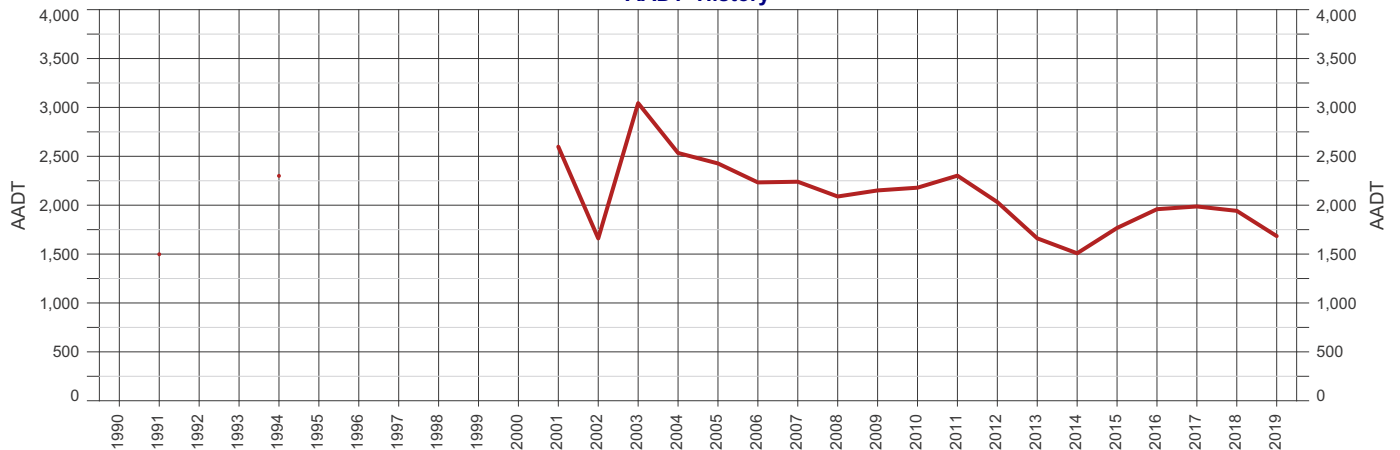
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 406 - Metropolitan District
Road Section 1000 - EAST COAST ROAD
Site 131646 - Sth of Myora Res- Dunwich
Thru Dist 2.5
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,684
Avg Week Day 1,801
Avg Weekend Day 1,700
Growth last Year -13.29%
Growth last 5 Yrs -1.03%
Growth last 10 Yrs -2.33%

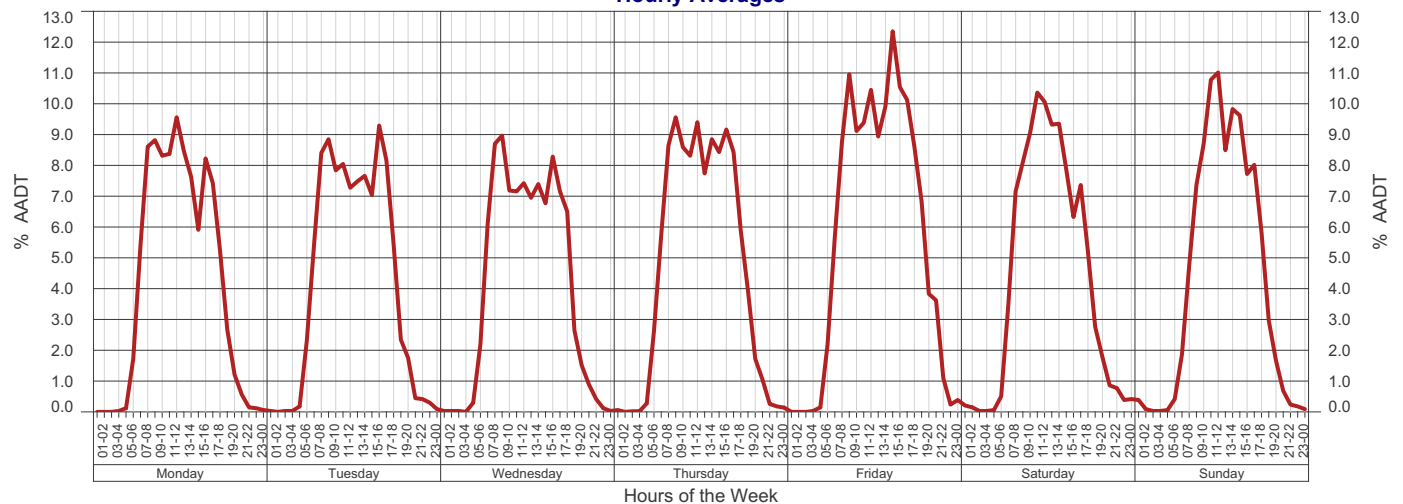
AADT History

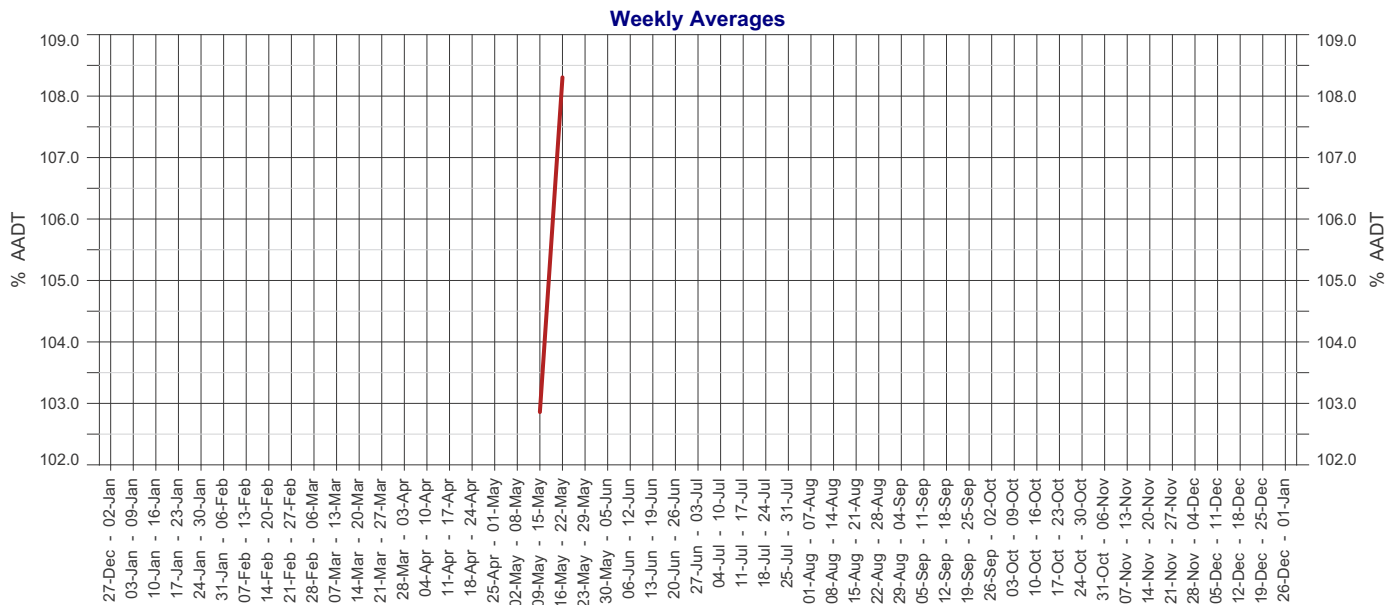
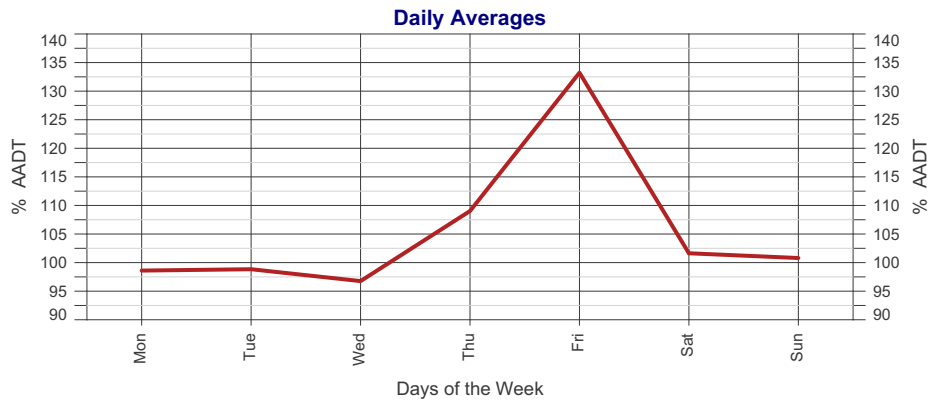


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,684	-13.29%	-1.03%	-2.33%
2018	1,942	-2.26%	3.77%	-0.52%
2017	1,987	1.43%	3.10%	-0.55%
2016	1,959	10.87%	0.31%	-1.07%
2015	1,767	17.18%	-4.00%	-3.01%
2014	1,508	-9.21%	-9.04%	-5.69%
2013	1,661	-18.26%	-6.76%	-5.21%
2012	2,032	-11.73%	-1.86%	-1.60%
2011	2,302	5.64%	1.36%	-0.19%
2010	2,179	1.30%	-1.13%	
2009	2,151	2.97%	-2.63%	
2008	2,089	-6.74%	-5.84%	
2007	2,240	0.31%	-0.46%	
2006	2,233	-7.99%	-1.51%	
2005	2,427	-4.22%		

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	2,534	-16.75%		1.37%
2003	3,044	83.37%		
2002	1,660	-36.10%		
2001	2,598			4.36%
2000				
1999				
1998				
1997				
1996				
1995				
1994	2,300			
1993				
1992				
1991	1,498			
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

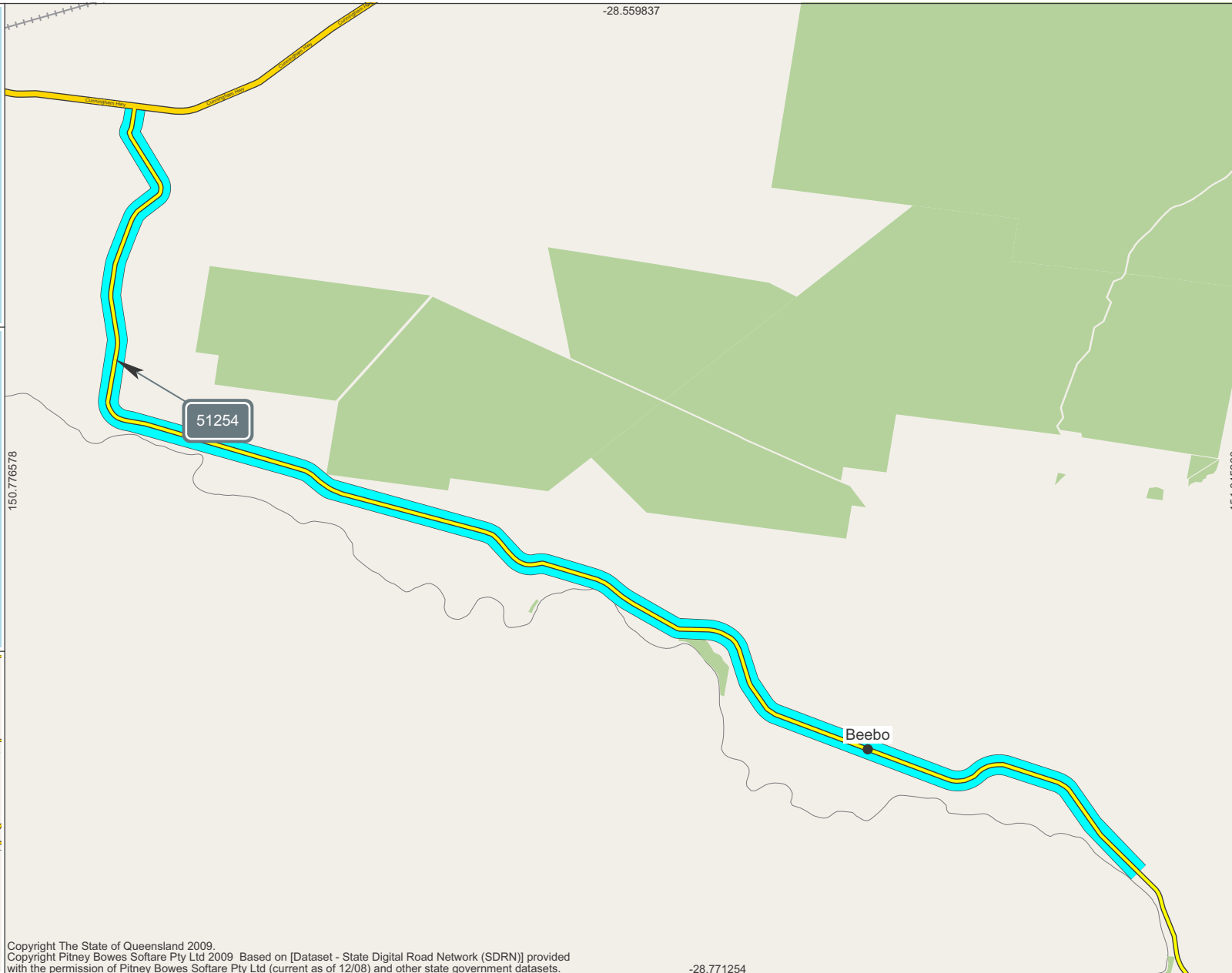
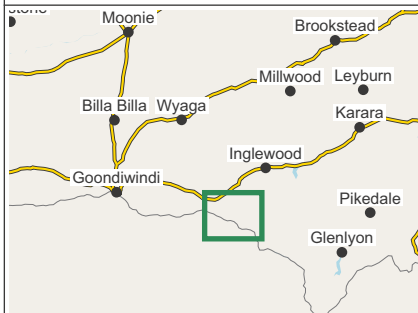
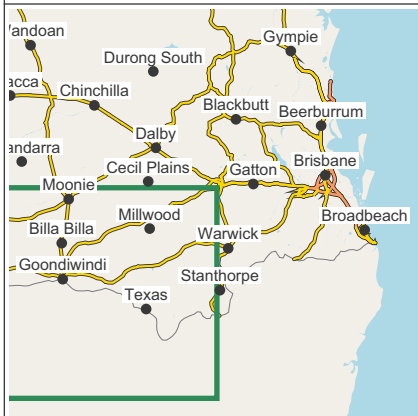
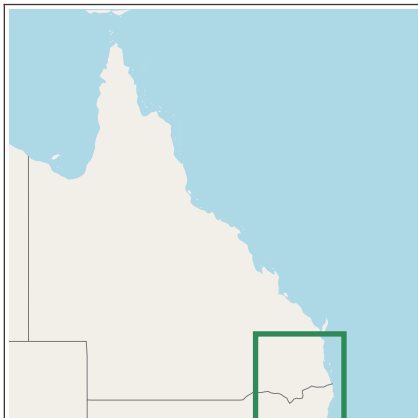
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

Area 402 - Darling Downs District Road Section 2322 - TEXAS - YELARBON ROAD
 Road Segment from 20.740km to 54.710km Segment Site 51254 Traffic Year 2019 Data Collection Year 2019



Site 51254. Point 250000603. Coverage Site - 6km South of Cunningham Highway.

48.09 km

The width of each Road Segment is proportional to its AADT.

20.74 km

Start Point 250000213.
Entrance Whyalla Feedlot.

54.71 km

End Point 250000202. Texas-Yelarb.Rd @ C'ham Hwy.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	90	100%
A	91	100%
B	181	100%

Light Vehicles (0A)

G	60	66.67%
A	46	50.55%
B	106	58.56%

Heavy Vehicles (0B)

G	29	32.22%
A	44	48.35%
B	73	40.33%

Short Vehicles (1A)

G	60	66.67%
A	46	50.55%
B	106	58.56%

Trucks and Buses (1B)

G	5	5.56%
A	17	18.68%
B	22	12.15%

Articulated Vehicles (1C)

G	3	3.33%
A	5	5.49%
B	8	4.42%

Road Trains (1D)

G	21	23.33%
A	22	24.18%
B	43	23.76%

Short 2-Axle Vehicles (2A)

G	55	61.11%
A	43	47.25%
B	98	54.14%

Short Vehicles Towing (2B)

G	5	5.56%
A	3	3.30%
B	8	4.42%

2-Axle Trucks and Buses (2C)

G	4	4.44%
A	16	17.58%
B	20	11.05%

3-Axle Trucks and Buses (2D)

G	1	1.11%
A	1	1.10%
B	2	1.10%

4-Axle Trucks (2E)

G	0	0%
A	0	0%
B	0	0%

3-Axle Articulated (2F)

G	0	0.00%
A	1	1.10%
B	1	0.55%

4-Axle Articulated (2G)

G	0	0.00%
A	1	1.10%
B	1	0.55%

5-Axle Articulated (2H)

G	0	0%
A	0	0%
B	0	0%

6-Axle Articulated (2I)

G	3	3.33%
A	3	3.30%
B	6	3.31%

B Double (2J)

G	6	6.67%
A	7	7.69%
B	13	7.18%

Double Road Trains (2K)

G	15	16.67%
A	15	16.48%
B	30	16.57%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

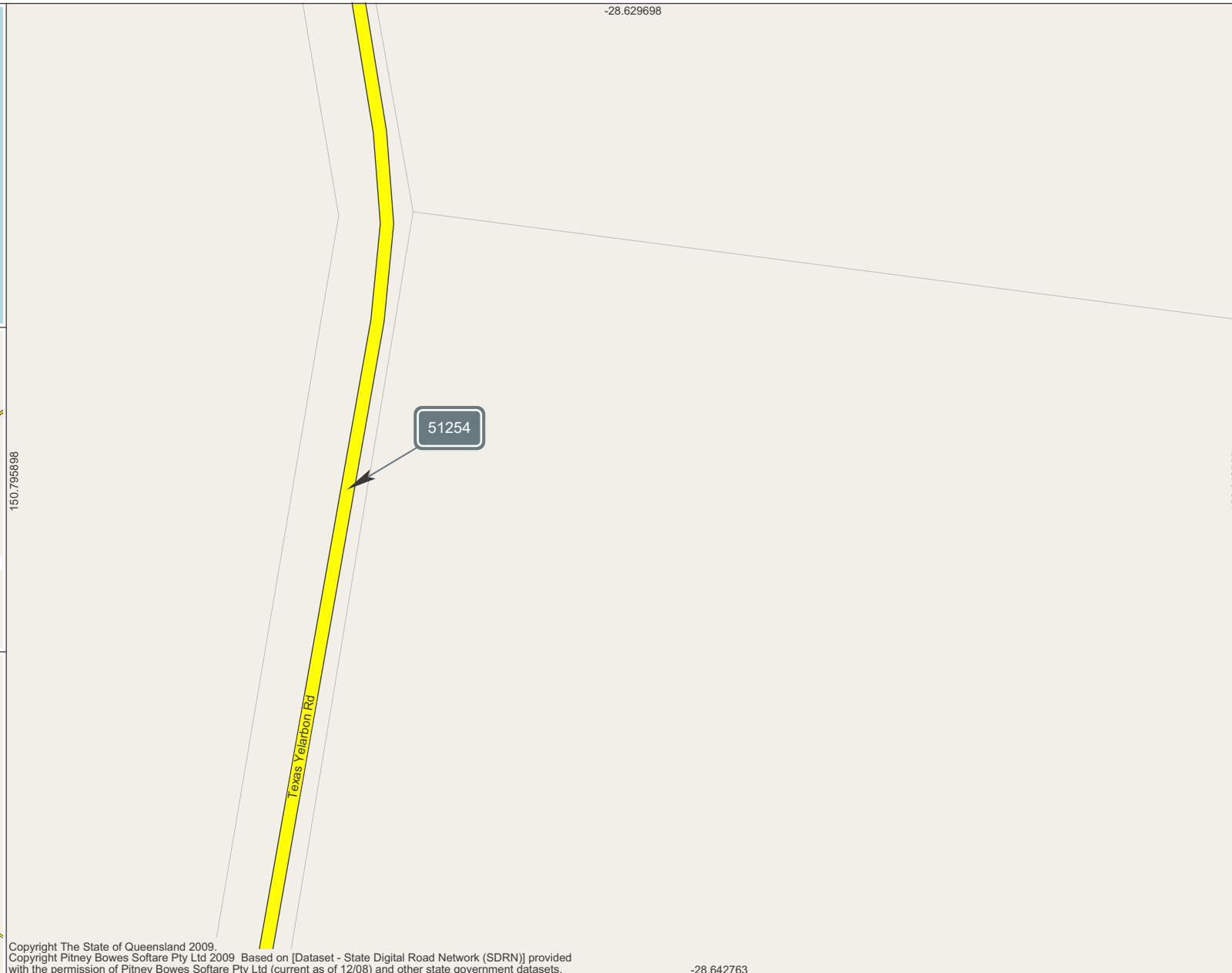
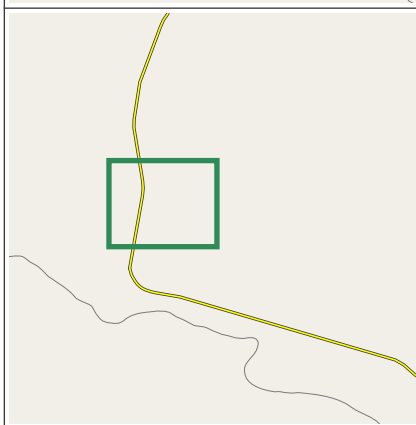
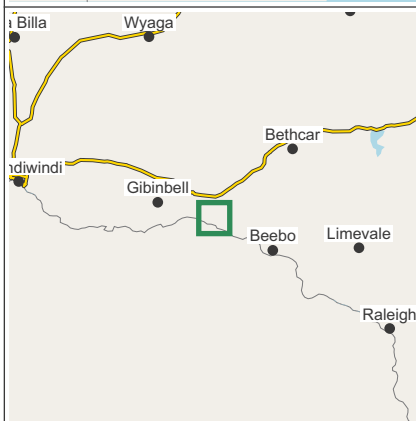
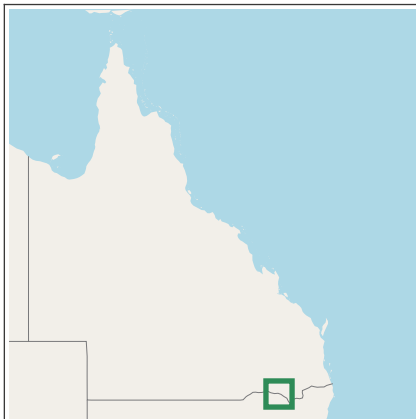
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

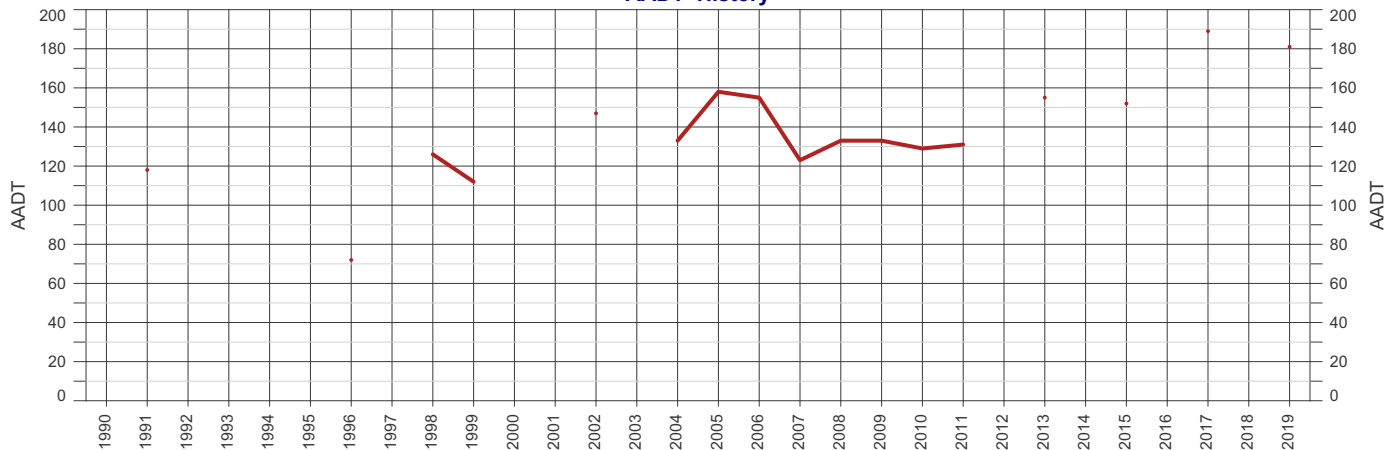
Area 402 - Darling Downs District Road Section 2322 - TEXAS - YELARBON ROAD
Site 51254 - 2322-6.62km South of Cunningham Hwy 17D TDist 48.090km Speed Limit 100



Area 402 - Darling Downs District
Road Section 2322 - TEXAS - YELARBON ROAD
Site 51254 - 2322-6.62km South of Cunningham Hwy 17D
Thru Dist 48.09
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 181
Avg Week Day 208
Avg Weekend Day 114
Growth last Year
Growth last 5 Yrs
Growth last 10 Yrs 3.47%

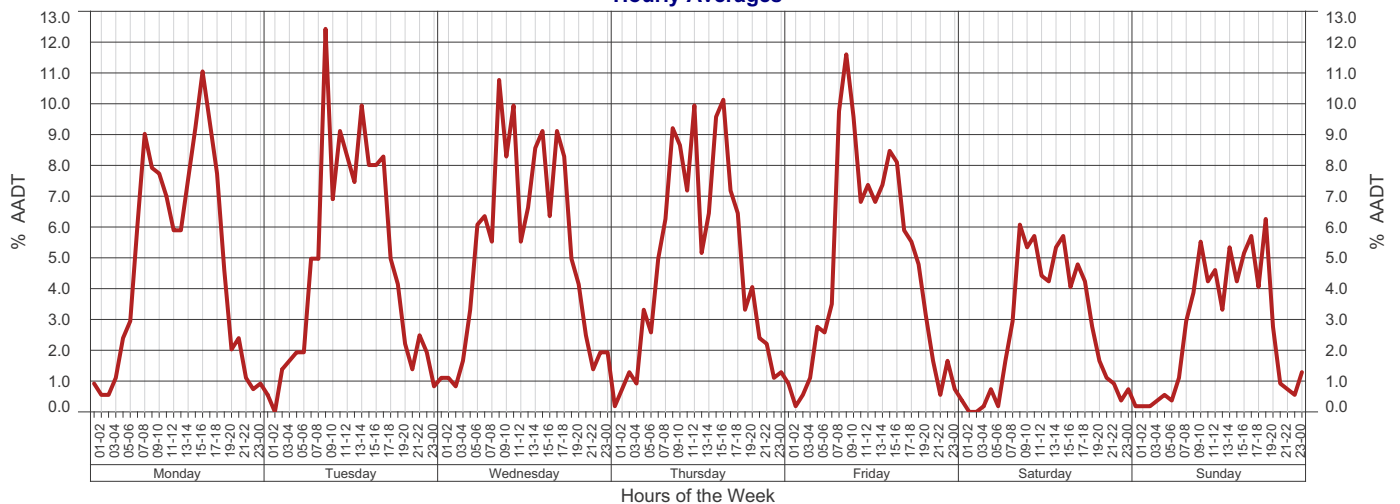
AADT History

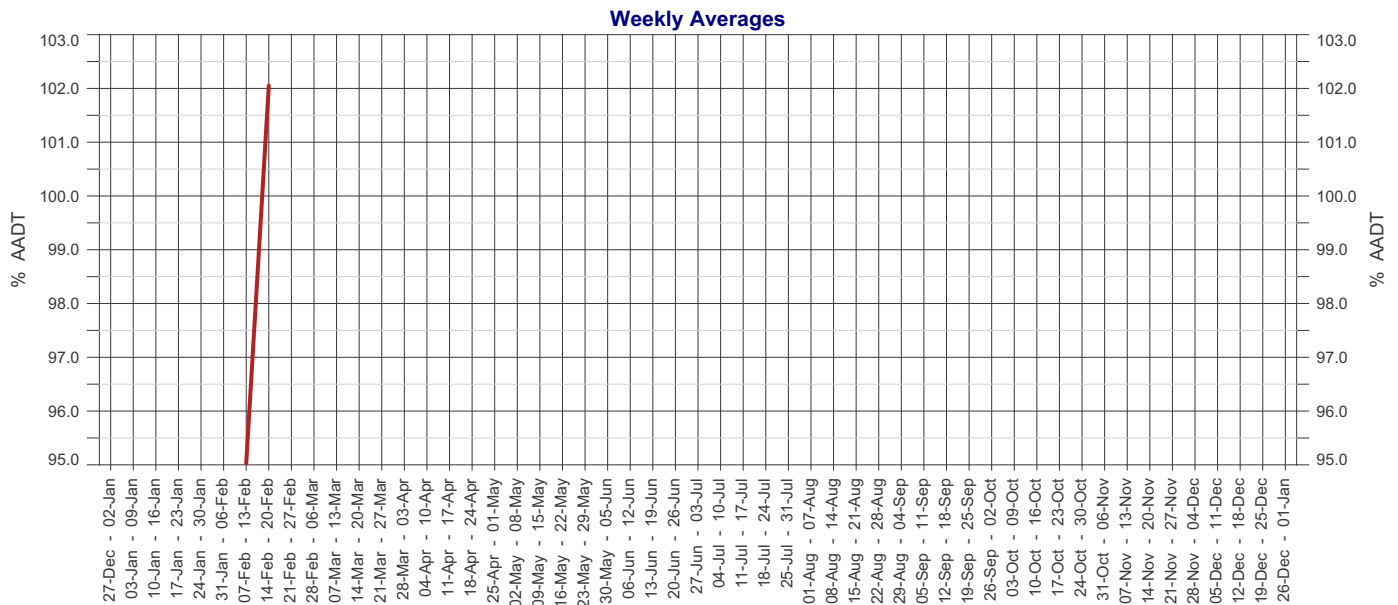
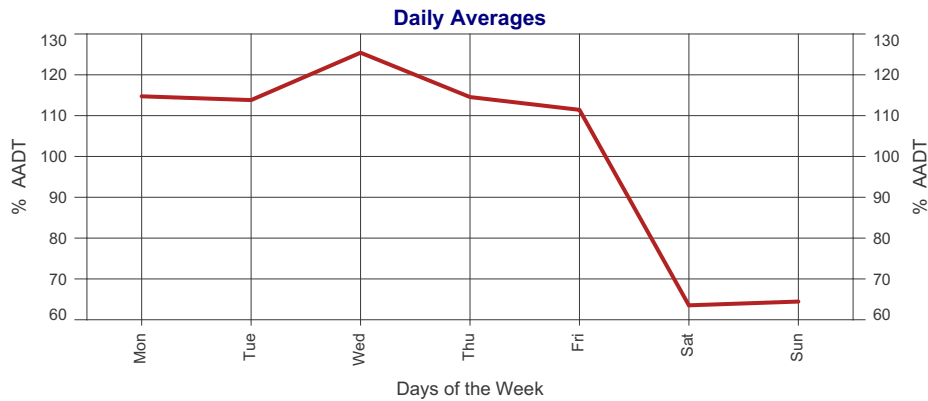


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	181			3.47%
2018				
2017	189			4.79%
2016				
2015	152		3.10%	1.14%
2014				
2013	155		4.28%	
2012				
2011	131	1.55%	-1.17%	
2010	129	-3.01%	-3.04%	
2009	133	0.00%	-1.79%	0.01%
2008	133	8.13%	0.30%	
2007	123	-20.65%	-4.65%	
2006	155	-1.90%		5.31%
2005	158	18.80%		

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	133		2.30%	
2003				
2002	147			
2001				
2000				
1999	112	-11.11%		
1998	126			
1997				
1996	72		-9.41%	
1995				
1994				
1993				
1992				
1991	118			
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

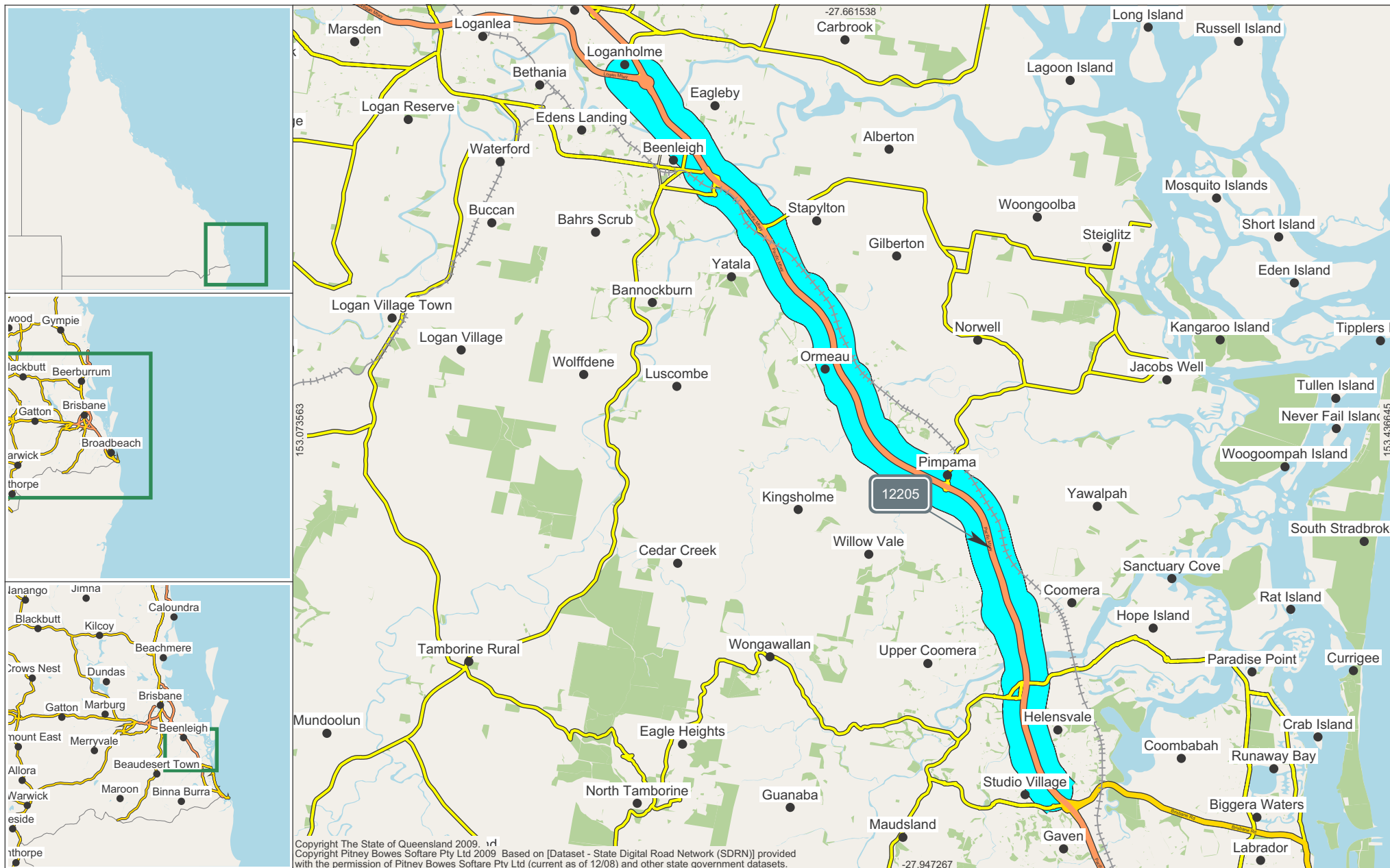
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



AADT Segment Report

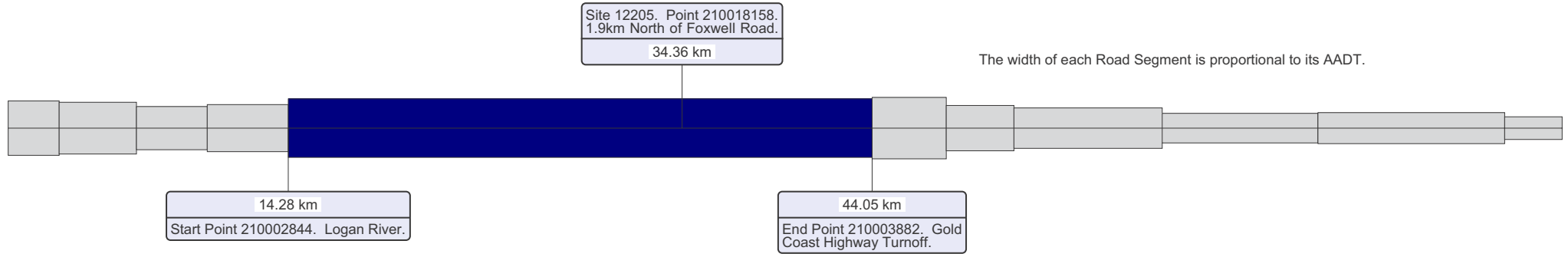
Area 410 - South Coast District
Road Segment from 14.280km to 44.050km

Road Section 12A - PACIFIC HIGHWAY (PACIFIC MOTORWAY)

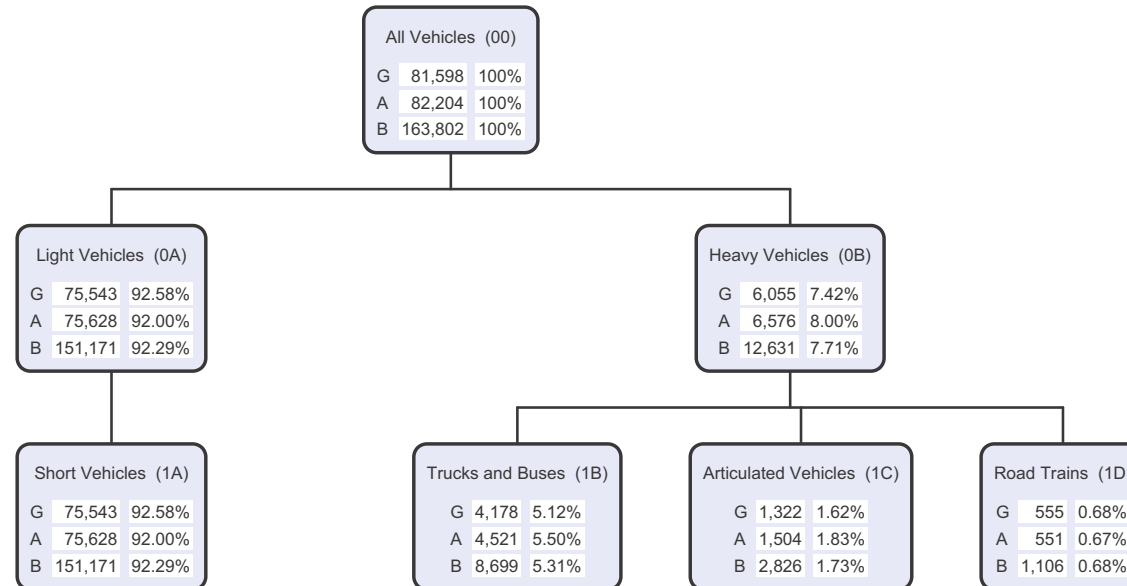
Segment Site 12205

Traffic Year 2019

Data Collection Year 2019



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

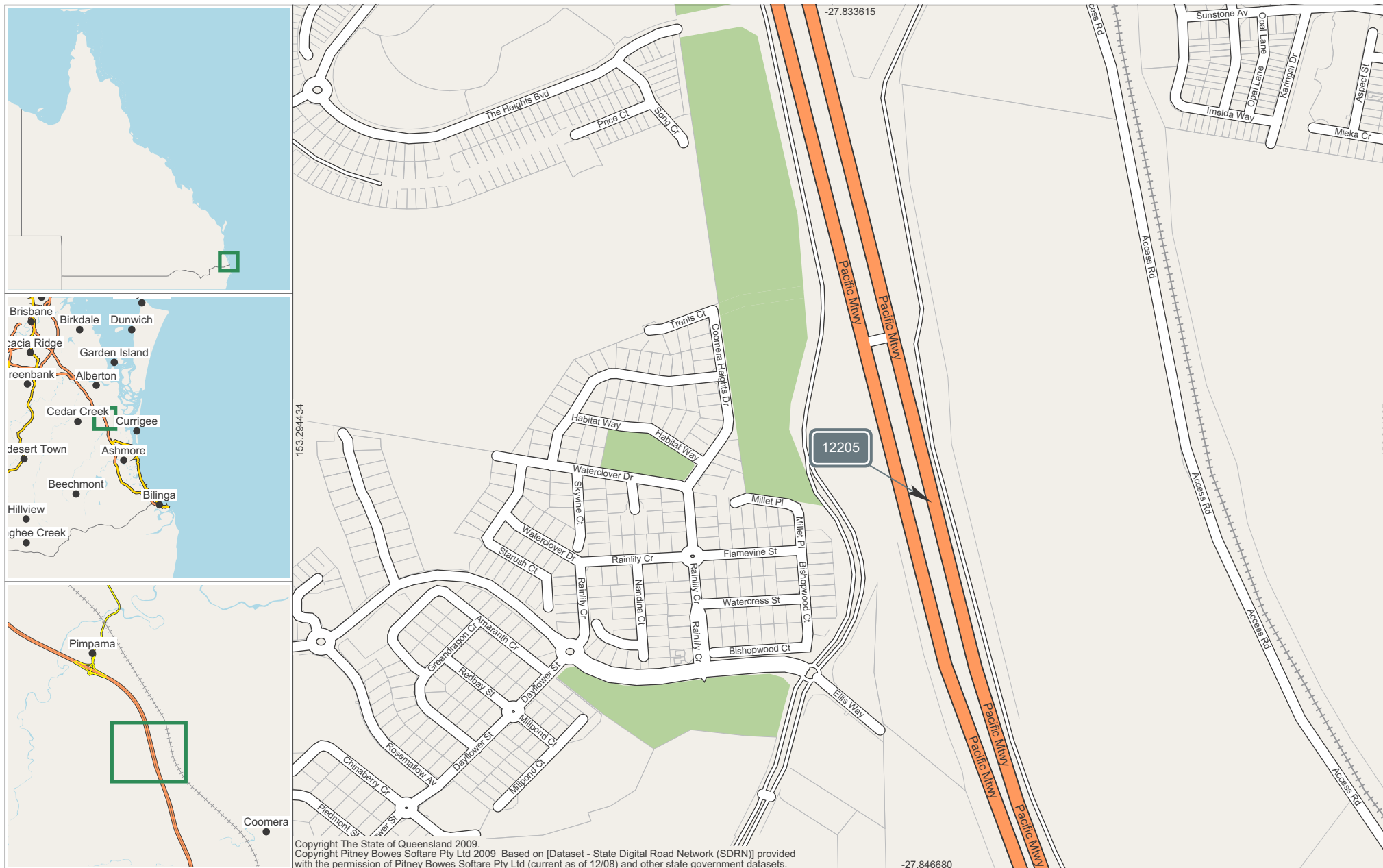
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

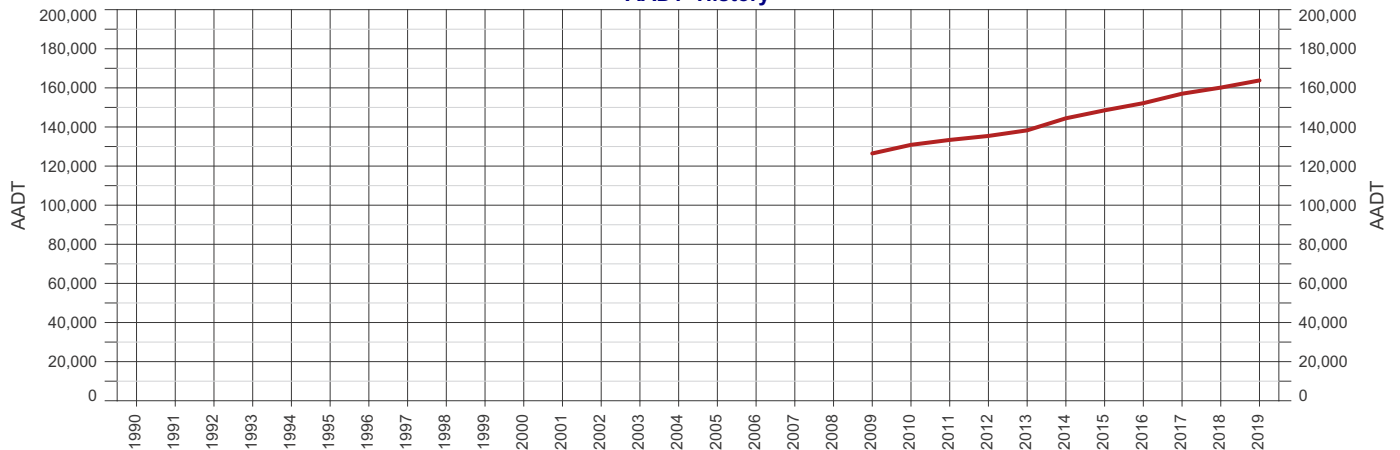
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 410 - South Coast District
Road Section 12A - PACIFIC HIGHWAY (PACIFIC MOTORWAY)
Site 12205 - 1.9 km North of Foxwell Rd
Thru Dist 34.359
Type P - Permanent
Stream TB - Bi-directional traffic flow

Year 2019
AADT 163,802
Avg Week Day 170,354
Avg Weekend Day 144,145
Growth last Year 2.29%
Growth last 5 Yrs 2.48%
Growth last 10 Yrs 2.62%

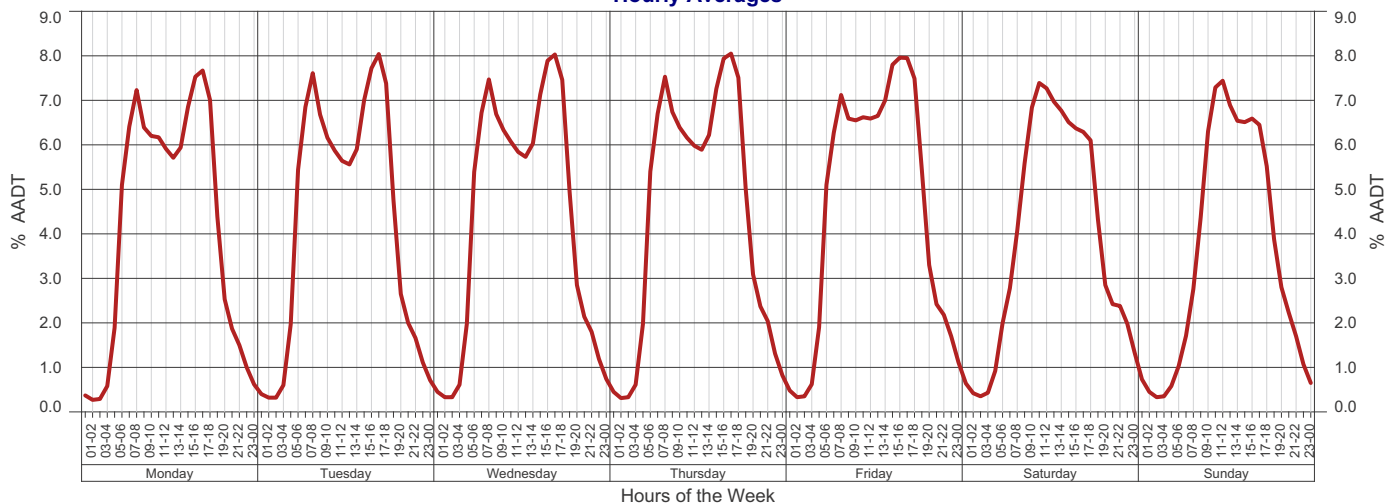
AADT History

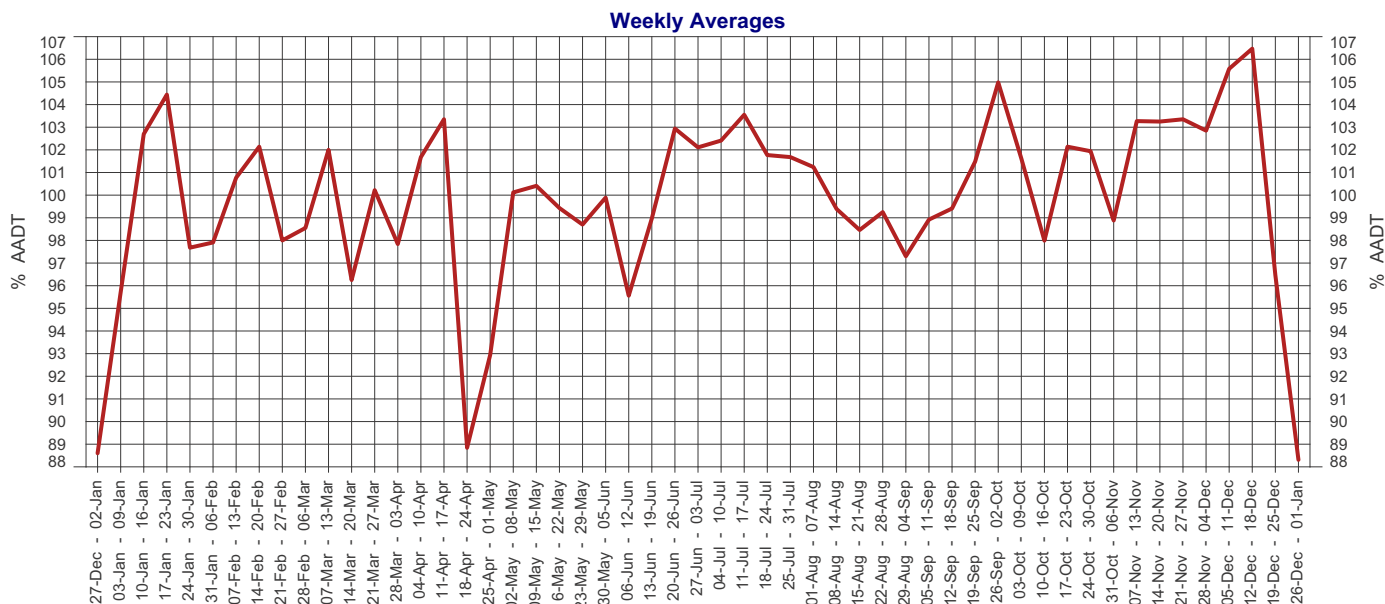
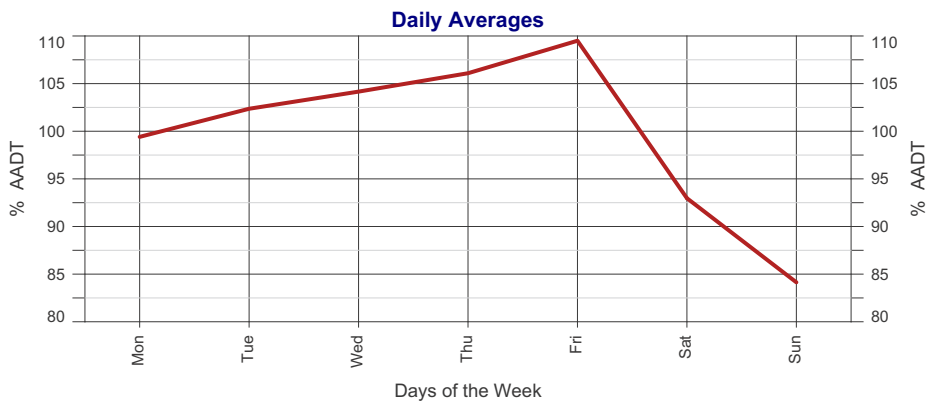


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	163,802	2.29%	2.48%	2.62%
2018	160,135	1.99%	2.75%	
2017	157,018	3.18%	3.03%	
2016	152,177	2.47%	2.84%	
2015	148,511	2.82%	2.78%	
2014	144,437	4.45%	2.71%	
2013	138,279	2.12%		
2012	135,414	1.53%		
2011	133,379	1.93%		
2010	130,859	3.48%		
2009	126,463			
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

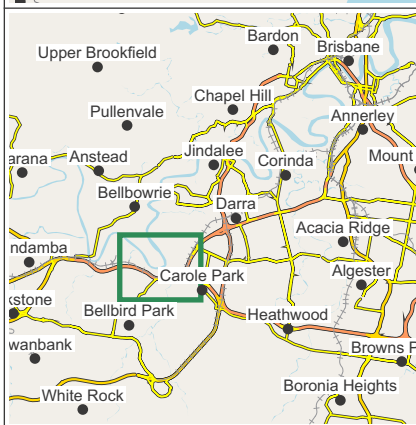
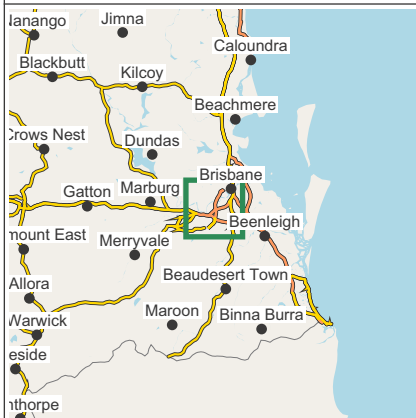
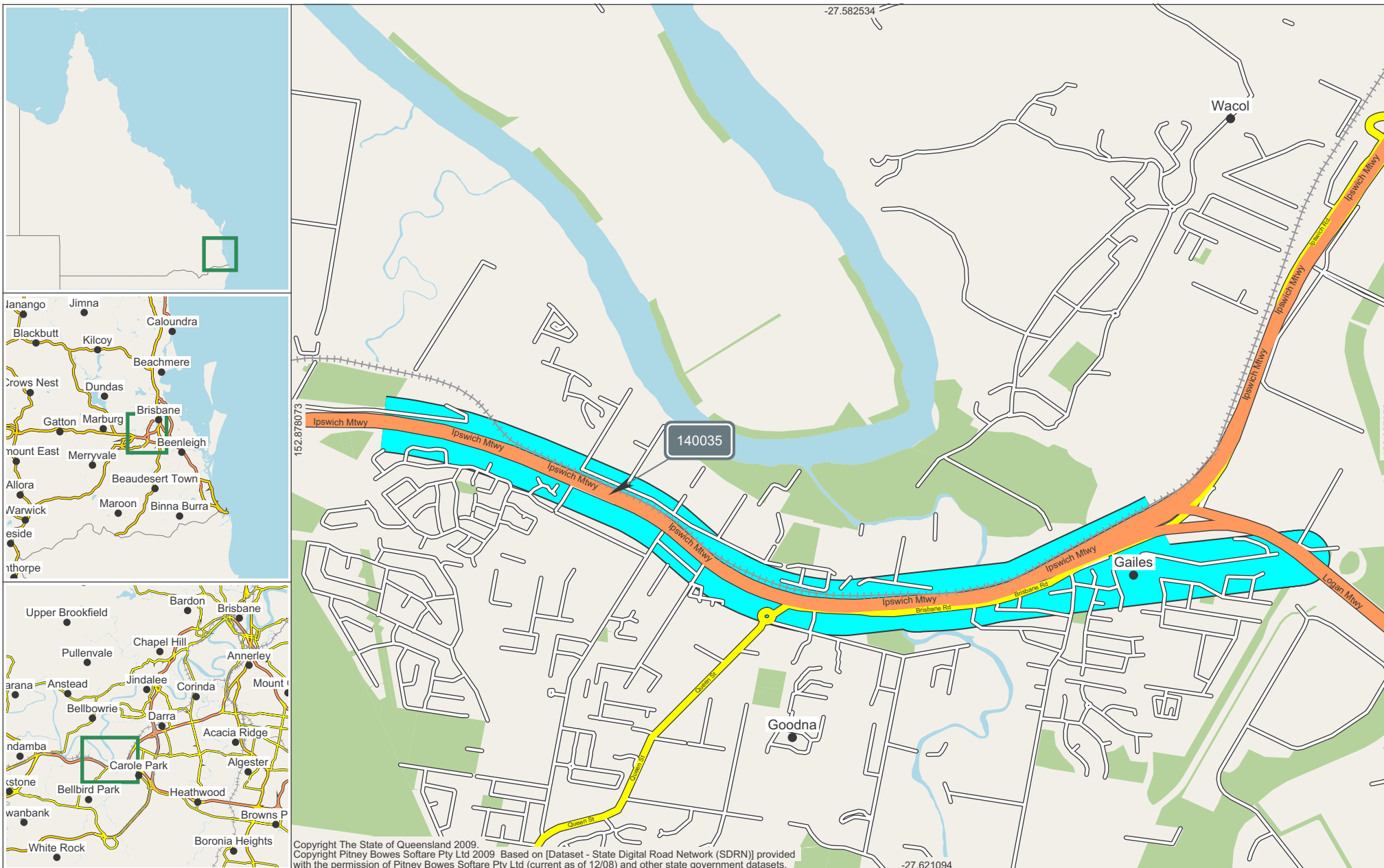
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

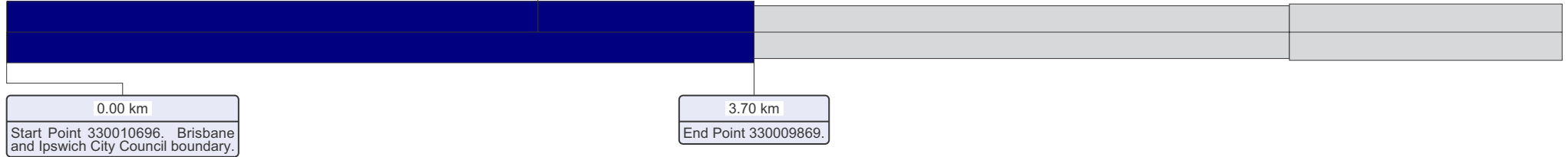


Area 406 - Metropolitan District
Road Segment from 0.000km to 3.700km

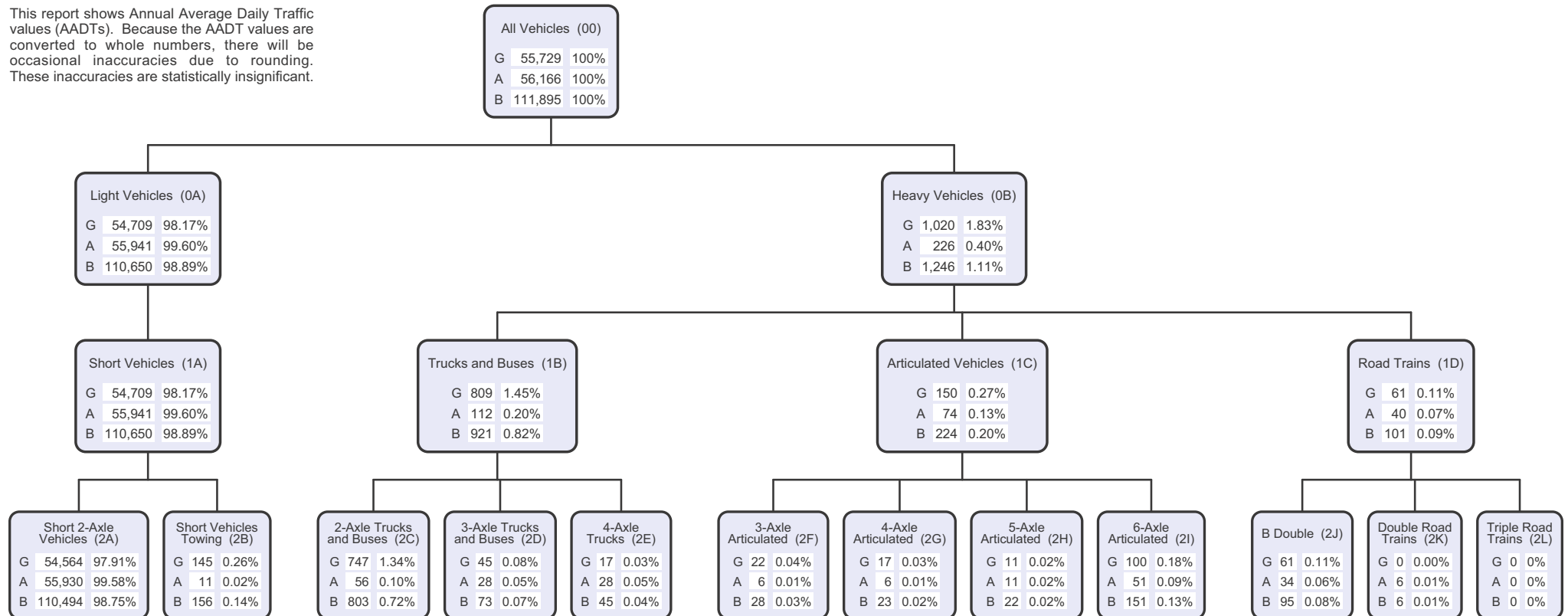
Site 140035. Point 330009871. West
of Church Street Ramps , Goodna.

2.63 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

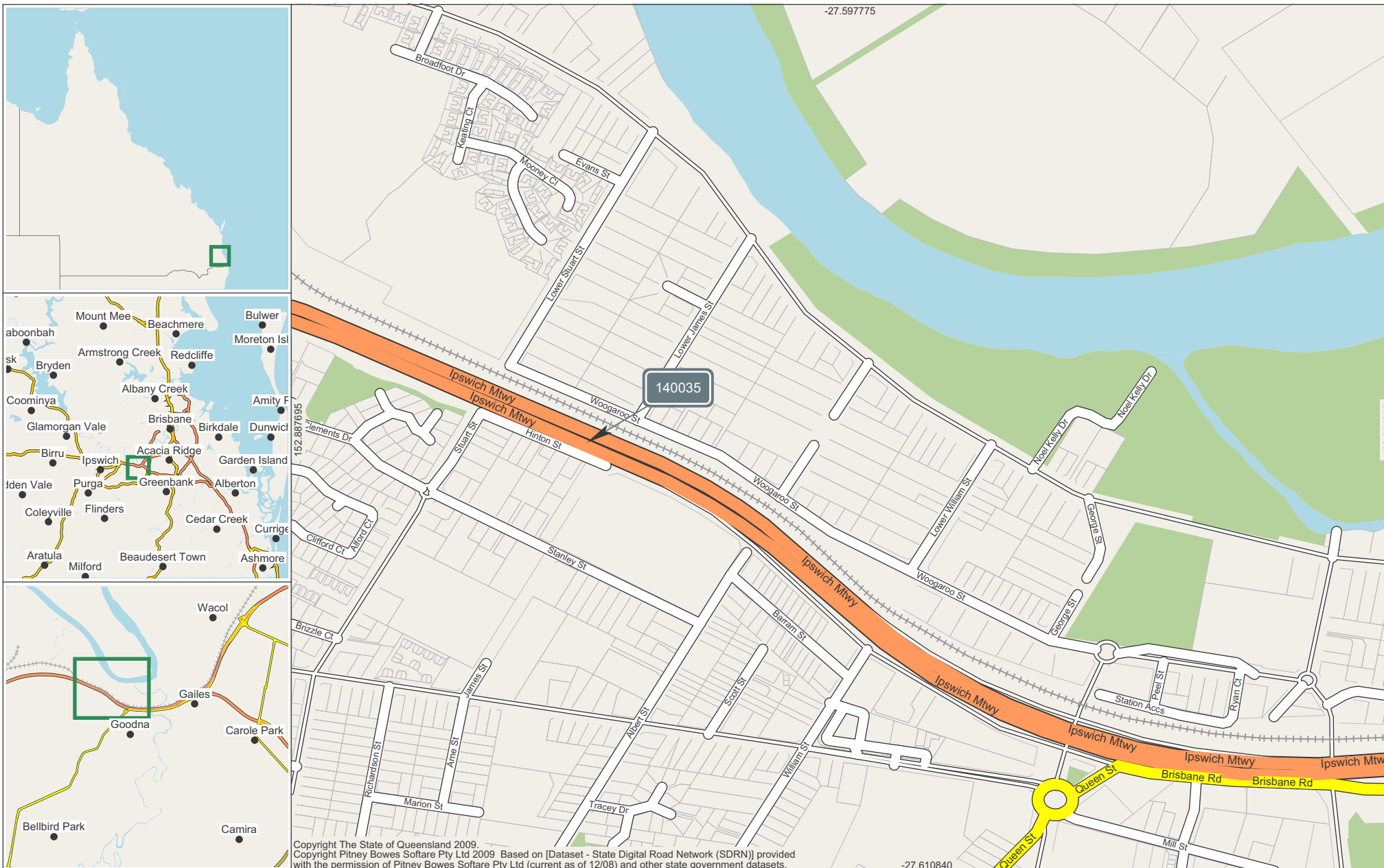
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

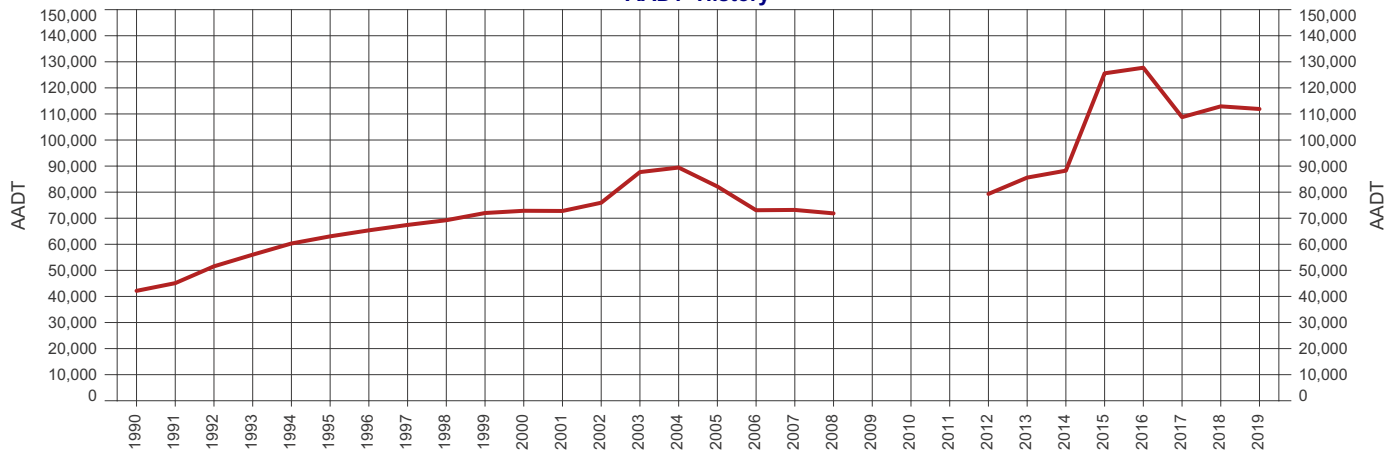
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 406 - Metropolitan District
Road Section 17A - CUNNINGHAM HIGHWAY (IPSWICH MOTORWAY)
Site 140035 - 17A Wst of Church St Ramps Goodna MIM764
Thru Dist 2.63
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -0.90%
AADT 111,895 Growth last 5 Yrs 0.69%
Avg Week Day 105,181 Growth last 10 Yrs
Avg Weekend Day 77,207

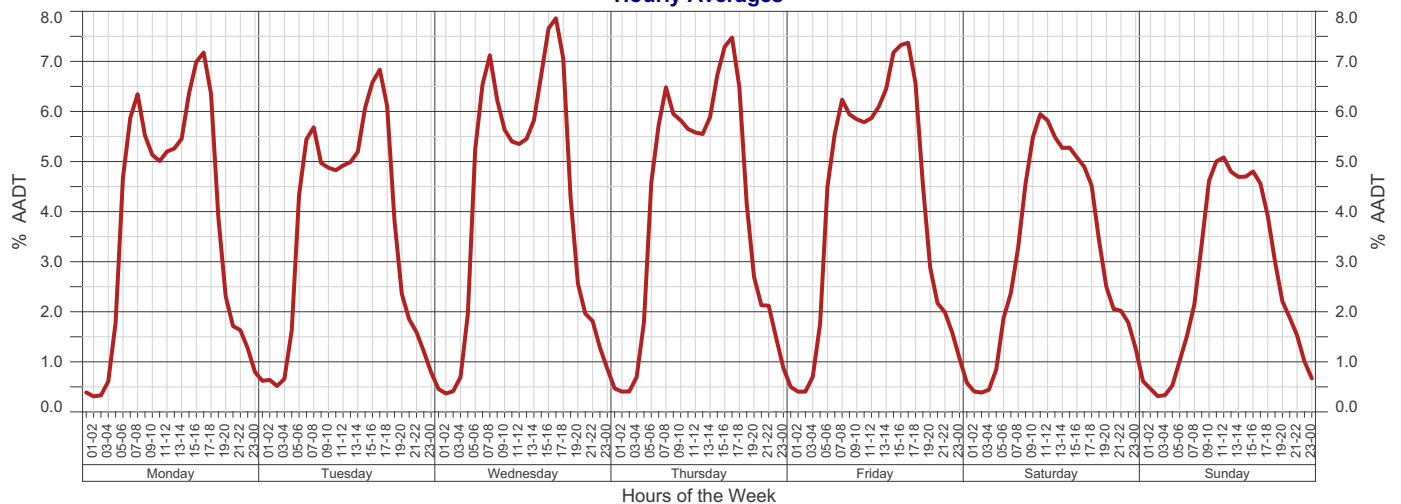
AADT History

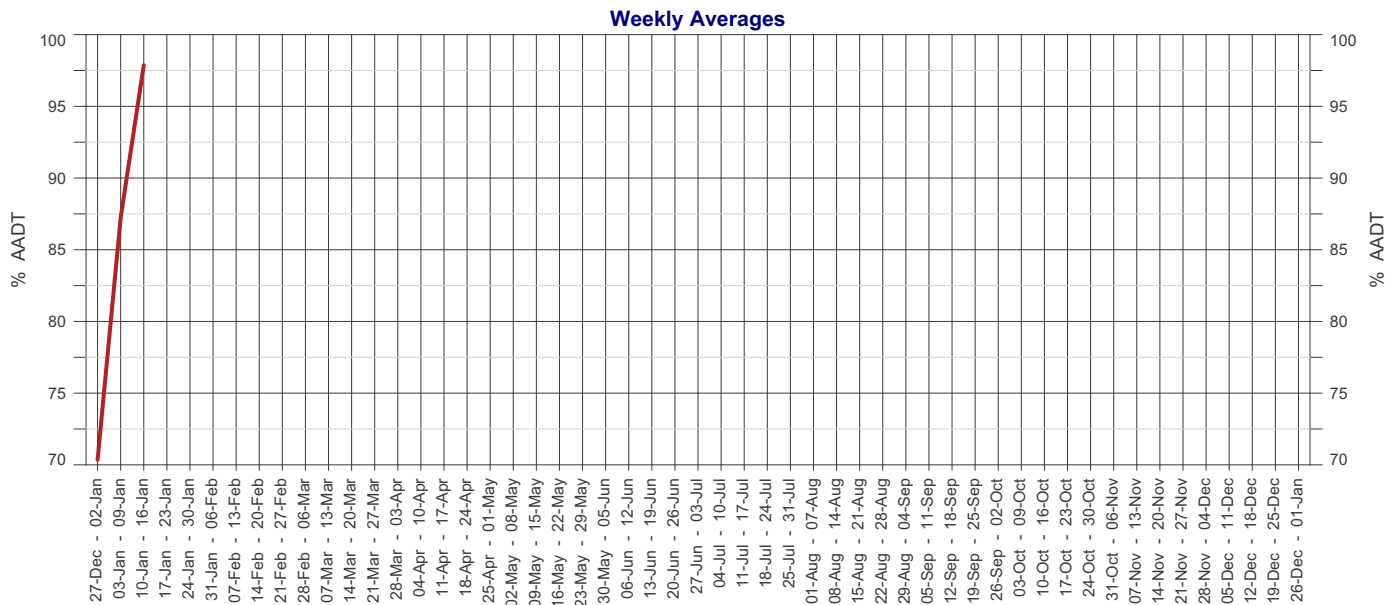
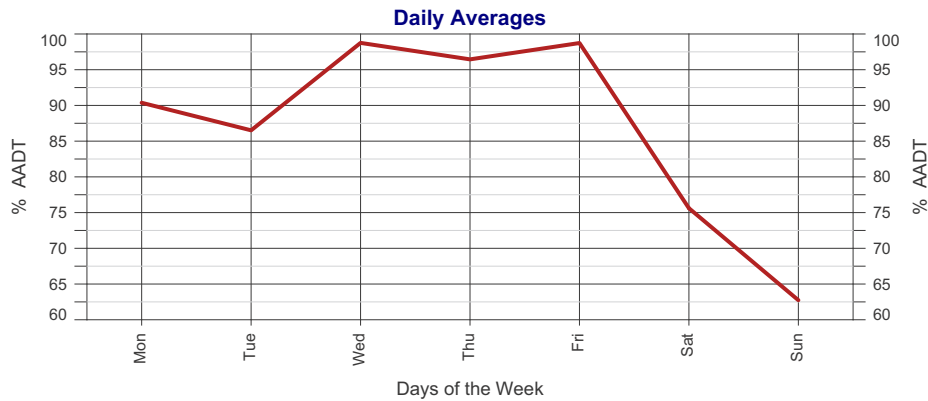


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	111,895	-0.90%	0.69%	
2018	112,913	3.81%	3.41%	4.54%
2017	108,769	-14.84%	5.06%	4.51%
2016	127,726	1.71%		7.18%
2015	125,577	42.31%		6.65%
2014	88,243	3.11%		1.44%
2013	85,582	7.89%	3.72%	0.76%
2012	79,320		1.96%	-0.10%
2011				
2010				
2009				
2008	71,858	-1.81%	-4.14%	-0.65%
2007	73,185	0.16%	-3.12%	-0.06%
2006	73,067	-11.08%	-2.17%	0.31%
2005	82,171	-8.13%	2.03%	2.47%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	89,439	1.99%	5.36%	4.24%
2003	87,696	15.47%	5.69%	4.56%
2002	75,948	4.34%	2.30%	3.14%
2001	72,786	-0.10%	1.86%	3.48%
2000	72,859	1.19%	2.77%	4.52%
1999	72,000	4.00%	3.47%	5.39%
1998	69,234	2.67%	3.77%	5.81%
1997	67,431	3.18%	4.81%	6.36%
1996	65,355	3.65%	6.50%	
1995	63,051	4.54%	8.01%	7.04%
1994	60,311	7.67%	9.07%	7.05%
1993	56,016	8.67%	8.86%	6.28%
1992	51,549	14.29%	8.00%	5.53%
1991	45,104	7.01%		3.89%
1990	42,148	5.94%	4.11%	3.48%

Hourly Averages





2019 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28							March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							April M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							July M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31						
September M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29							October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							December M T W T F S S 30 31 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29						

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

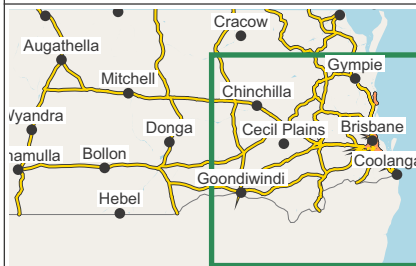
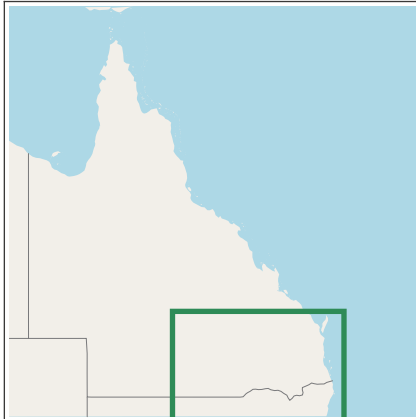
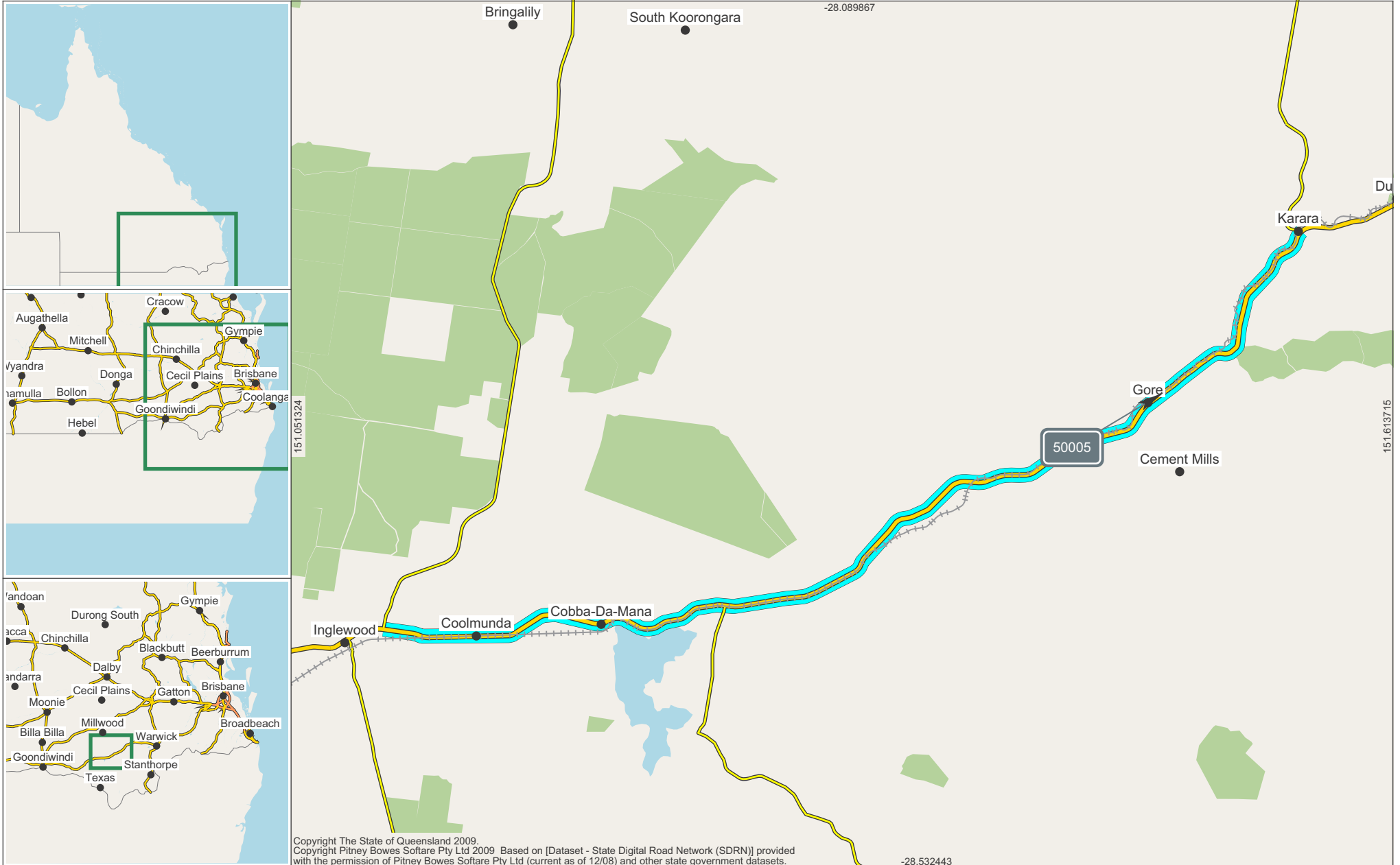
Area 402 - Darling Downs District
Road Segment from 48.730km to 105.720km

Road Section 17C - CUNNINGHAM HIGHWAY (WARWICK - INGLEWOOD)

Segment Site 50005

Traffic Year 2019

Data Collection Year 2019



Site 50005. Point 250000009. CS-50005_1km East of Gore Road.

60.95 km

The width of each Road Segment is proportional to its AADT.

48.73 km

Start Point 250000010. 17C-Cunningham Hwy @ 331 Toowoomba-Karara Rd.

105.72 km

End Point 250000191. 17C-Cunningham Hwy @ 377 Millmerran-Inglewood Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	791	100%
A	844	100%
B	1,635	100%

Light Vehicles (0A)

G	451	57.02%
A	448	53.08%
B	899	54.98%

Heavy Vehicles (0B)

G	340	42.98%
A	395	46.80%
B	735	44.95%

Short Vehicles (1A)

G	451	57.02%
A	448	53.08%
B	899	54.98%

Trucks and Buses (1B)

G	68	8.60%
A	80	9.48%
B	148	9.05%

Articulated Vehicles (1C)

G	81	10.24%
A	88	10.43%
B	169	10.34%

Road Trains (1D)

G	191	24.15%
A	227	26.90%
B	418	25.57%

Short 2-Axle Vehicles (2A)

G	404	51.07%
A	406	48.10%
B	810	49.54%

Short Vehicles Towing (2B)

G	47	5.94%
A	42	4.98%
B	89	5.44%

2-Axle Trucks and Buses (2C)

G	55	6.95%
A	67	7.94%
B	122	7.46%

3-Axle Trucks and Buses (2D)

G	12	1.52%
A	12	1.42%
B	24	1.47%

4-Axle Trucks (2E)

G	1	0.13%
A	1	0.12%
B	2	0.12%

3-Axle Articulated (2F)

G	4	0.51%
A	5	0.59%
B	9	0.55%

4-Axle Articulated (2G)

G	8	1.01%
A	9	1.07%
B	17	1.04%

5-Axle Articulated (2H)

G	11	1.39%
A	9	1.07%
B	20	1.22%

6-Axle Articulated (2I)

G	58	7.33%
A	65	7.70%
B	123	7.52%

B Double (2J)

G	165	20.86%
A	205	24.29%
B	370	22.63%

Double Road Trains (2K)

G	25	3.16%
A	22	2.61%
B	47	2.87%

Triple Road Trains (2L)

G	1	0.13%
A	0	0.00%
B	1	0.06%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

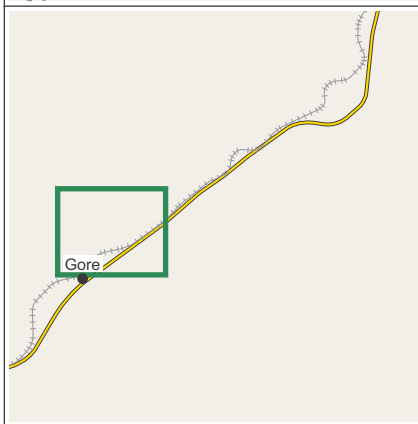
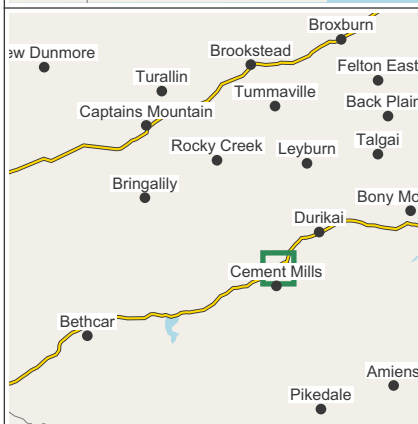
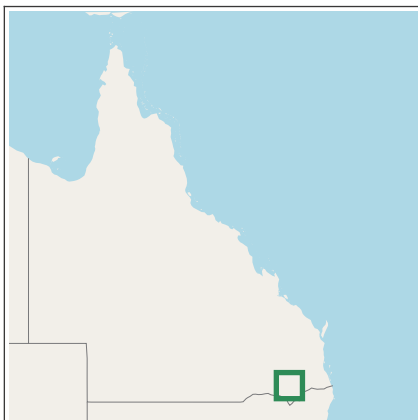
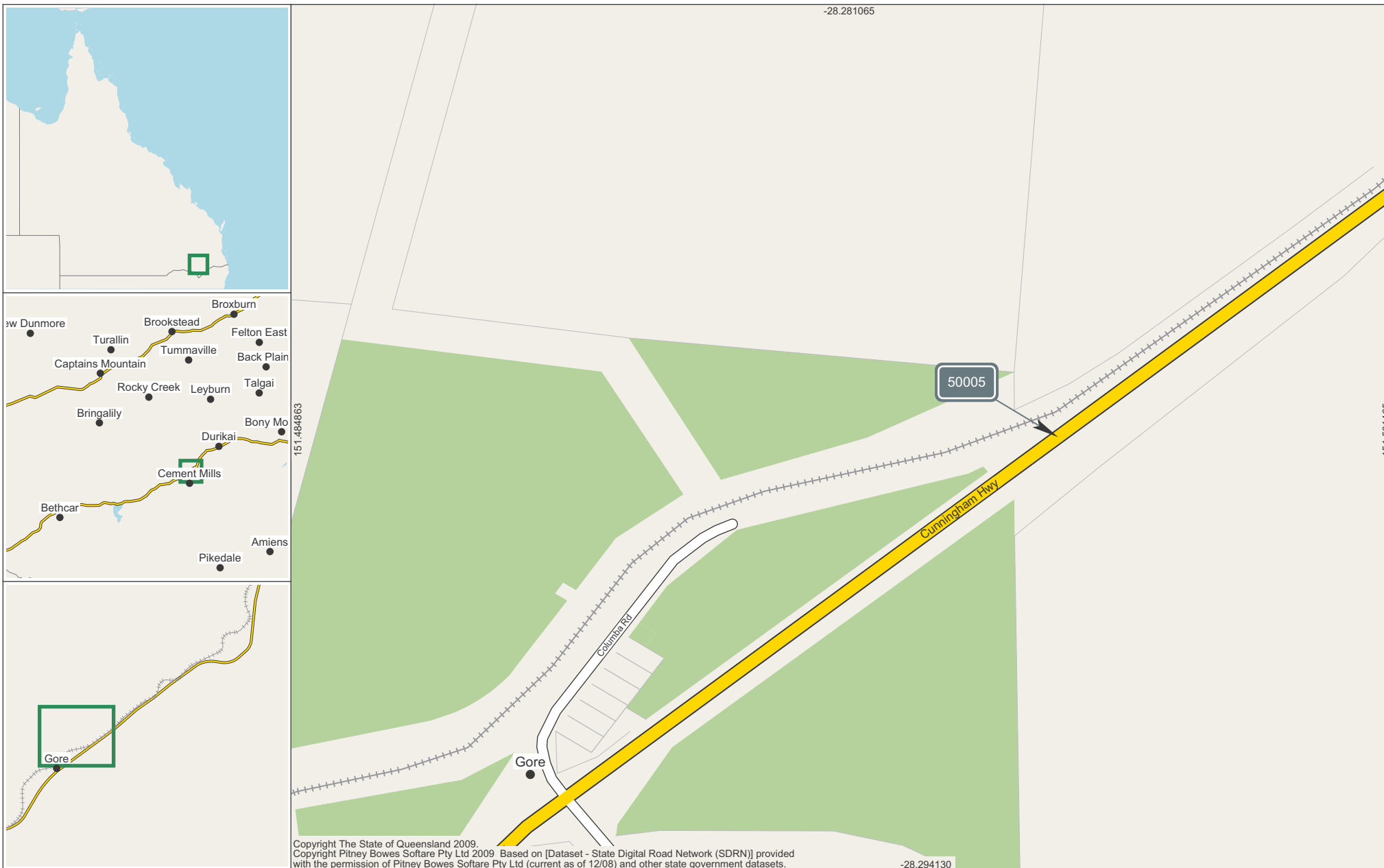
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

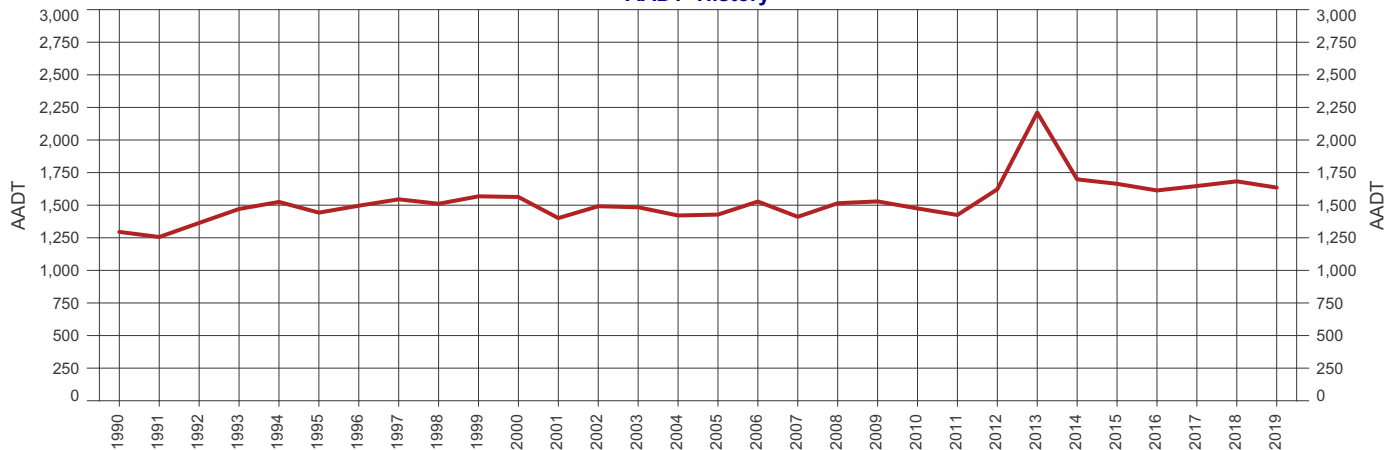
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17C - CUNNINGHAM HIGHWAY (WARWICK - INGLEWOOD)
Site 50005 - 17C-900m East of Cement Mills Rd
Thru Dist 60.95
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,635
Avg Week Day 1,487
Avg Weekend Day 1,504
Growth last Year -2.85%
Growth last 5 Yrs -0.48%
Growth last 10 Yrs 0.18%

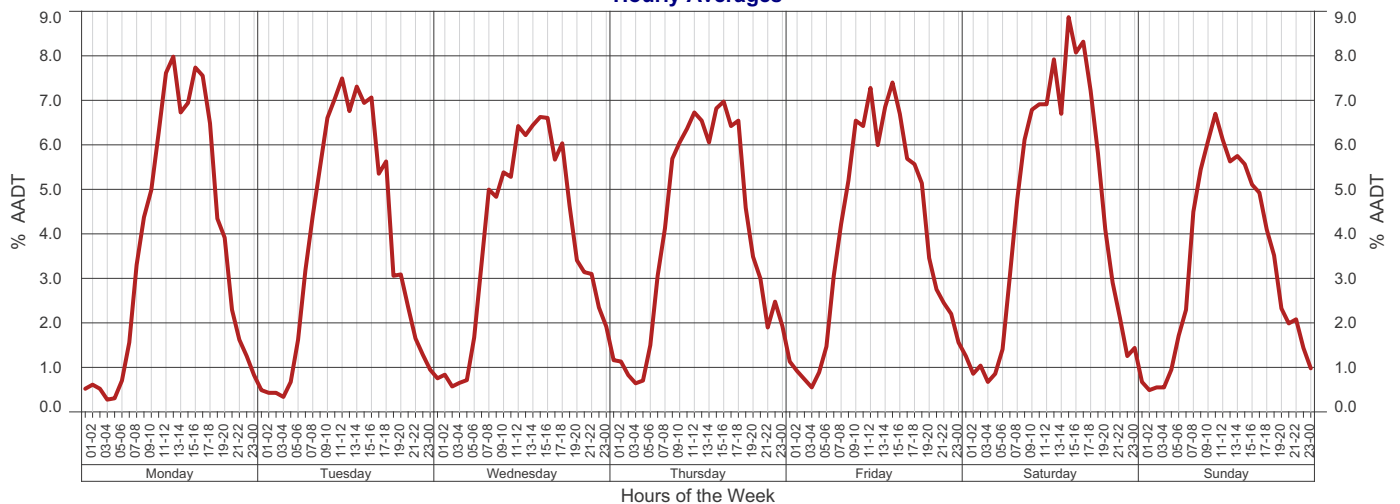
AADT History

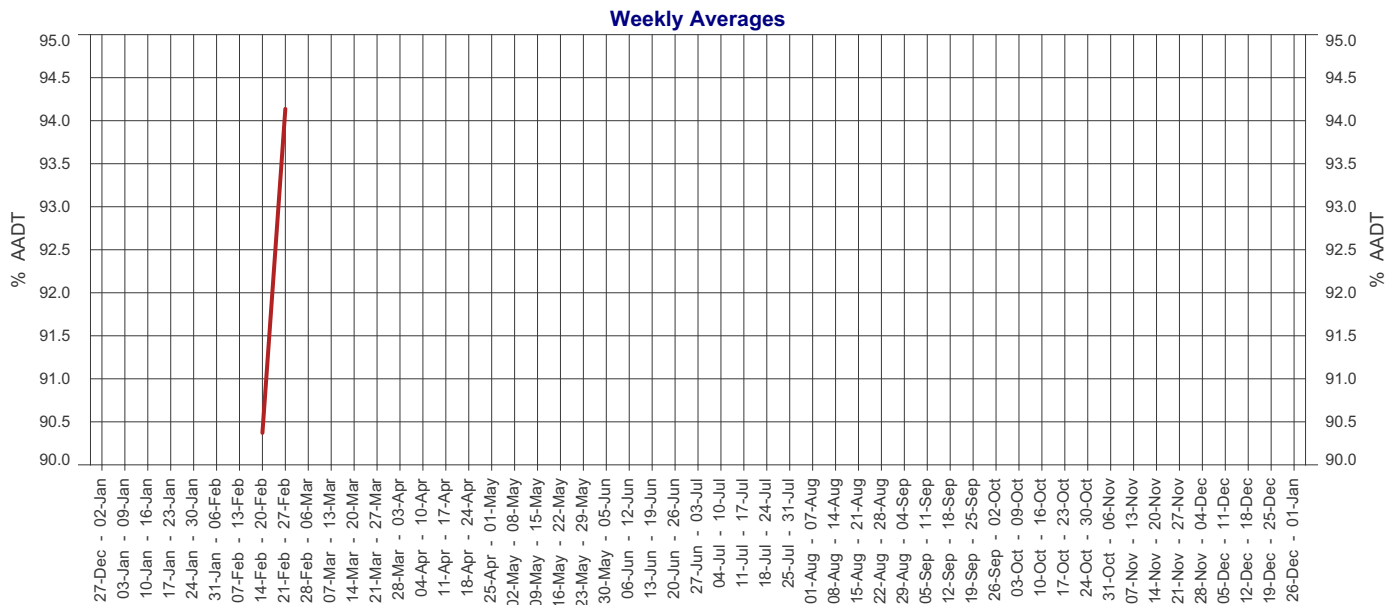
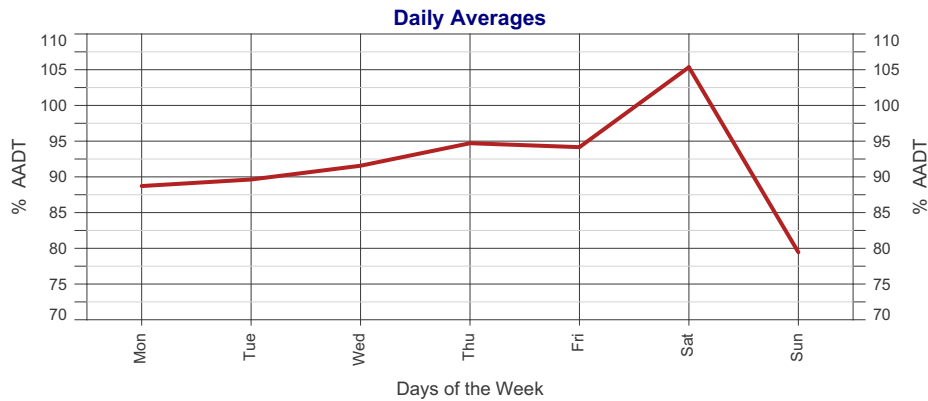


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,635	-2.85%	-0.48%	0.18%
2018	1,683	2.19%	-2.26%	0.81%
2017	1,647	2.11%	-2.15%	0.87%
2016	1,613	-3.06%	-0.87%	0.70%
2015	1,664	-2.00%	1.30%	1.44%
2014	1,698	-23.20%	2.65%	1.99%
2013	2,211	36.31%	11.06%	6.02%
2012	1,622	13.82%	2.70%	1.42%
2011	1,425	-3.39%	-1.21%	-0.32%
2010	1,475	-3.53%	0.12%	0.01%
2009	1,529	0.92%	1.49%	0.37%
2008	1,515	7.37%	1.08%	0.18%
2007	1,411	-7.66%	-1.10%	-0.94%
2006	1,528	7.00%	1.52%	0.19%
2005	1,428	0.49%	-1.05%	-0.70%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,421	-4.25%	-1.75%	-0.82%
2003	1,484	-0.54%	-0.65%	-0.15%
2002	1,492	6.50%	-0.73%	0.17%
2001	1,401	-10.36%	-2.30%	-0.29%
2000	1,563	-0.32%	1.23%	1.62%
1999	1,568	3.77%	1.24%	1.76%
1998	1,511	-2.20%	0.42%	1.04%
1997	1,545	3.28%	1.89%	1.37%
1996	1,496	3.67%	2.38%	0.54%
1995	1,443	-5.38%	2.15%	0.00%
1994	1,525	3.67%	3.61%	0.93%
1993	1,471	7.84%	1.44%	0.48%
1992	1,364	8.60%	-0.98%	-0.76%
1991	1,256	-3.01%	-4.68%	-2.14%
1990	1,295	-7.04%	-3.81%	-1.64%

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

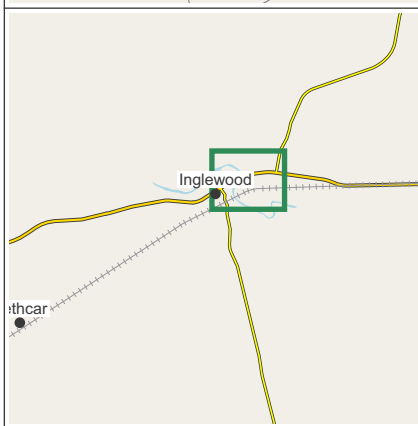
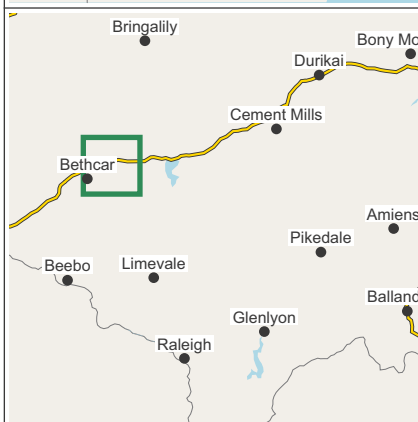
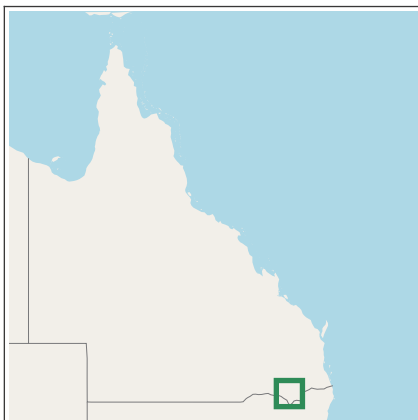
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



AADT Segment Report

Area 402 - Darling Downs District
Road Segment from 105.720km to 107.650km

Road Section 17C - CUNNINGHAM HIGHWAY (WARWICK - INGLEWOOD)

Segment Site 51840

Traffic Year 2019

Data Collection Year 2019

Site 51840. Point 250000674. CS-51840_200m East of McIntyre Brook Bridge.

106.62 km

The width of each Road Segment is proportional to its AADT.



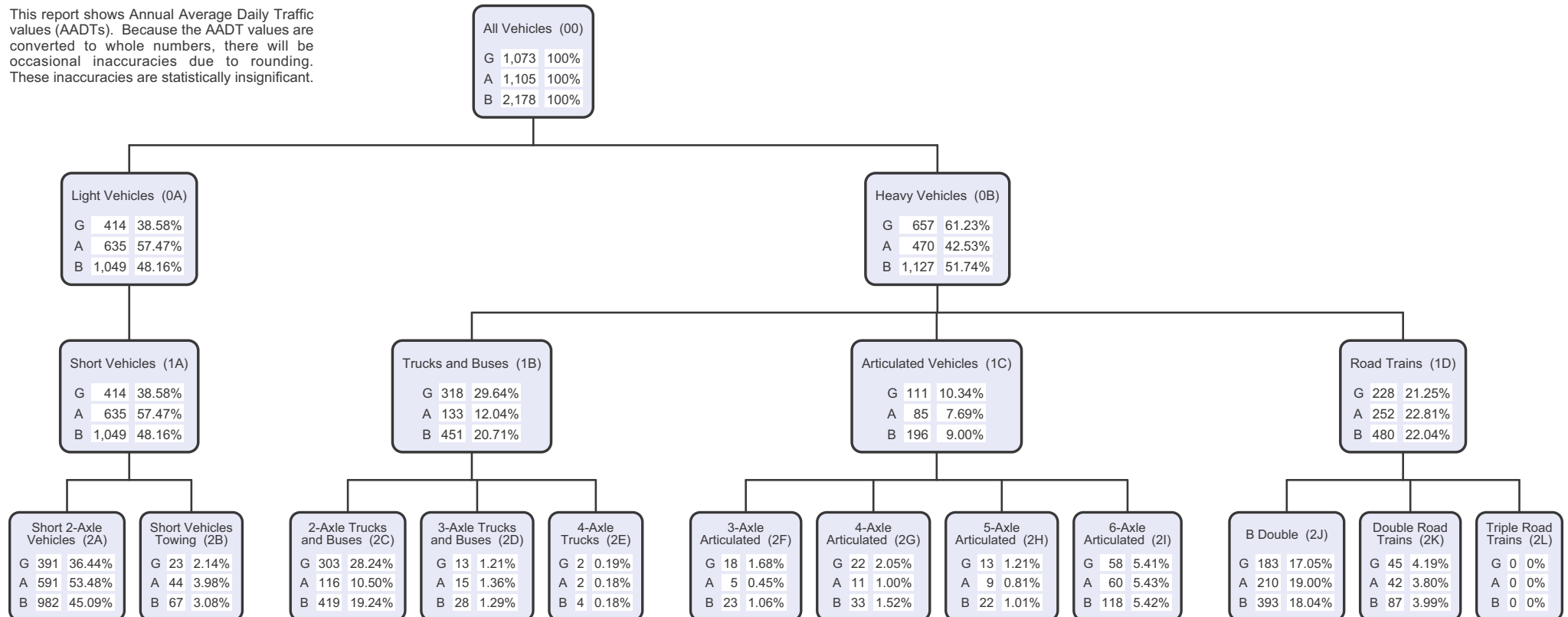
105.72 km

Start Point 250000191. 17C-Cunningham Hwy @ 377 Millmerran-Inglewood Rd.

107.65 km

End Point 250000194. 17C/17D-Albert St @ 231-Princess St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

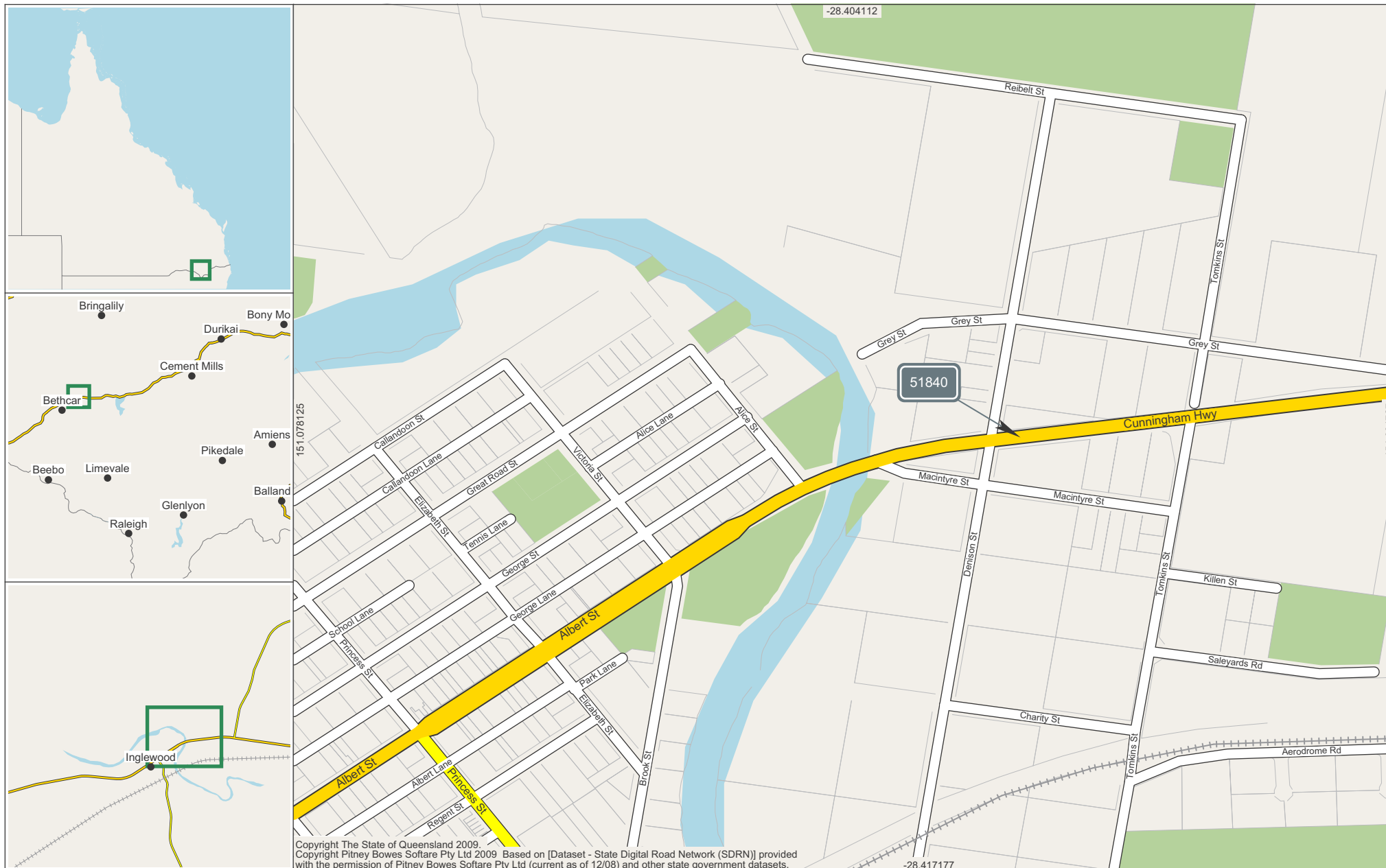
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

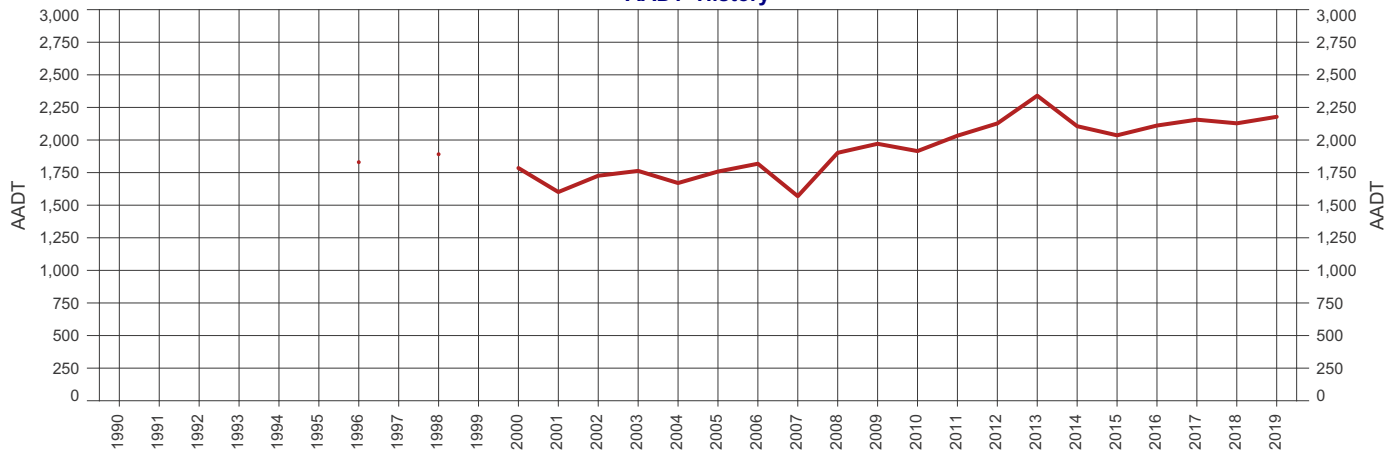
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17C - CUNNINGHAM HIGHWAY (WARWICK - INGLEWOOD)
Site 51840 - 17C-200m East of McIntyre Brook Bridge
Thru Dist 106.62
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 2,178
Avg Week Day 2,025
Avg Weekend Day 1,873
Growth last Year 2.35%
Growth last 5 Yrs 1.05%
Growth last 10 Yrs 0.79%

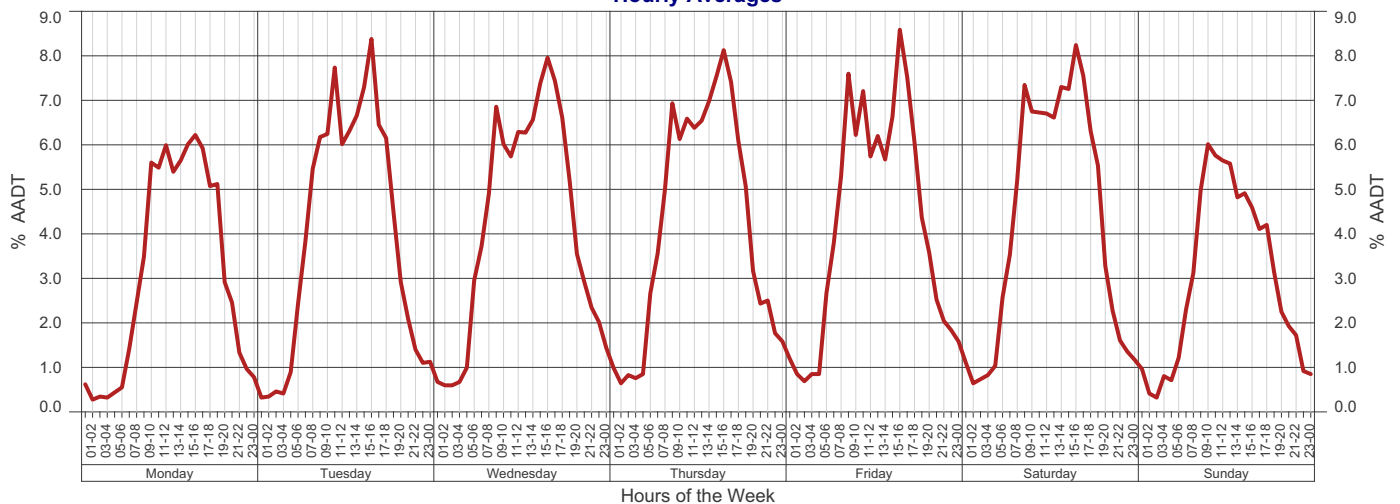
AADT History

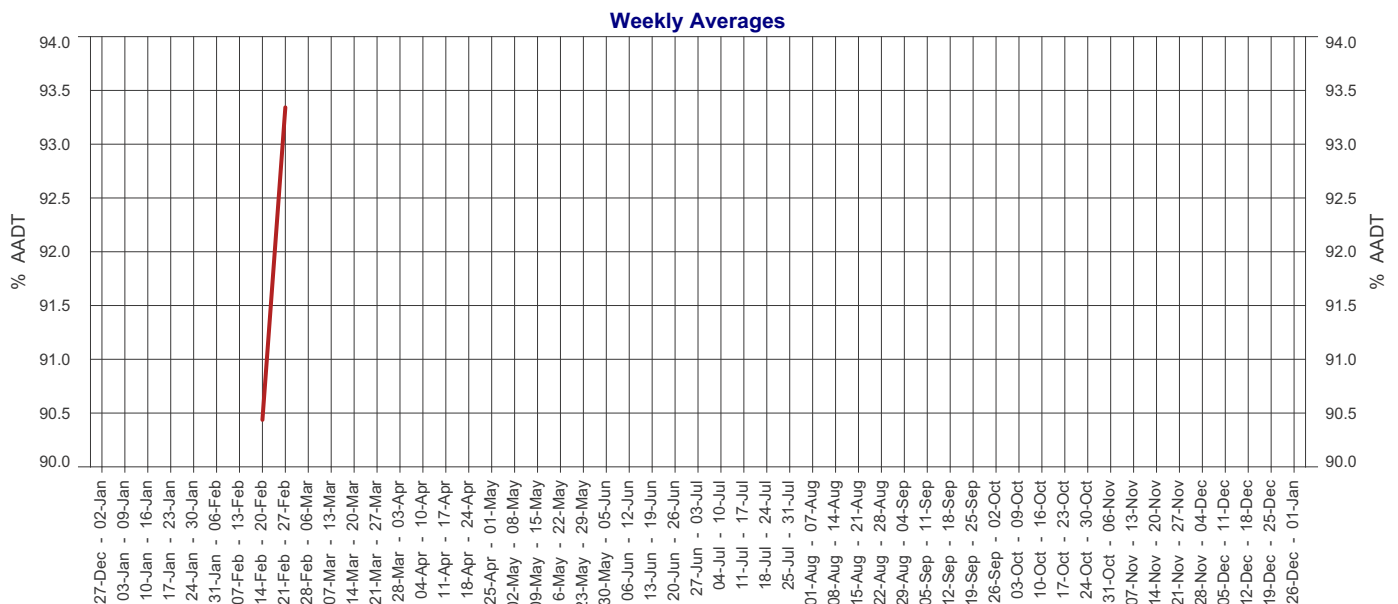
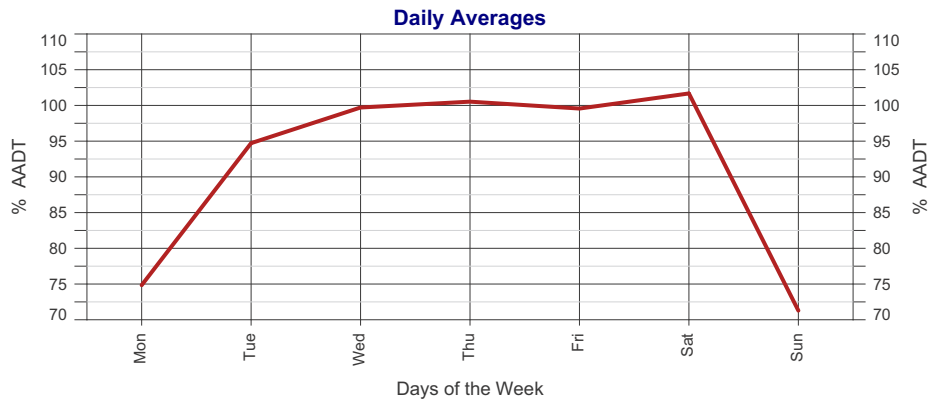


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	2,178	2.35%	1.05%	0.79%
2018	2,128	-1.30%	-0.54%	0.70%
2017	2,156	2.13%	-0.10%	1.61%
2016	2,111	3.68%	-0.20%	1.56%
2015	2,036	-3.32%	-0.24%	1.34%
2014	2,106	-10.00%	1.27%	2.23%
2013	2,340	10.01%	5.03%	3.98%
2012	2,127	4.62%	4.56%	2.75%
2011	2,033	6.16%	3.55%	2.41%
2010	1,915	-2.84%	2.24%	1.51%
2009	1,971	3.63%	3.74%	
2008	1,902	21.22%	2.61%	1.25%
2007	1,569	-13.70%	-2.70%	
2006	1,818	3.41%	2.09%	0.34%
2005	1,758	5.27%	0.73%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,670	-5.28%		
2003	1,763	2.14%	-0.44%	
2002	1,726	7.81%		
2001	1,601	-10.31%	-3.58%	
2000	1,785			
1999				
1998	1,891			
1997				
1996	1,830			
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

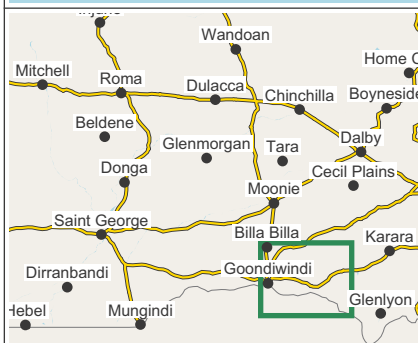
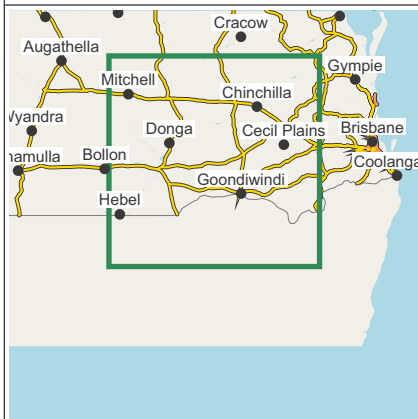
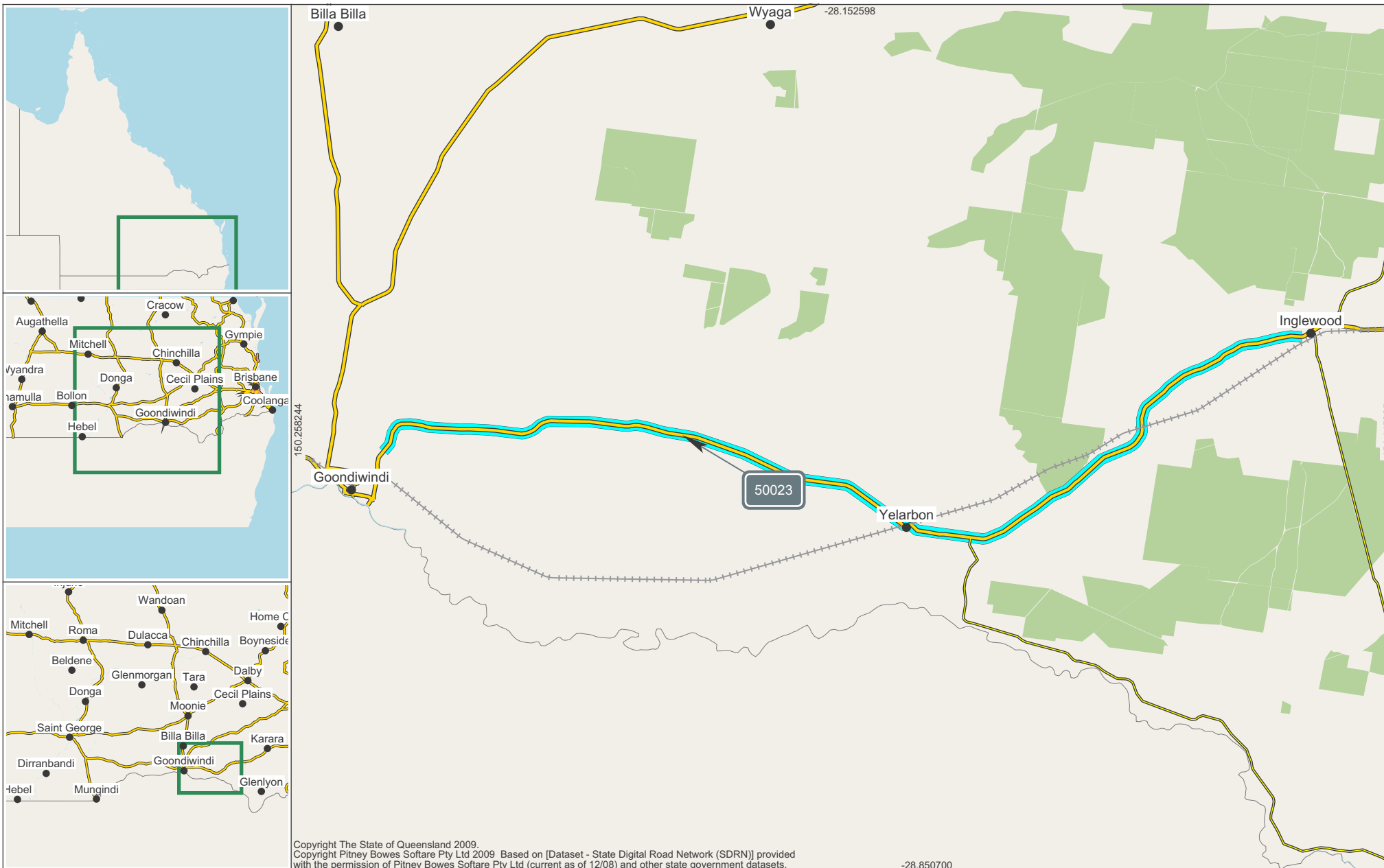
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

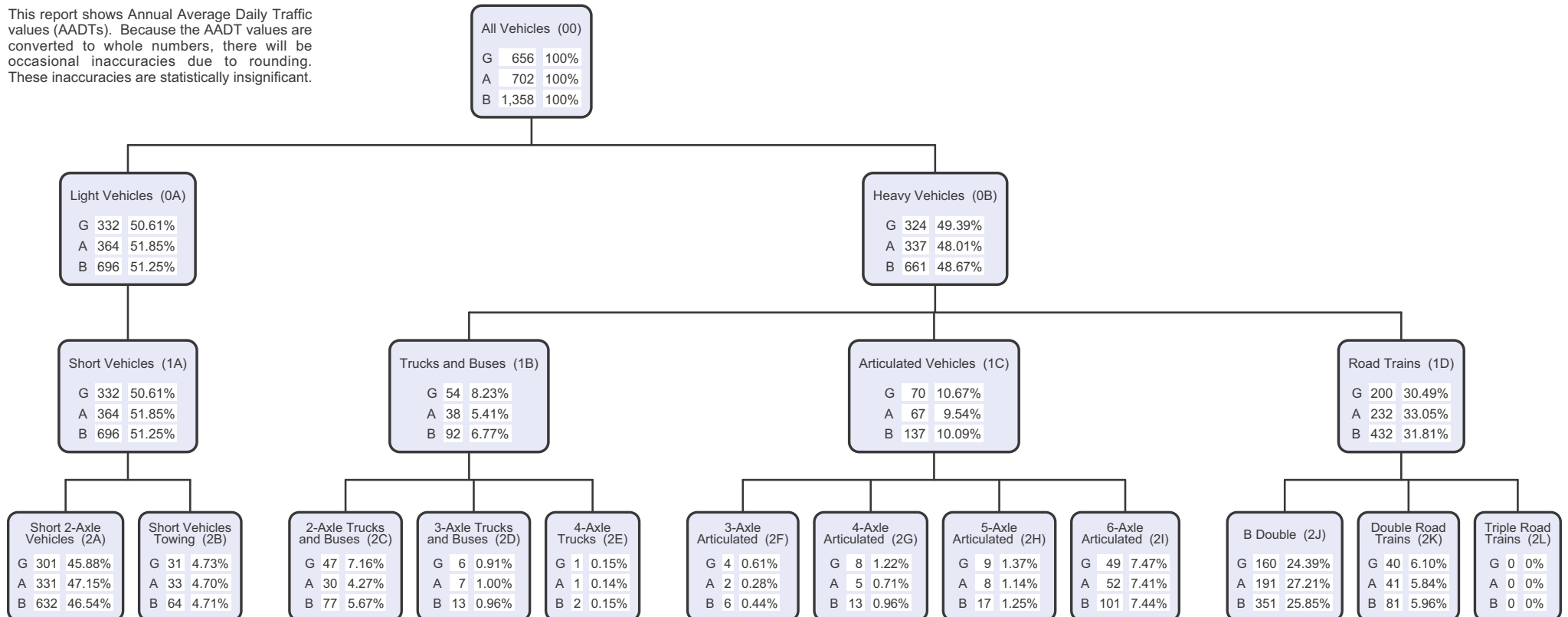
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

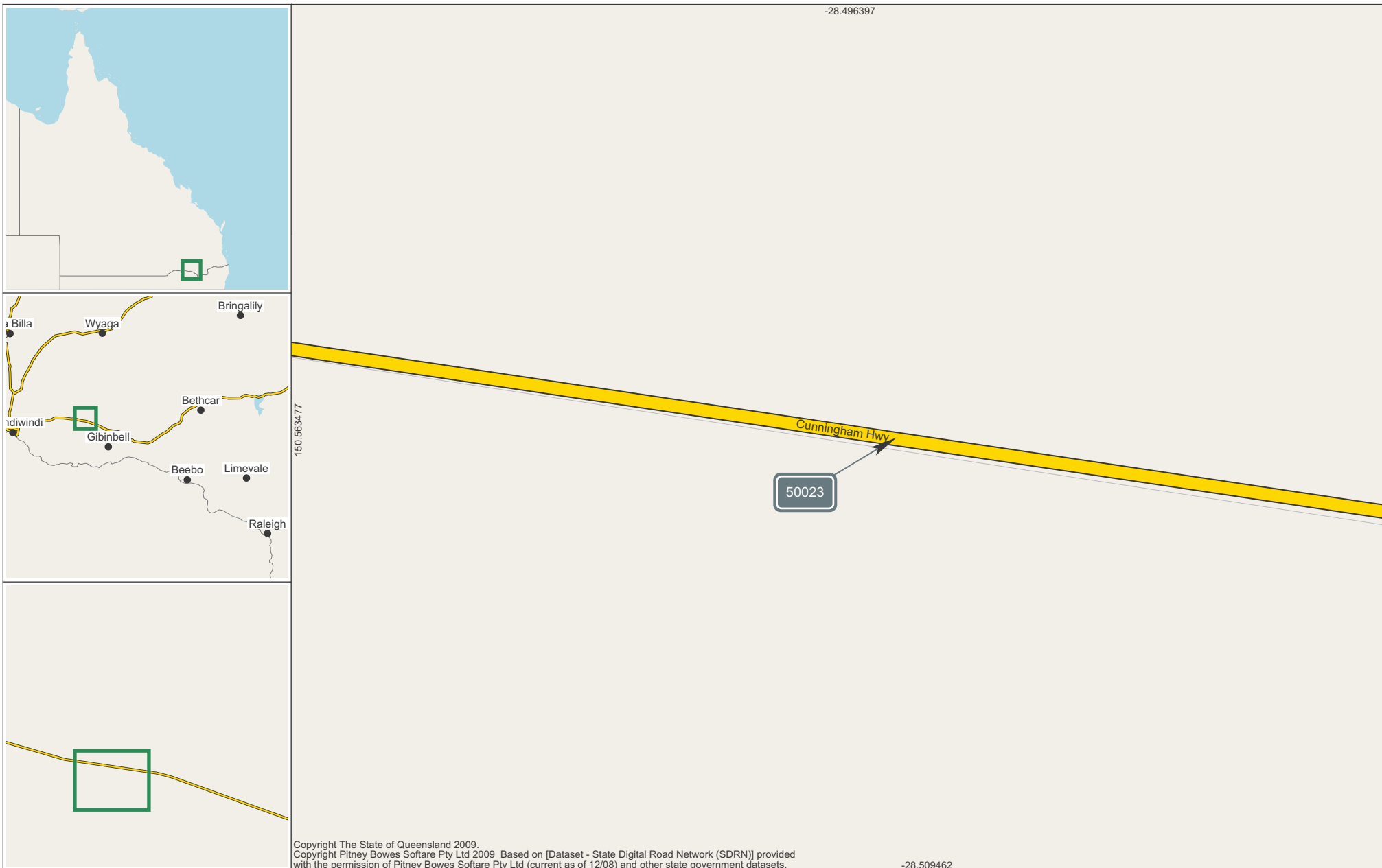
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

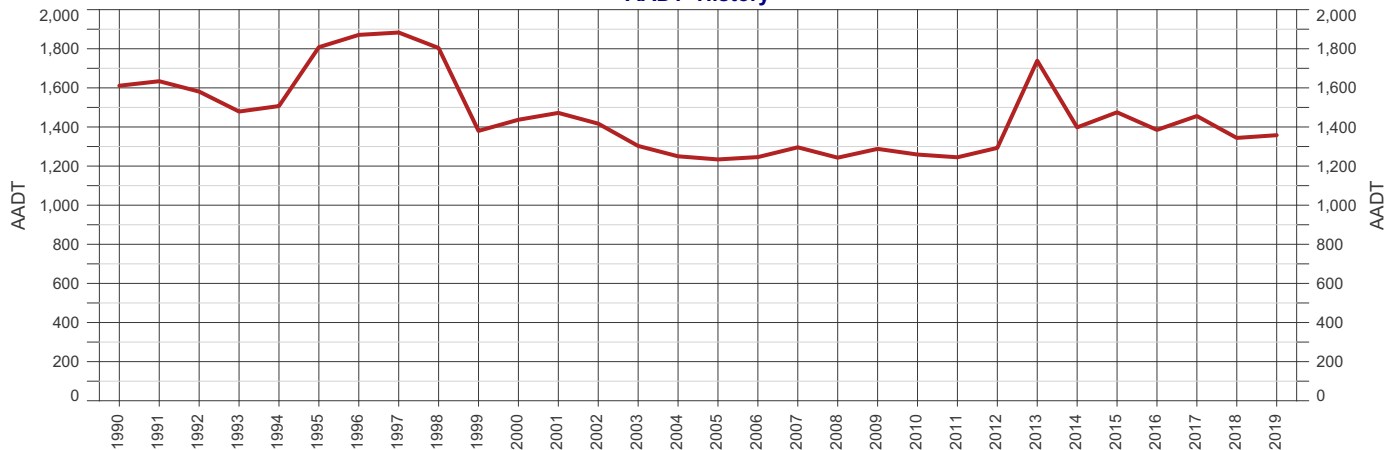
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
Site 50023 - 17D-960m West of Wyaga Rd
Thru Dist 59.945
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,358
Avg Week Day 1,317
Avg Weekend Day 1,032
Growth last Year 1.04%
Growth last 5 Yrs -1.20%
Growth last 10 Yrs 0.03%

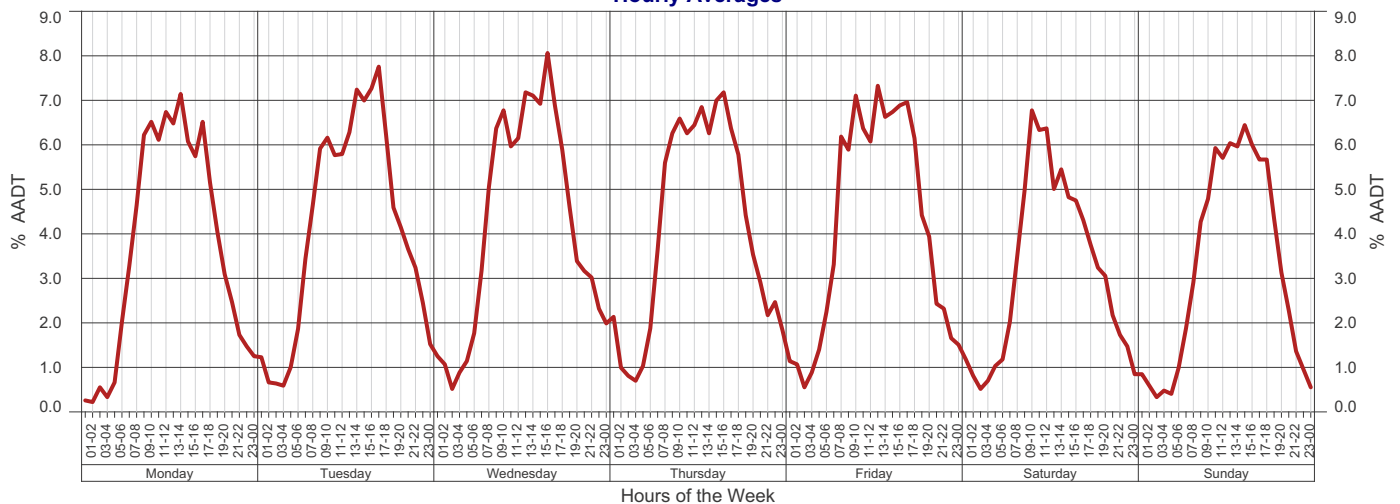
AADT History

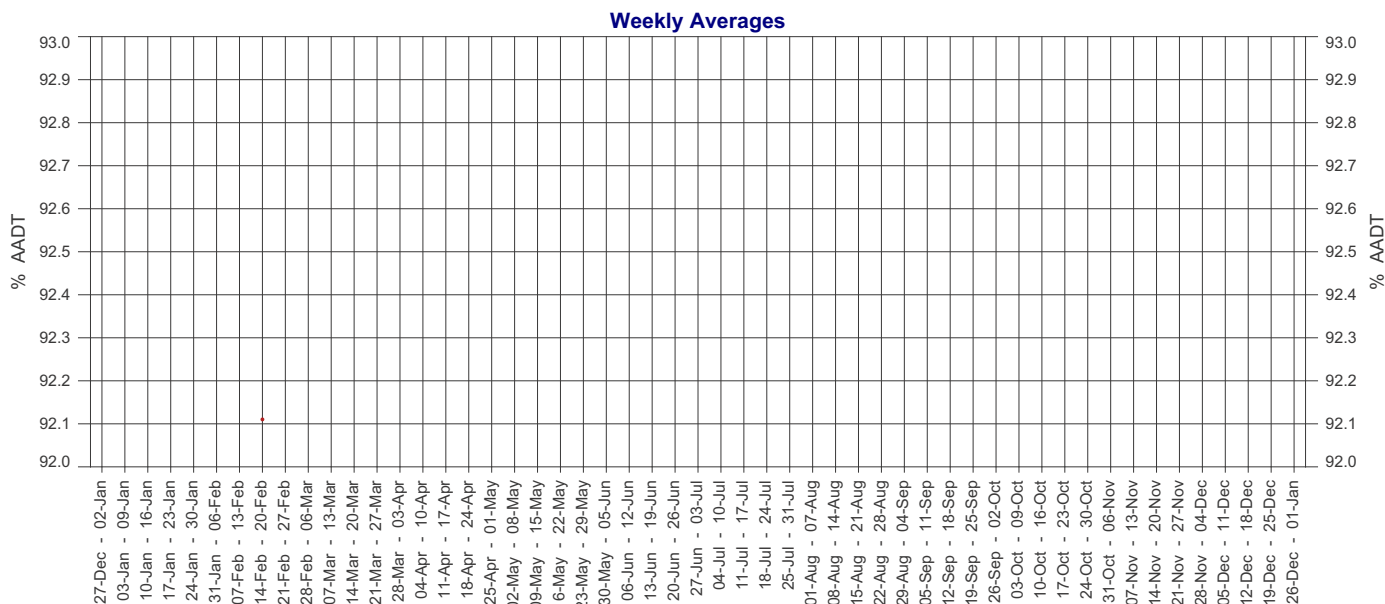
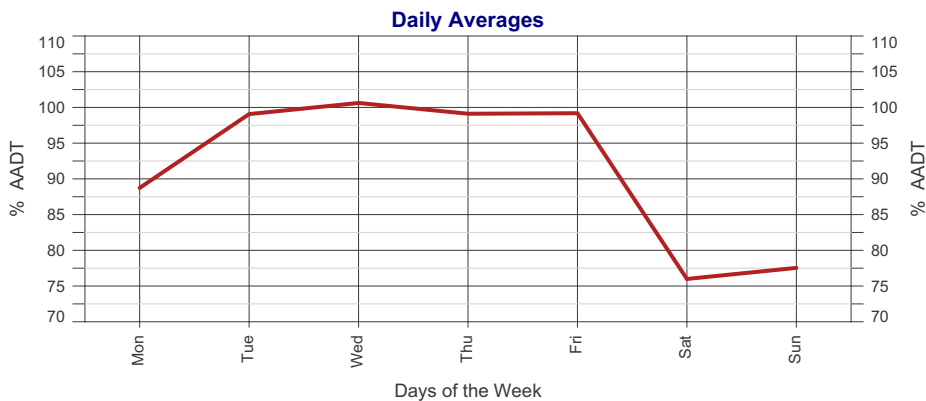


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,358	1.04%	-1.20%	0.03%
2018	1,344	-7.69%	-3.33%	0.15%
2017	1,456	5.13%	0.05%	1.45%
2016	1,385	-6.10%	0.08%	0.95%
2015	1,475	5.51%	2.93%	2.08%
2014	1,398	-19.61%	2.05%	1.44%
2013	1,739	34.49%	9.15%	4.65%
2012	1,293	3.86%	0.45%	0.02%
2011	1,245	-1.11%	-0.43%	-0.88%
2010	1,259	-2.25%	0.10%	-0.99%
2009	1,288	3.62%	0.81%	-0.79%
2008	1,243	-4.09%	-0.51%	-2.08%
2007	1,296	4.01%	-0.40%	-2.29%
2006	1,246	0.97%	-2.65%	-3.52%
2005	1,234	-1.28%	-3.58%	-4.14%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,250	-4.07%	-3.28%	-3.90%
2003	1,303	-8.05%	-4.41%	-3.17%
2002	1,417	-3.74%	-4.22%	-1.99%
2001	1,472	2.44%	-4.69%	-1.49%
2000	1,437	4.13%	-6.04%	-1.80%
1999	1,380	-23.50%	-5.86%	-1.94%
1998	1,804	-4.20%	2.93%	2.47%
1997	1,883	0.64%	4.83%	3.80%
1996	1,871	3.48%	4.69%	4.49%
1995	1,808	19.97%	3.64%	4.80%
1994	1,507	1.89%	-0.36%	2.49%
1993	1,479	-6.45%	0.47%	2.15%
1992	1,581	-3.24%	4.20%	3.05%
1991	1,634	1.43%	7.29%	
1990	1,611	15.57%	8.93%	

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

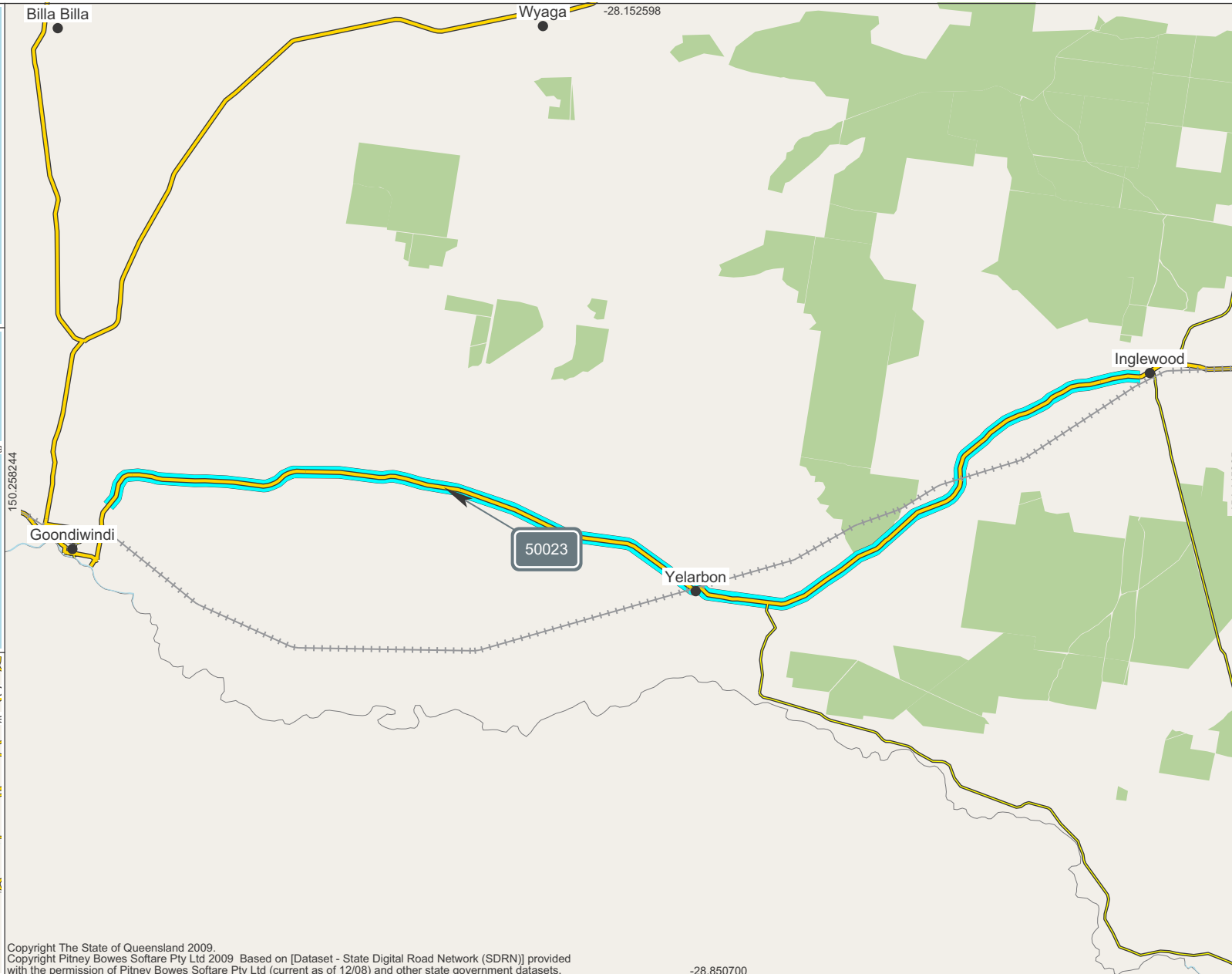
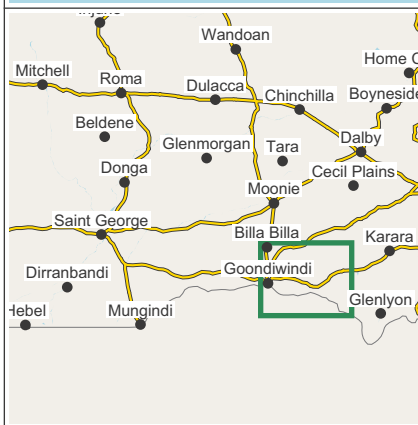
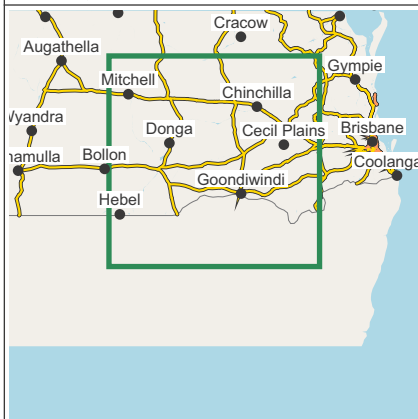
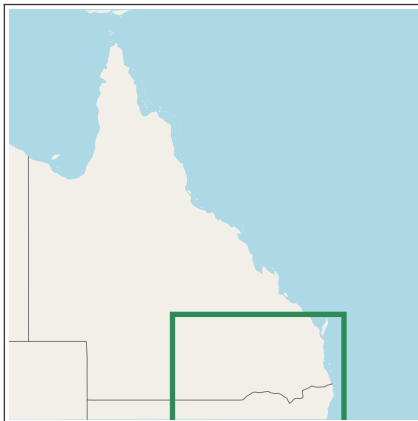
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

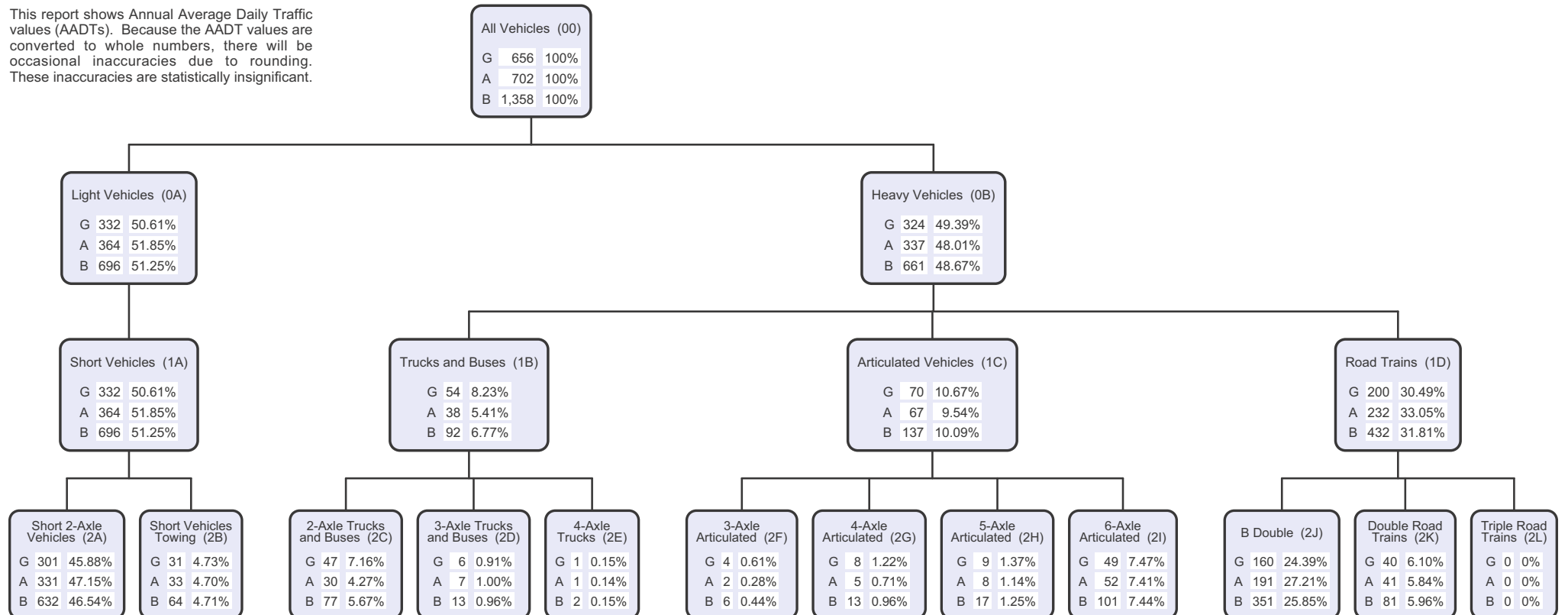
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

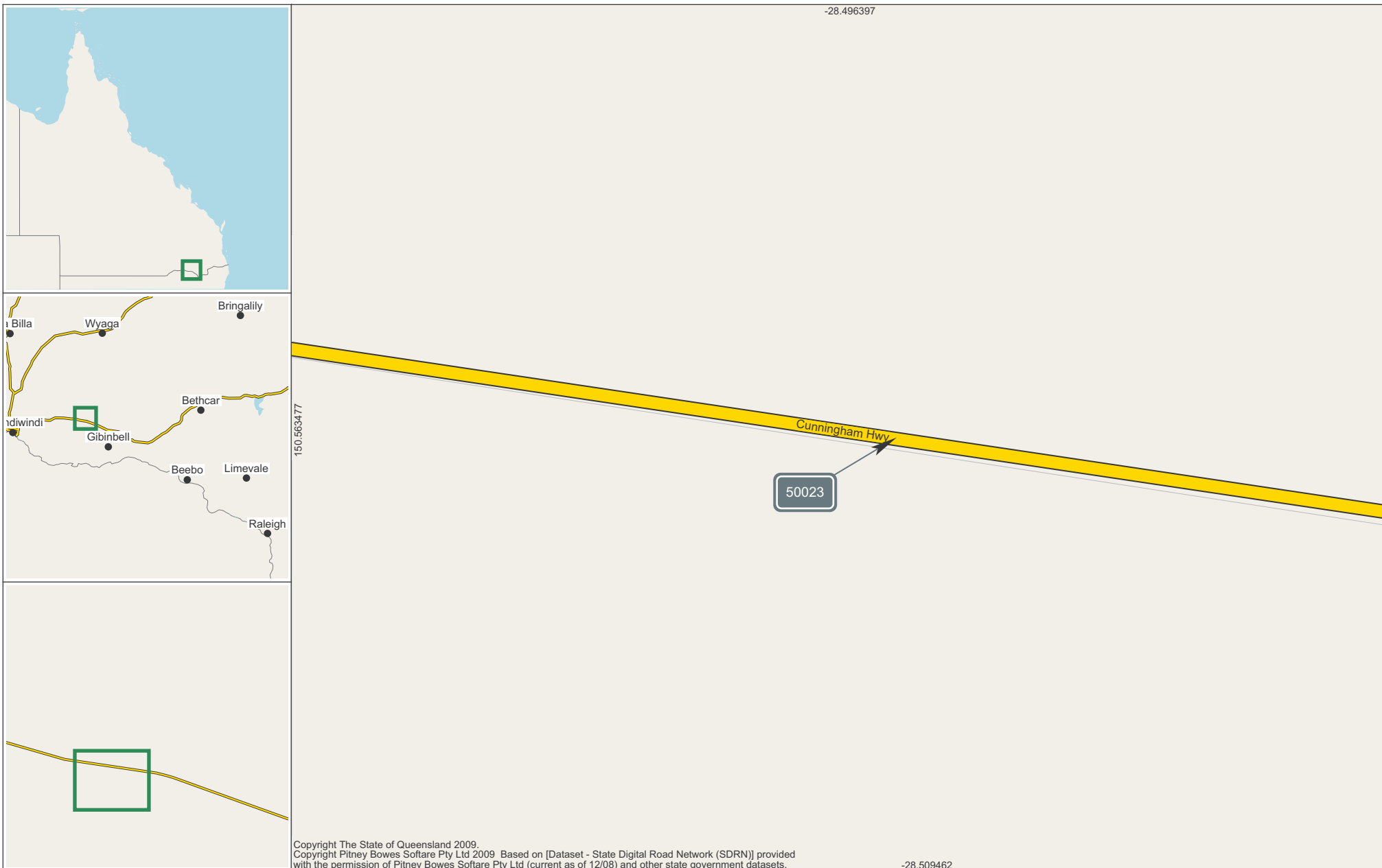
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

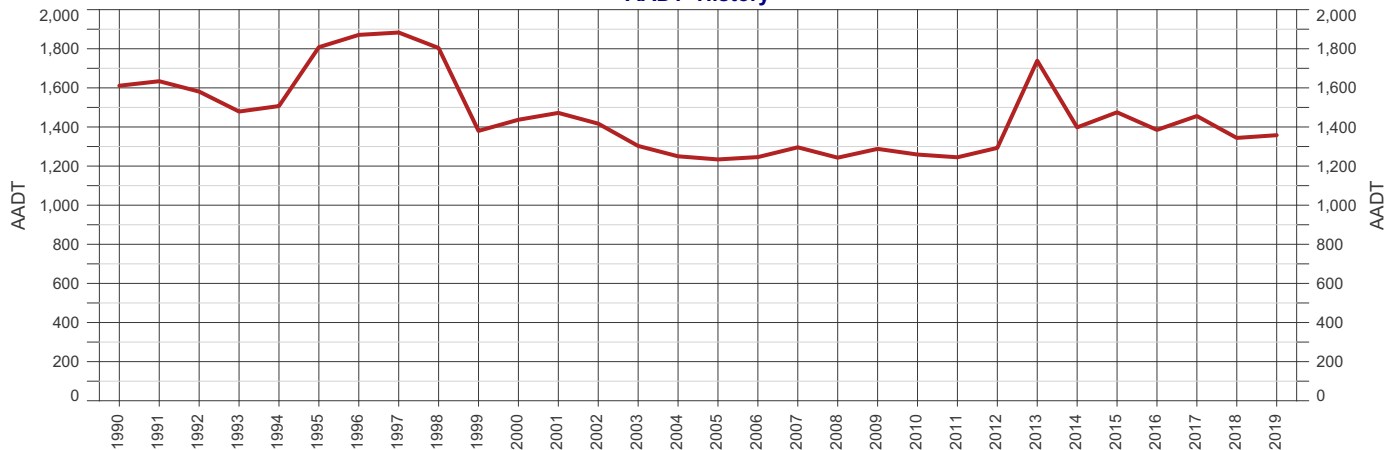
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
Site 50023 - 17D-960m West of Wyaga Rd
Thru Dist 59.945
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,358
Avg Week Day 1,317
Avg Weekend Day 1,032
Growth last Year 1.04%
Growth last 5 Yrs -1.20%
Growth last 10 Yrs 0.03%

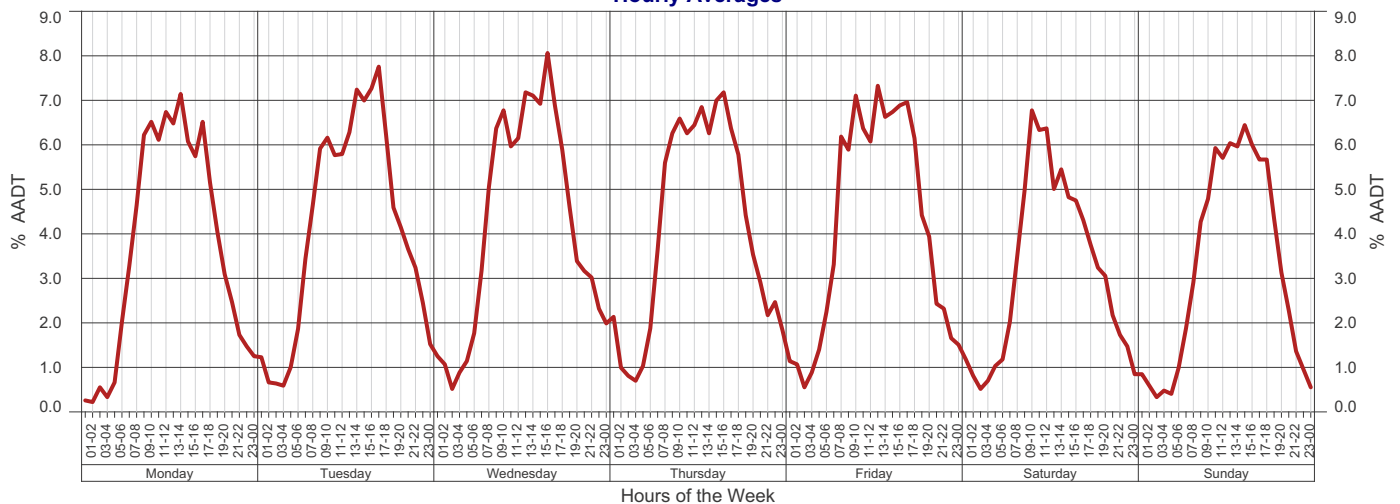
AADT History

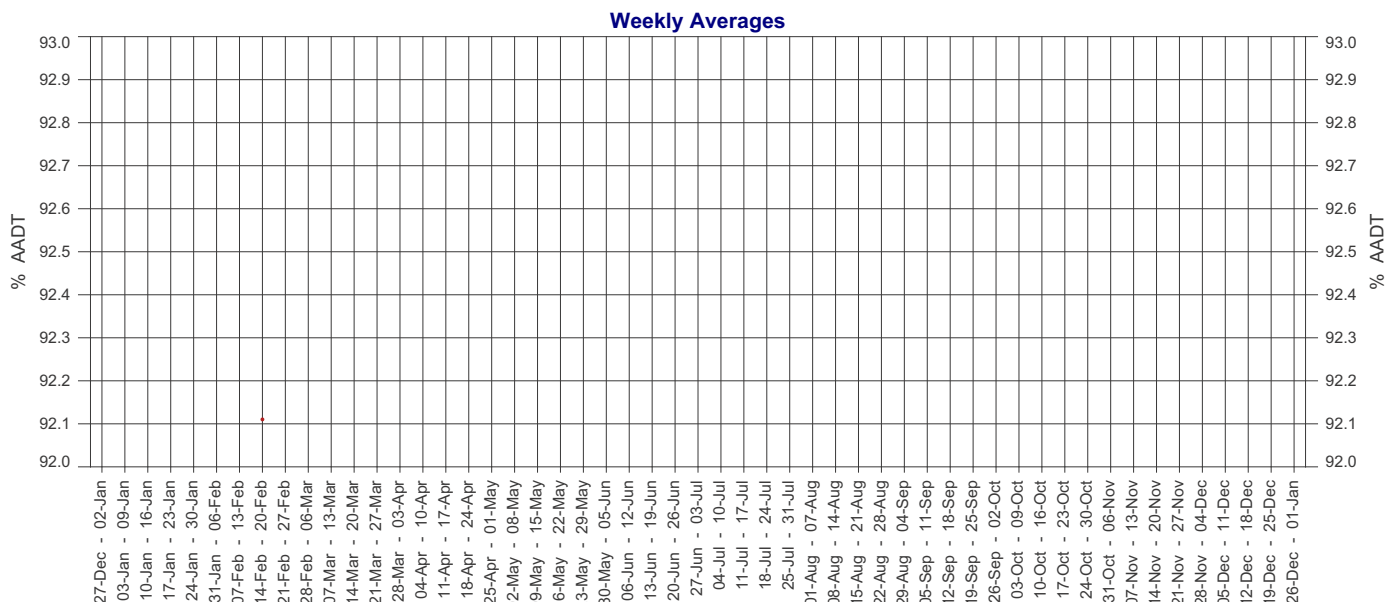
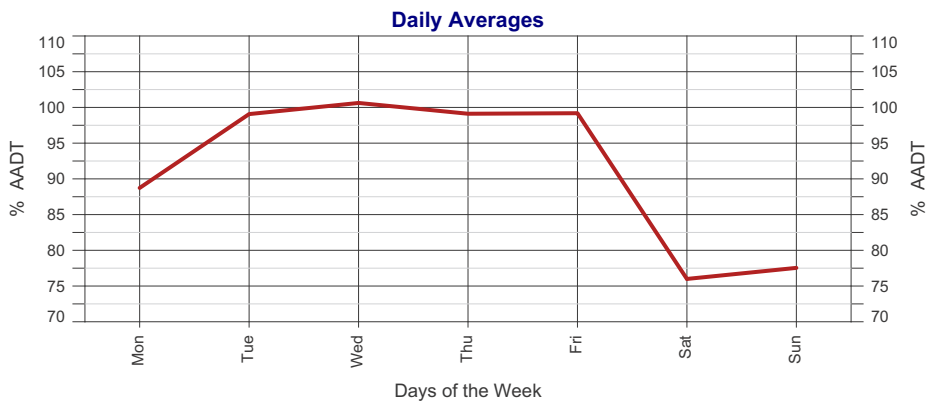


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,358	1.04%	-1.20%	0.03%
2018	1,344	-7.69%	-3.33%	0.15%
2017	1,456	5.13%	0.05%	1.45%
2016	1,385	-6.10%	0.08%	0.95%
2015	1,475	5.51%	2.93%	2.08%
2014	1,398	-19.61%	2.05%	1.44%
2013	1,739	34.49%	9.15%	4.65%
2012	1,293	3.86%	0.45%	0.02%
2011	1,245	-1.11%	-0.43%	-0.88%
2010	1,259	-2.25%	0.10%	-0.99%
2009	1,288	3.62%	0.81%	-0.79%
2008	1,243	-4.09%	-0.51%	-2.08%
2007	1,296	4.01%	-0.40%	-2.29%
2006	1,246	0.97%	-2.65%	-3.52%
2005	1,234	-1.28%	-3.58%	-4.14%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,250	-4.07%	-3.28%	-3.90%
2003	1,303	-8.05%	-4.41%	-3.17%
2002	1,417	-3.74%	-4.22%	-1.99%
2001	1,472	2.44%	-4.69%	-1.49%
2000	1,437	4.13%	-6.04%	-1.80%
1999	1,380	-23.50%	-5.86%	-1.94%
1998	1,804	-4.20%	2.93%	2.47%
1997	1,883	0.64%	4.83%	3.80%
1996	1,871	3.48%	4.69%	4.49%
1995	1,808	19.97%	3.64%	4.80%
1994	1,507	1.89%	-0.36%	2.49%
1993	1,479	-6.45%	0.47%	2.15%
1992	1,581	-3.24%	4.20%	3.05%
1991	1,634	1.43%	7.29%	
1990	1,611	15.57%	8.93%	

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

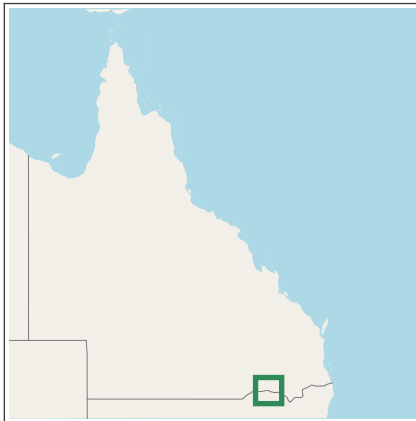
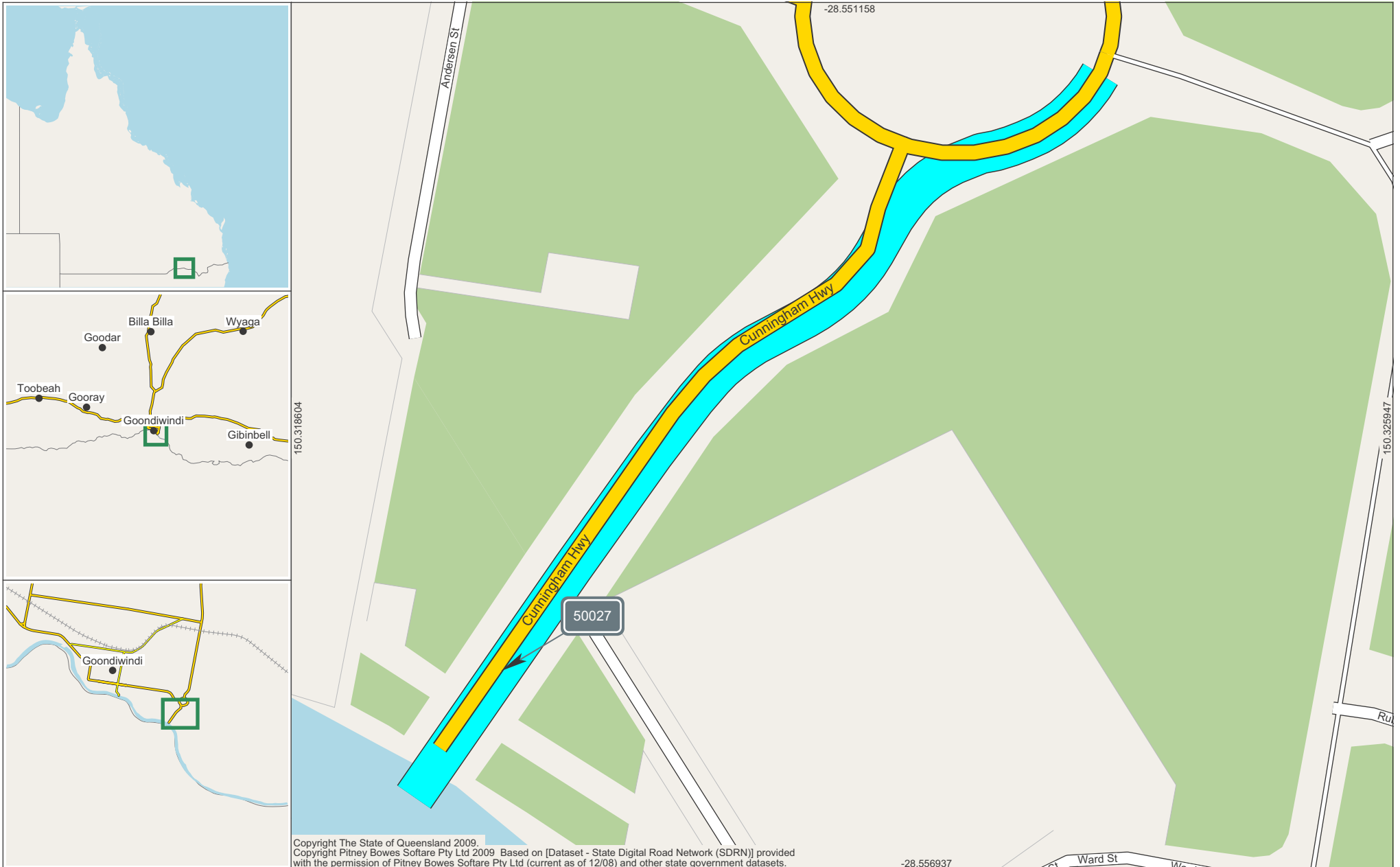
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

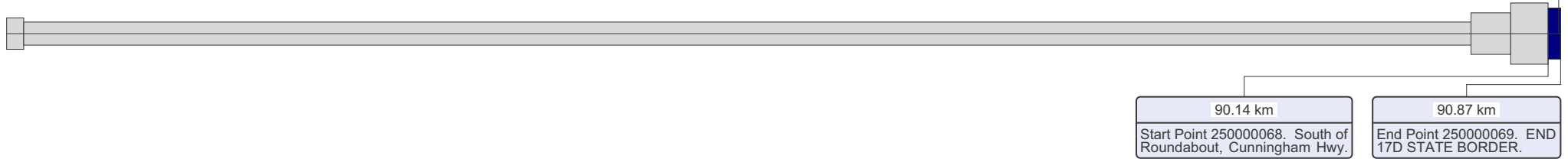
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



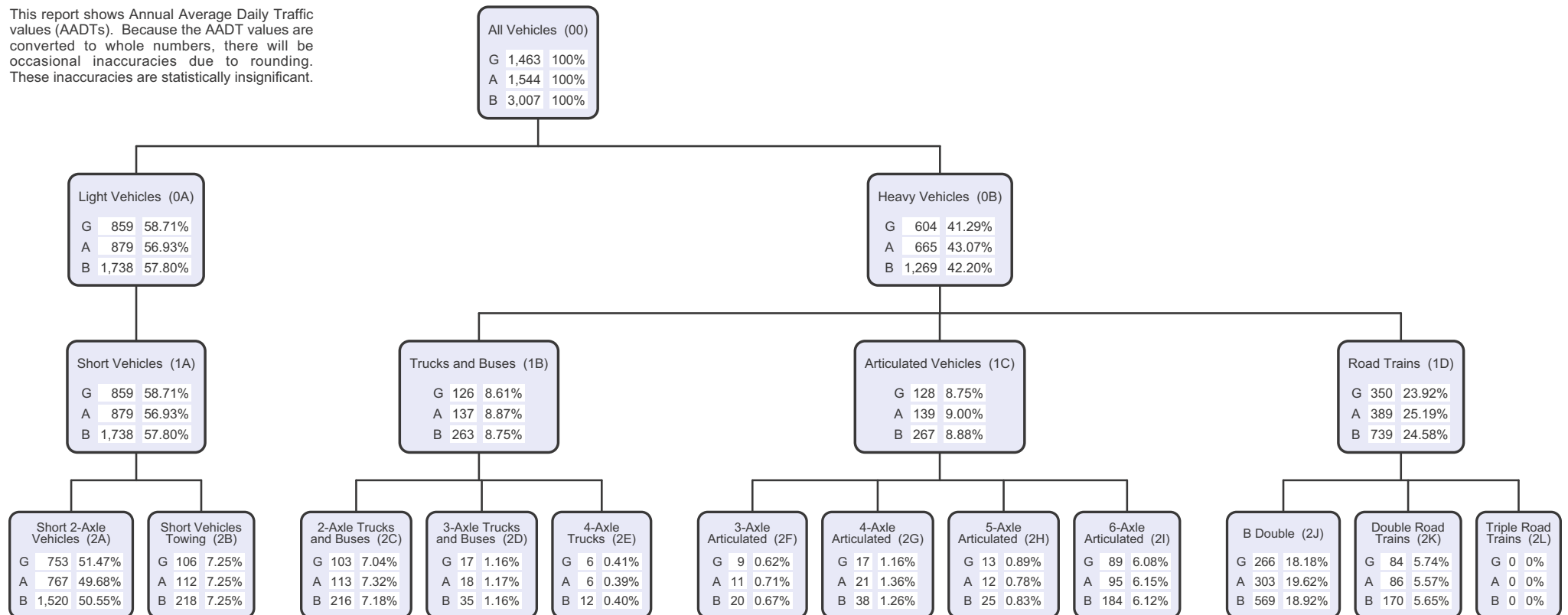
Site 50027. Point 250021785. PS-50027_40m North of Macintyre River Bridge.

90.76 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

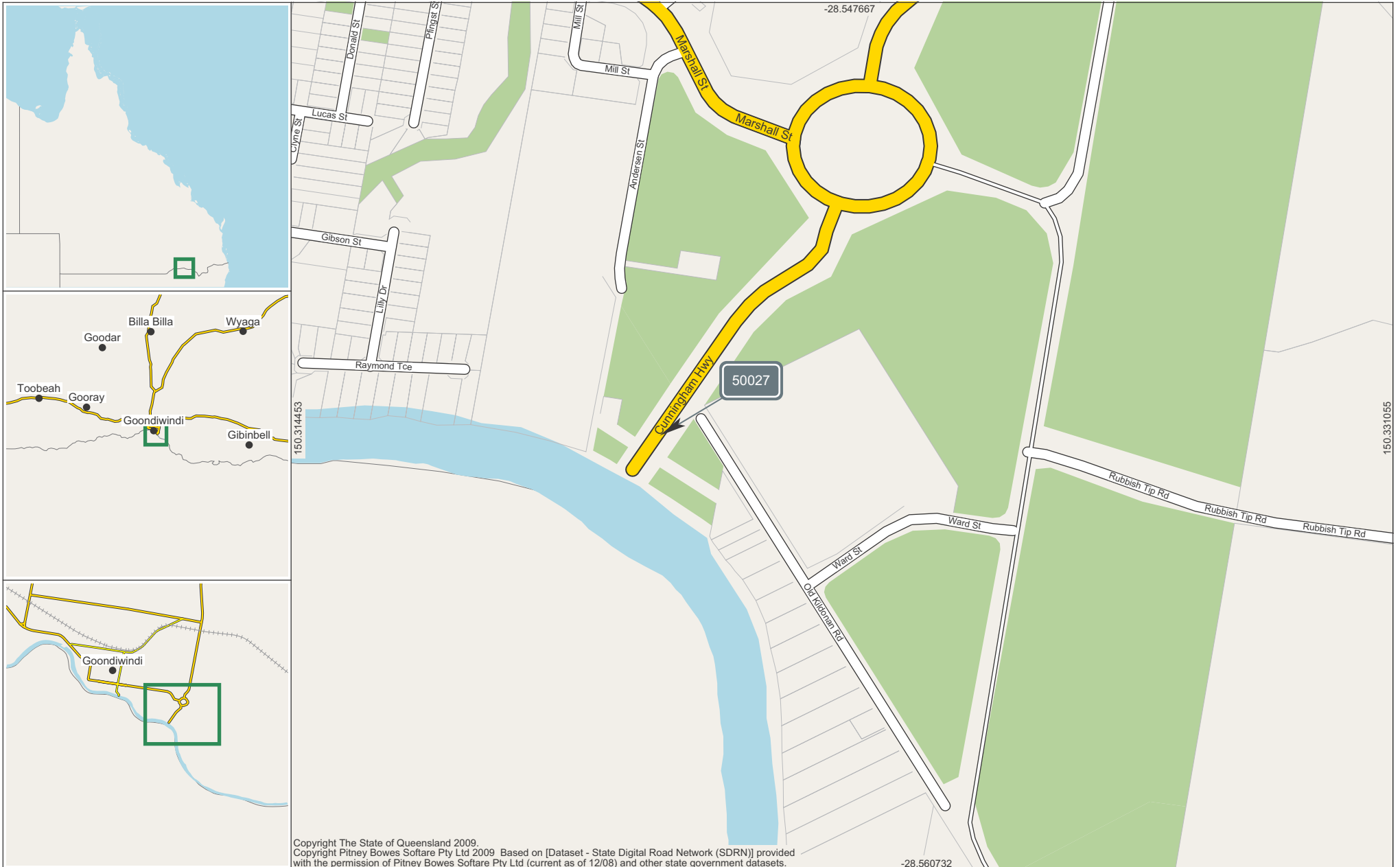
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

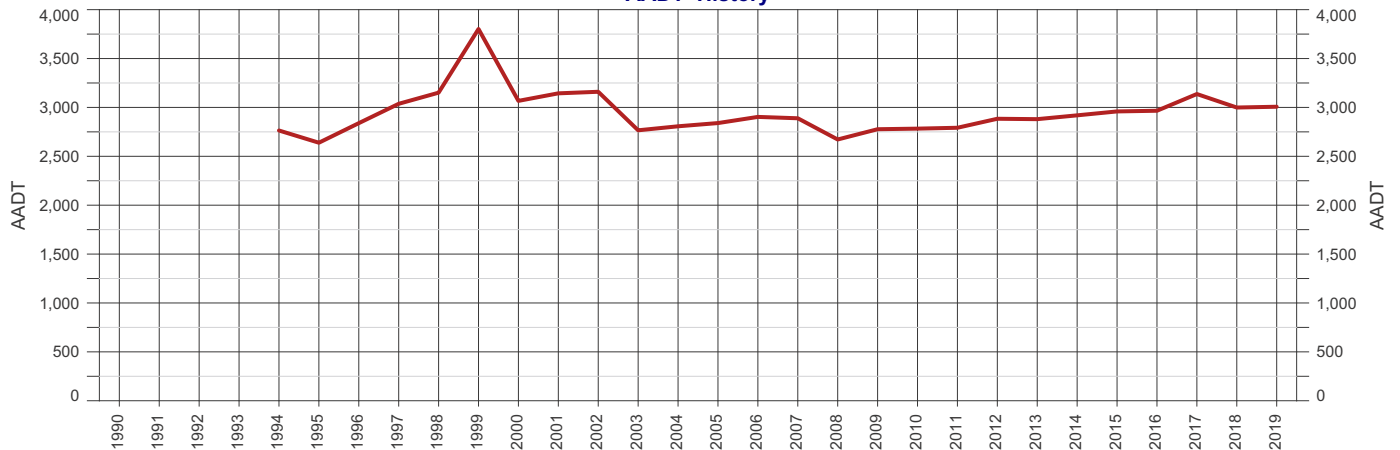
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
Site 50027 - 17D-40m N of McIntyre Bridge (PS) Piezo
Thru Dist 90.76
Type P - Permanent
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 0.27%
AADT 3,007 Growth last 5 Yrs 0.31%
Avg Week Day 3,157 Growth last 10 Yrs 0.73%
Avg Weekend Day 2,616

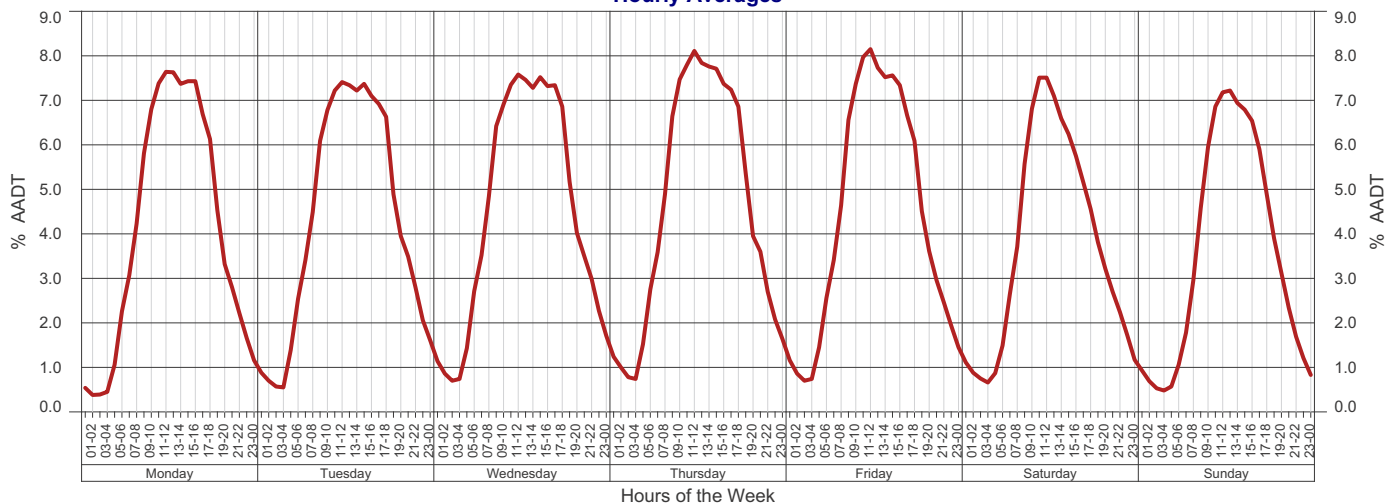
AADT History

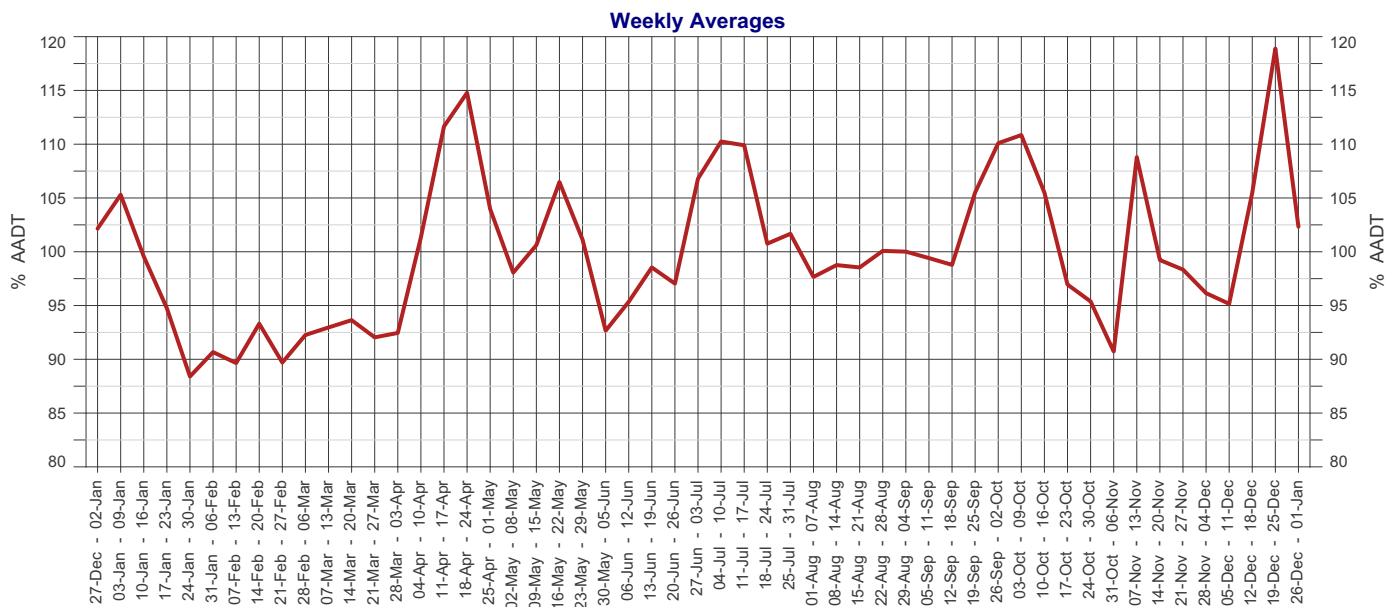
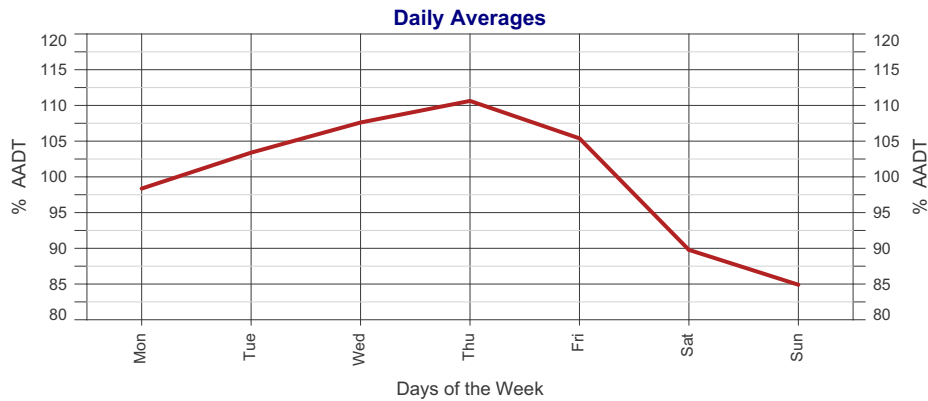


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	3,007	0.27%	0.31%	0.73%
2018	2,999	-4.40%	0.60%	0.92%
2017	3,137	5.77%	2.12%	1.55%
2016	2,966	0.24%	0.98%	0.70%
2015	2,959	1.37%	1.25%	0.67%
2014	2,919	1.35%	1.12%	0.49%
2013	2,880	-0.14%	1.25%	0.35%
2012	2,884	3.30%	0.94%	0.07%
2011	2,792	0.32%	-0.34%	-0.66%
2010	2,783	0.22%	-0.54%	-0.88%
2009	2,777	3.93%	-0.57%	-1.60%
2008	2,672	-7.51%	-1.44%	-2.28%
2007	2,889	-0.48%	-0.29%	-1.18%
2006	2,903	2.22%	-0.91%	-0.92%
2005	2,840	1.18%	-1.89%	-0.86%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	2,807	1.48%	-4.33%	-0.79%
2003	2,766	-12.47%	-4.66%	
2002	3,160	0.51%	-0.51%	
2001	3,144	2.51%	0.52%	
2000	3,067	-19.33%	1.50%	
1999	3,802	20.66%	8.66%	
1998	3,151	3.75%		
1997	3,037	6.97%		
1996	2,839	7.58%		
1995	2,639	-4.52%		
1994	2,764			
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5					1	2		1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

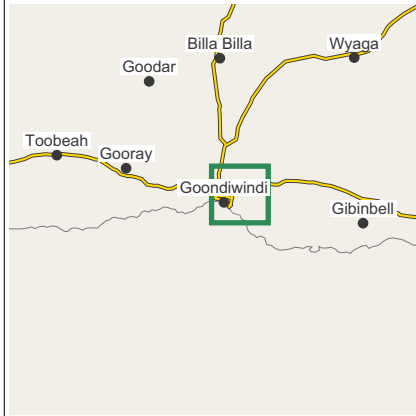
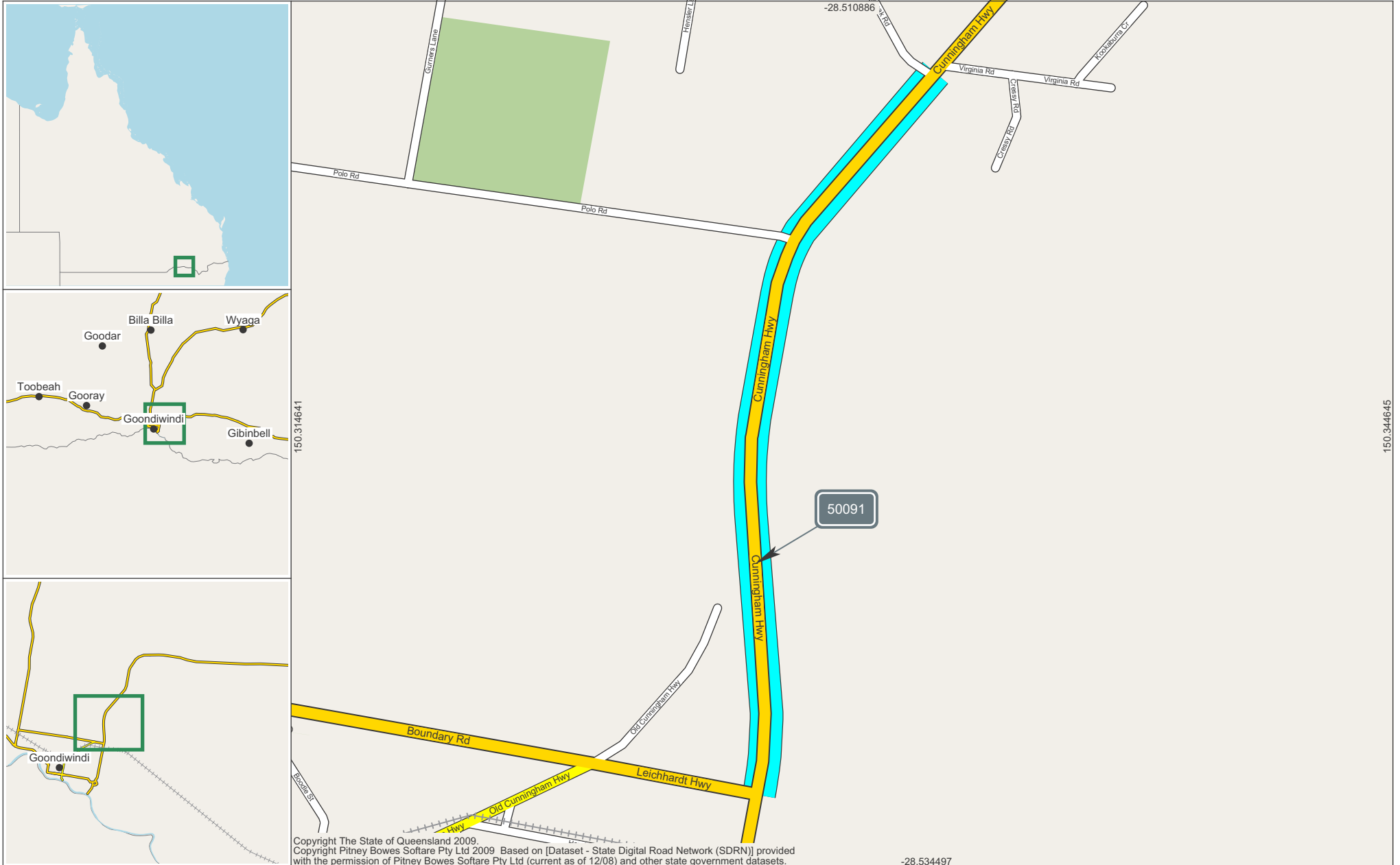
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

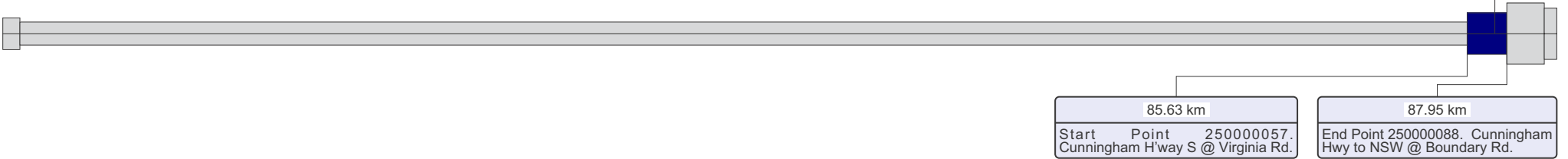
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



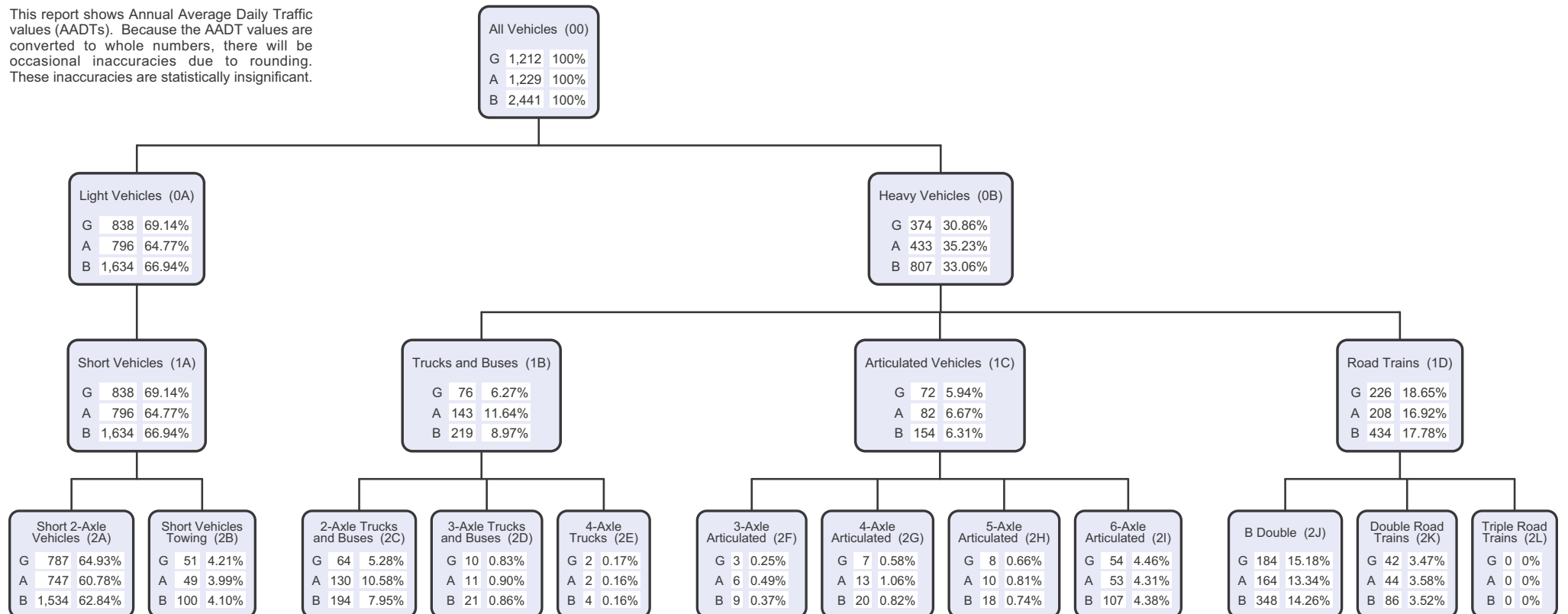
Site 50091. Point 250000113. CS-50091_700m North of Leichhardt Hwy 26C.

87.25 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

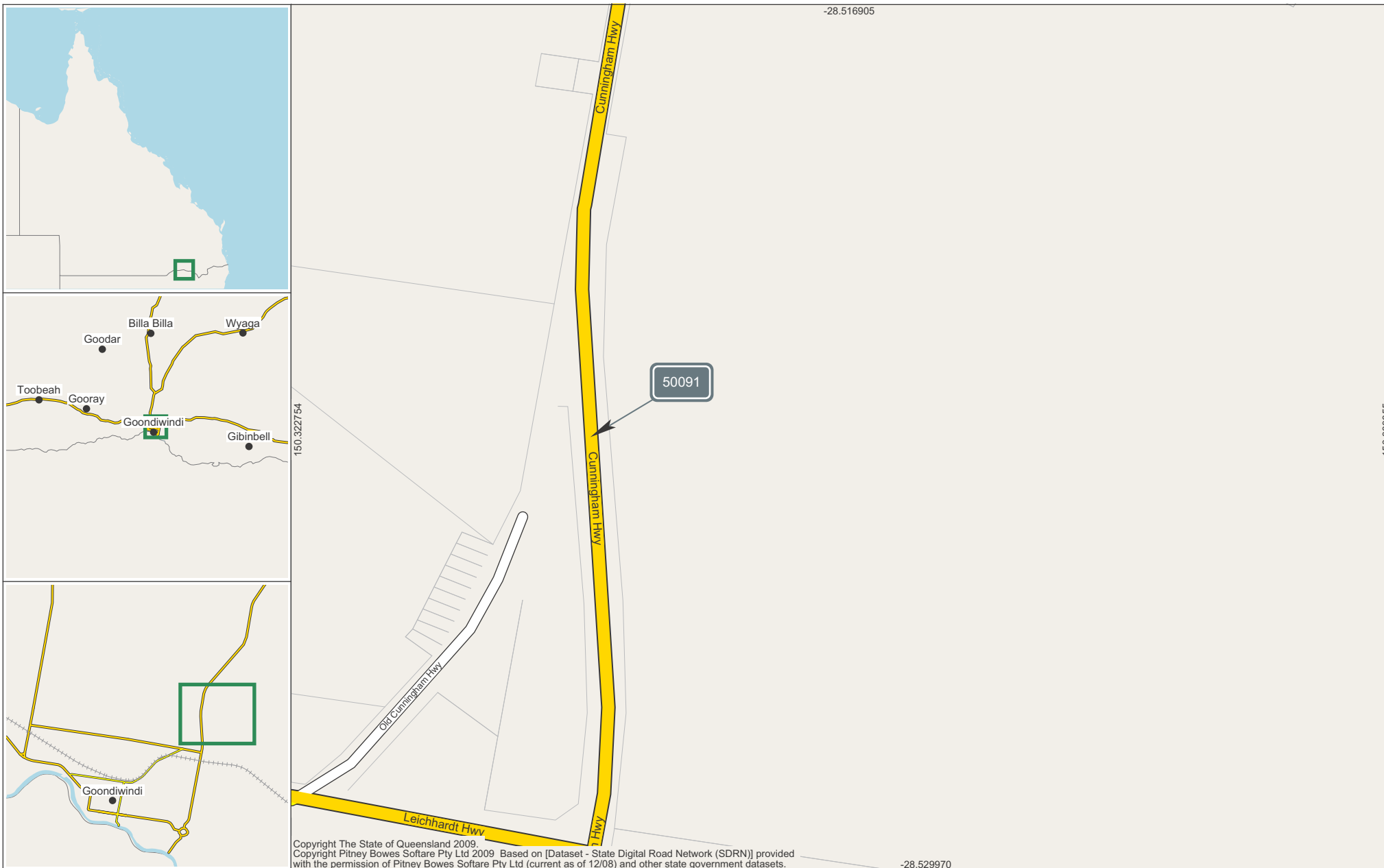
Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

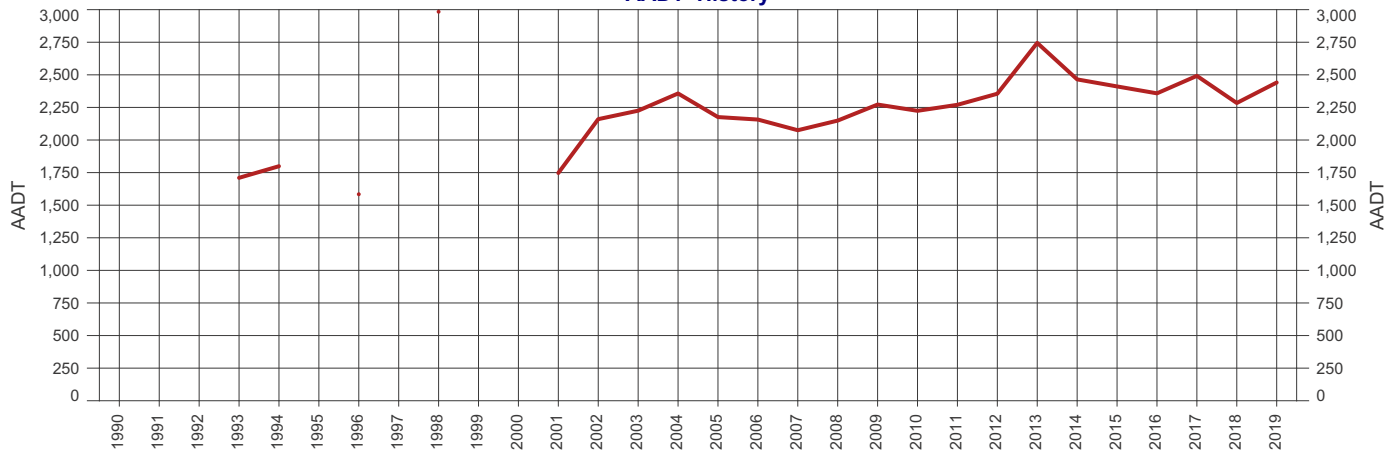
Area 402 - Darling Downs District Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
 Site 50091 - 17D-700m North of Leichhardt Hwy 26C TDist 87.250km Speed Limit 100



Area 402 - Darling Downs District
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
Site 50091 - 17D-700m North of Leichhardt Hwy 26C
Thru Dist 87.25
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 2,441
Avg Week Day 2,367
Avg Weekend Day 1,830
Growth last Year 6.87%
Growth last 5 Yrs 0.24%
Growth last 10 Yrs 0.47%

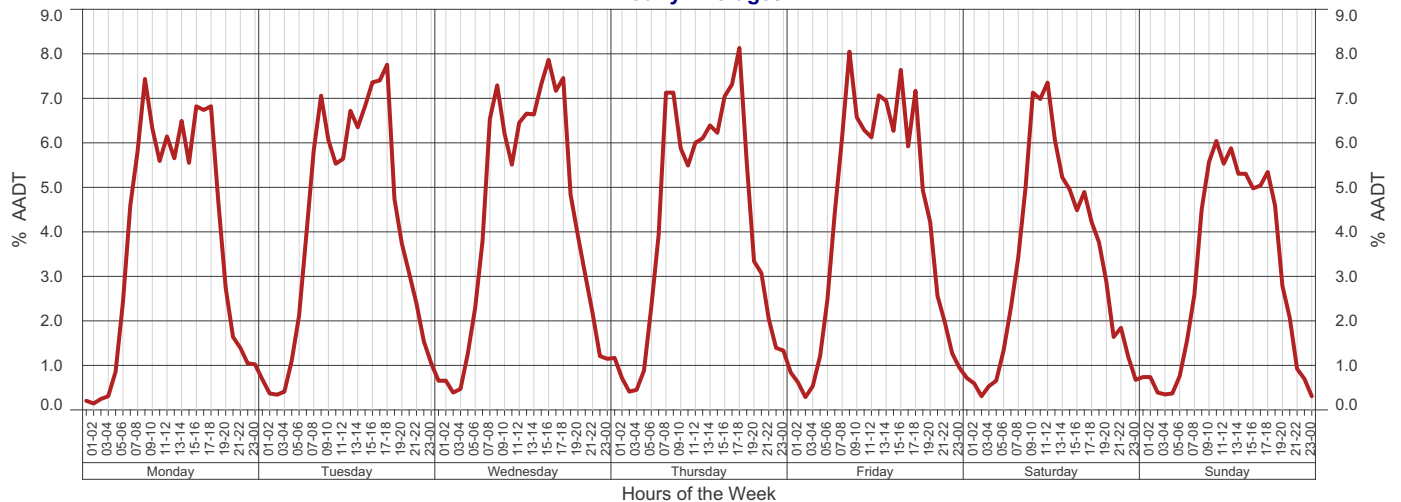
AADT History

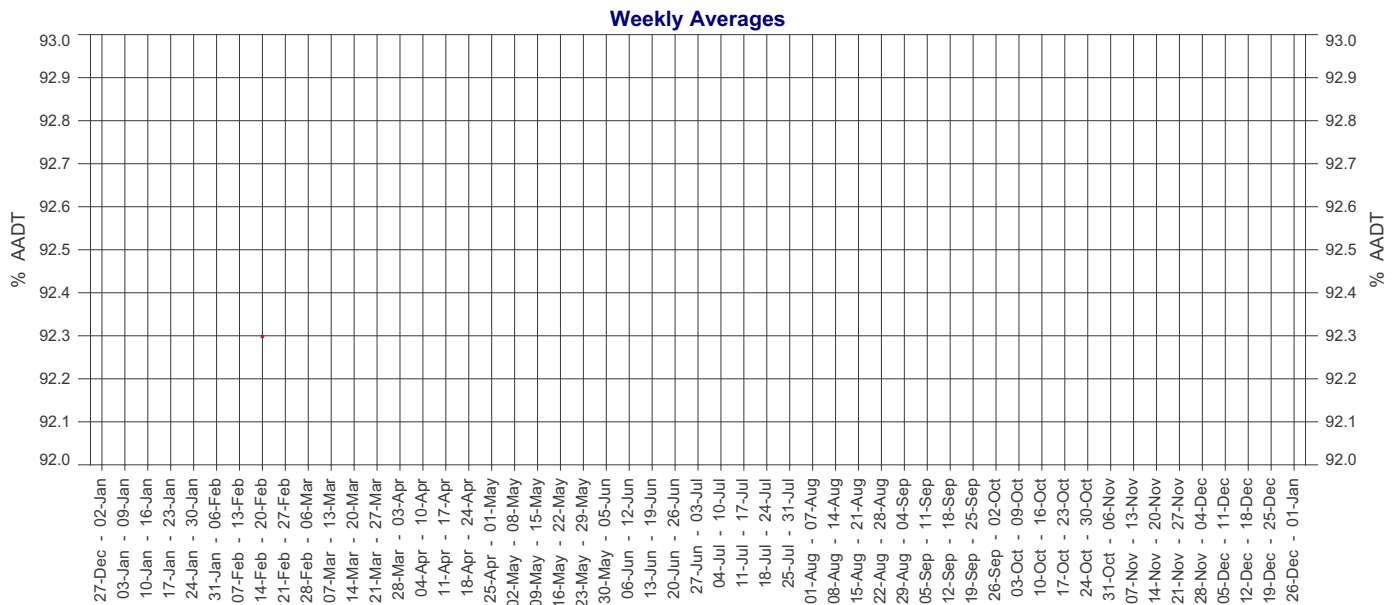
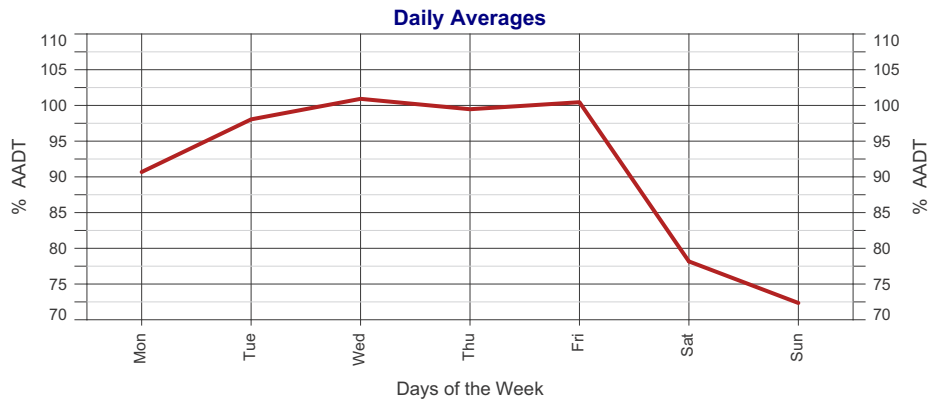


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	2,441	6.87%	0.24%	0.47%
2018	2,284	-8.35%	-2.76%	-0.21%
2017	2,492	5.68%	0.09%	1.39%
2016	2,358	-2.20%	-0.67%	0.79%
2015	2,411	-2.19%	0.79%	1.26%
2014	2,465	-10.20%	1.93%	1.50%
2013	2,745	16.56%	5.88%	3.12%
2012	2,355	3.74%	2.31%	0.97%
2011	2,270	2.07%	1.46%	1.05%
2010	2,224	-2.11%	0.89%	
2009	2,272	5.72%	0.70%	
2008	2,149	3.57%	-1.00%	-1.00%
2007	2,075	-3.80%	-1.79%	
2006	2,157	-0.87%	1.41%	0.58%
2005	2,176	-7.68%		

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	2,357	5.93%		2.65%
2003	2,225	3.01%	-3.13%	2.32%
2002	2,160	23.64%		
2001	1,747		-3.23%	
2000				
1999				
1998	2,984		14.45%	
1997				
1996	1,584			
1995				
1994	1,799	5.20%		
1993	1,710			
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

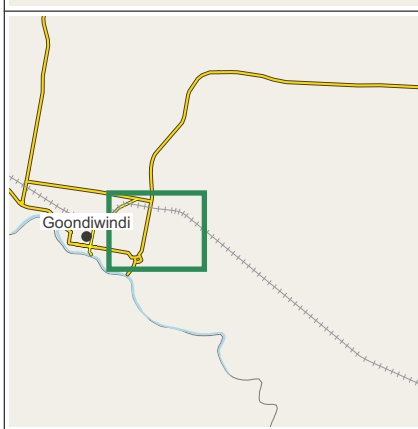
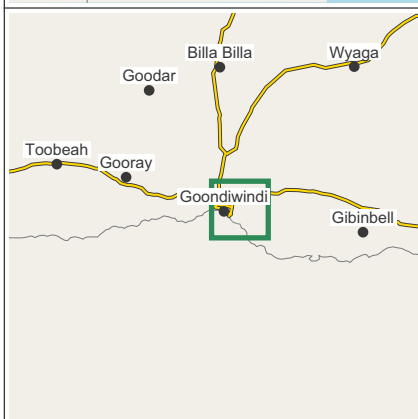
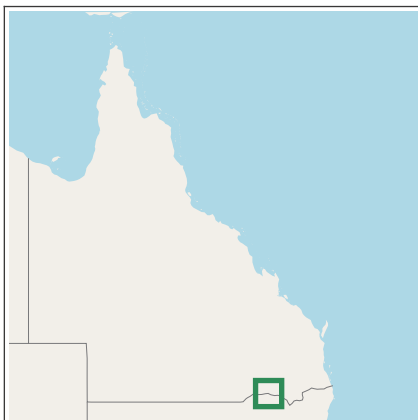
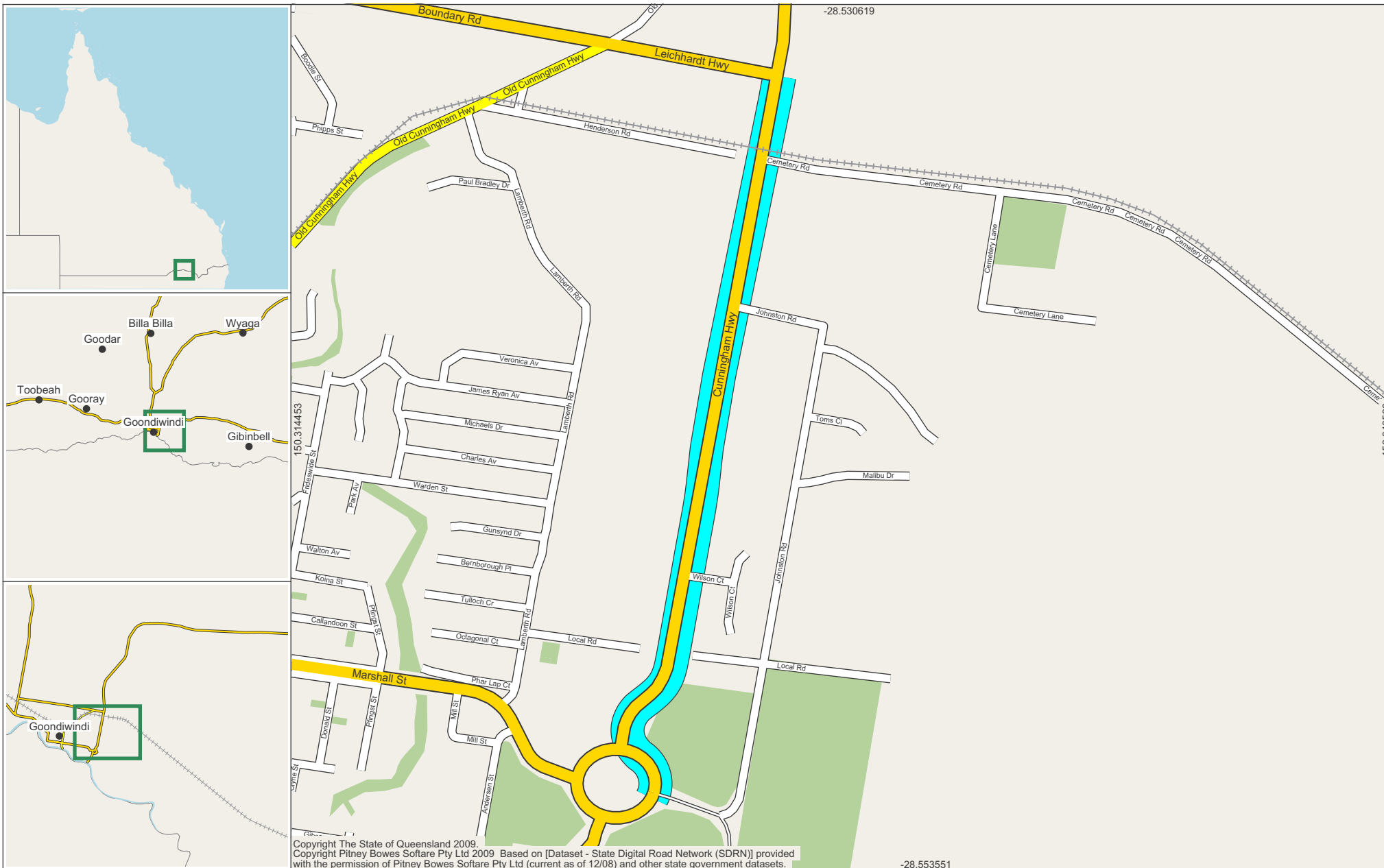
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 50574. Point 250000395. CS-50574_780m South of Leichhardt Hwy 26C.

88.72 km

The width of each Road Segment is proportional to its AADT.



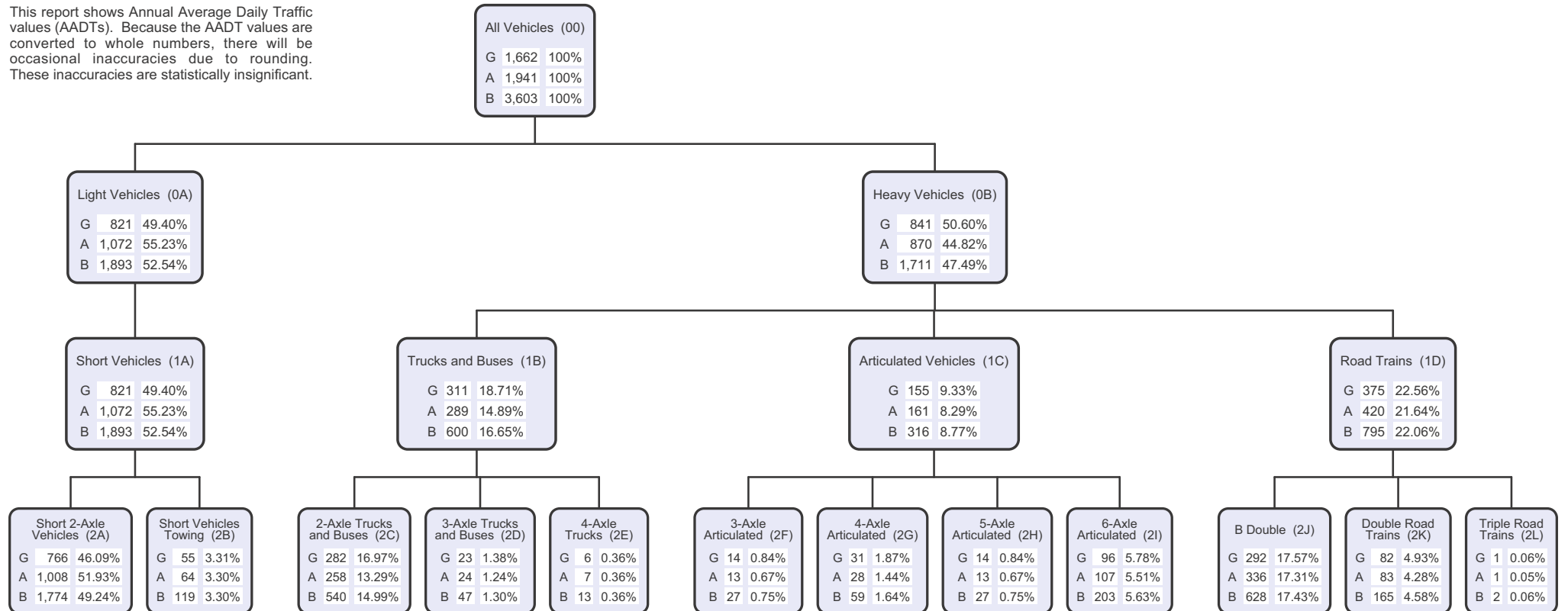
87.95 km

Start Point 250000088. Cunningham Hwy to NSW @ Boundary Rd.

90.14 km

End Point 250000068. South of Roundabout, Cunningham Hwy.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

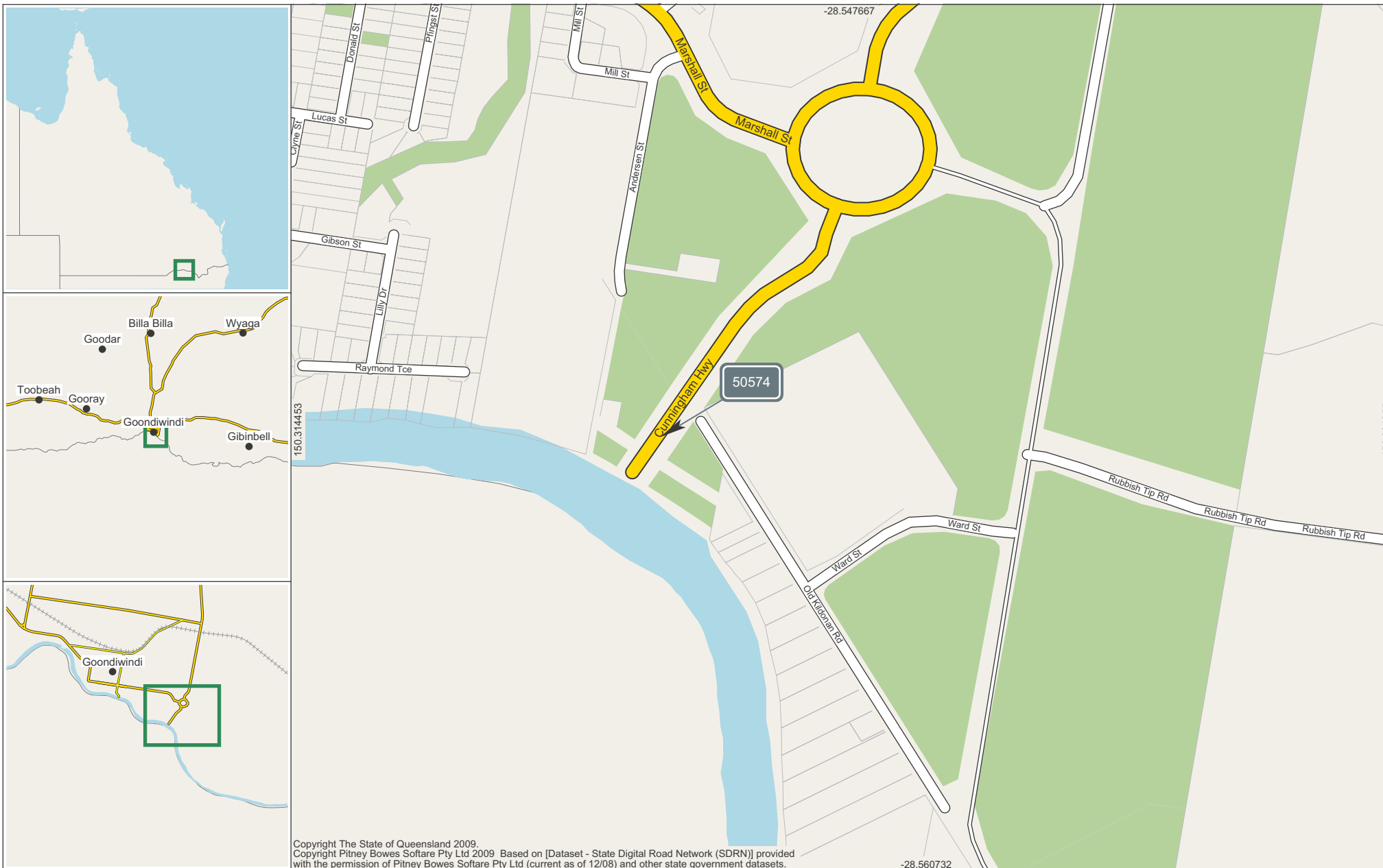
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

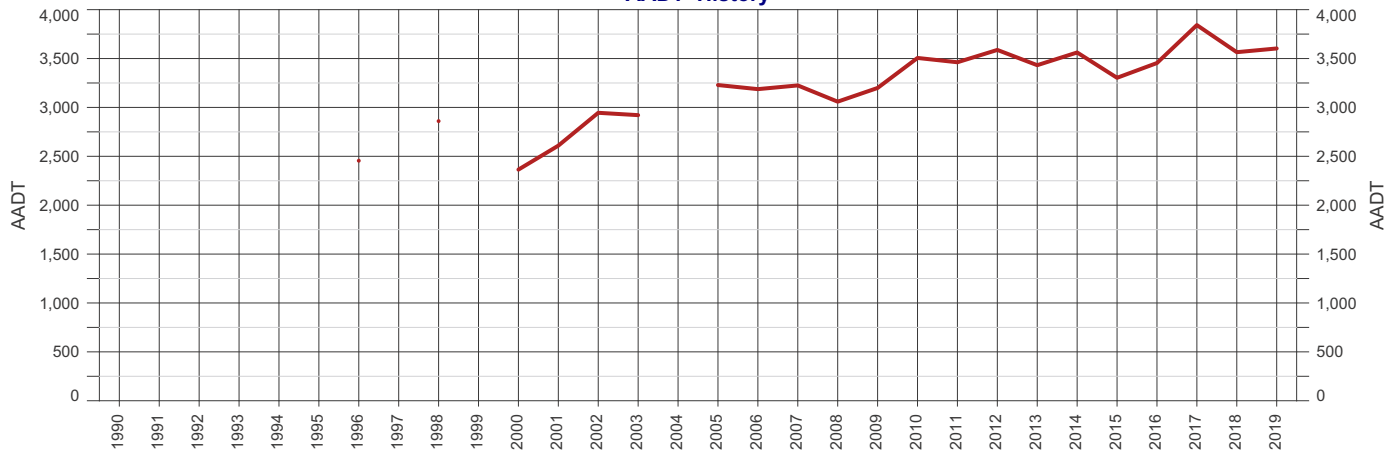
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
Site 50574 - 17D-780m South of Leichhardt Hwy 26C
Thru Dist 88.72
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 3,603
Avg Week Day 3,458
Avg Weekend Day 2,774
Growth last Year 1.07%
Growth last 5 Yrs 0.76%
Growth last 10 Yrs 0.65%

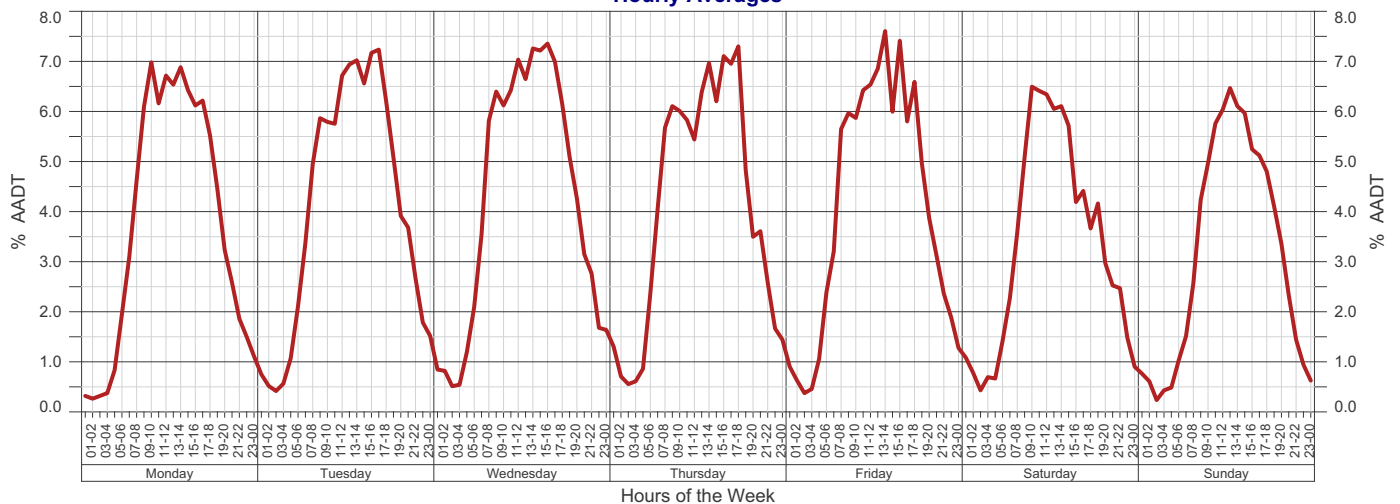
AADT History

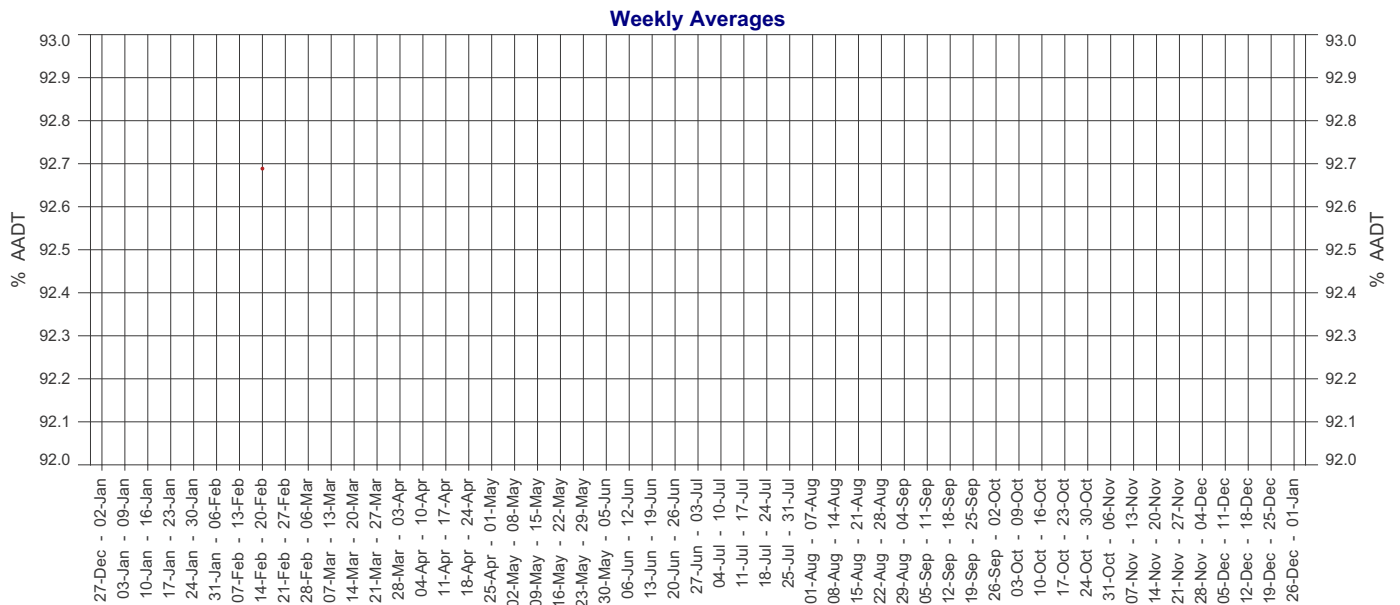
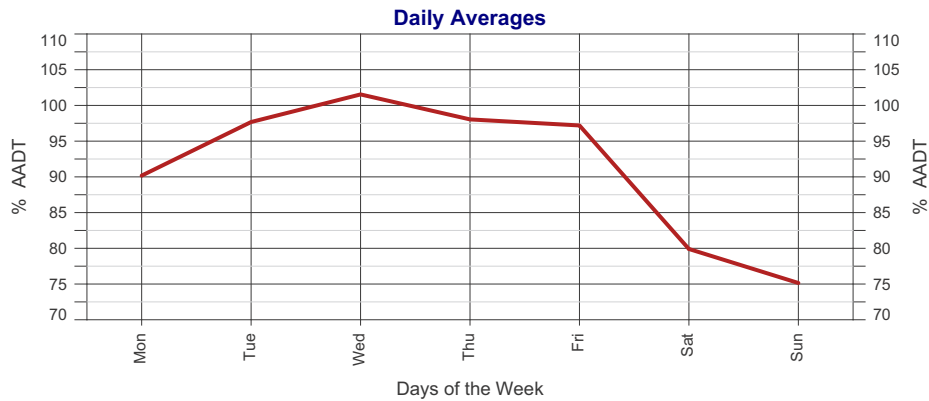


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	3,603	1.07%	0.76%	0.65%
2018	3,565	-7.21%	0.75%	0.84%
2017	3,842	11.23%	2.63%	2.09%
2016	3,454	4.57%	-0.29%	0.70%
2015	3,303	-7.27%	-1.60%	0.15%
2014	3,562	3.79%	1.30%	
2013	3,432	-4.35%	1.34%	1.23%
2012	3,588	3.64%	2.95%	2.16%
2011	3,462	-1.25%	2.23%	2.19%
2010	3,506	9.60%	2.59%	3.11%
2009	3,199	4.58%		
2008	3,059	-5.15%	-0.17%	1.40%
2007	3,225	1.19%	1.89%	
2006	3,187	-1.30%	3.12%	2.76%
2005	3,229		5.49%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003	2,921	-0.81%	2.49%	
2002	2,945	12.88%		
2001	2,609	10.36%	0.36%	
2000	2,364			
1999				
1998	2,860			
1997				
1996	2,455			
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

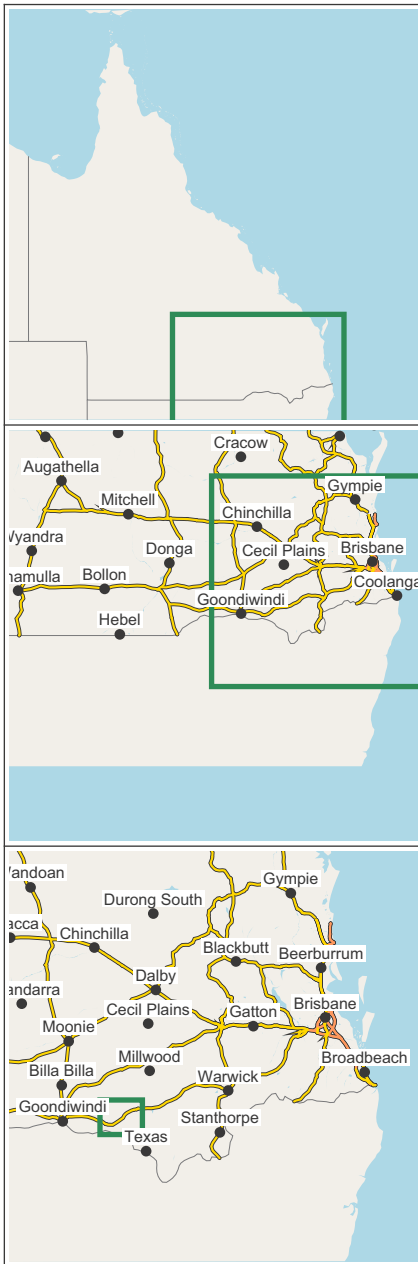
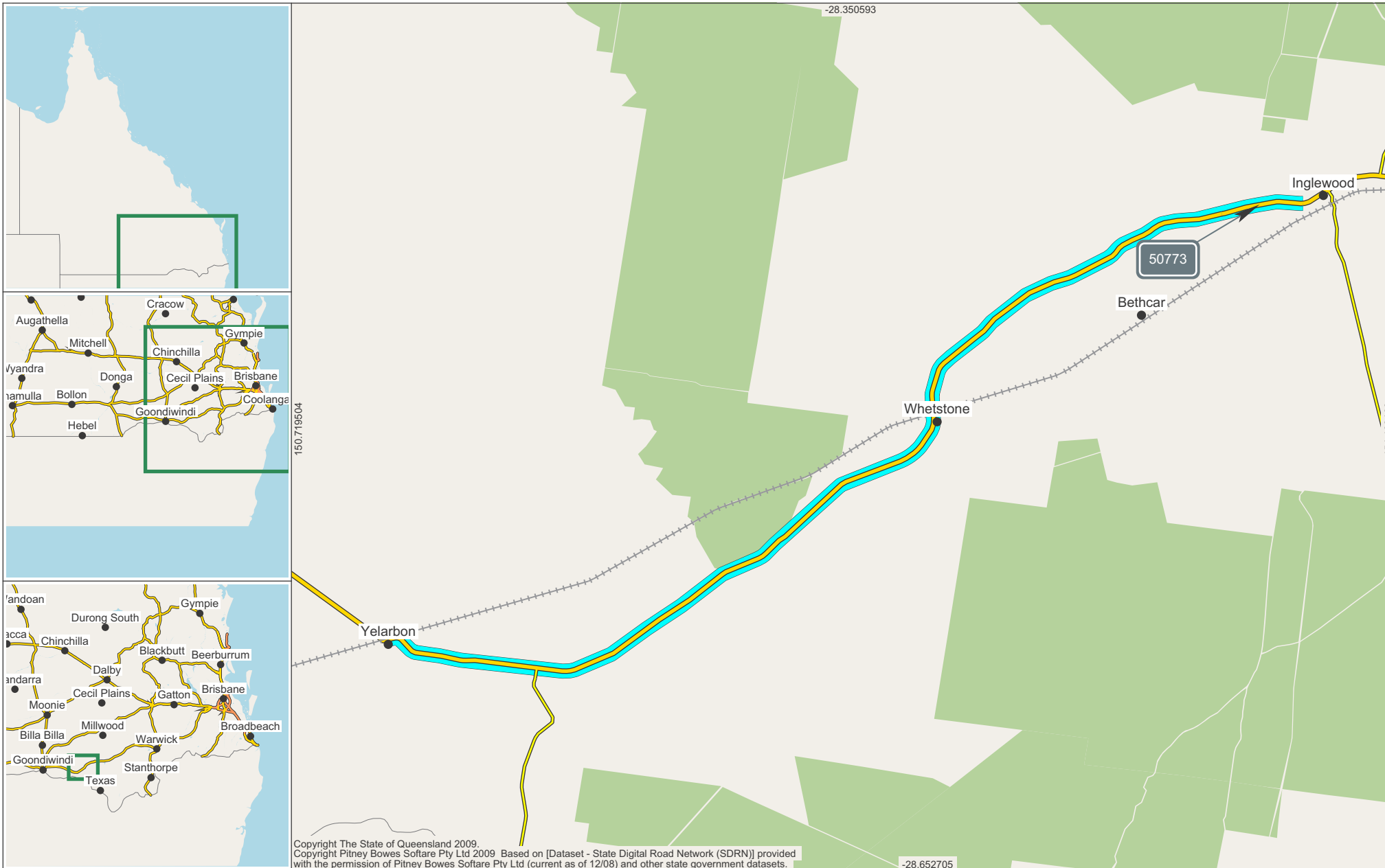
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 50773. Point 250000472.
Approx 2.5km west of Inglewood.

2.49 km

The width of each Road Segment is proportional to its AADT.

1.00 km

Start Point 250000197. Cunningham
H'way W @ Goodrich St.

40.24 km

End Point 250000015. Cunningham
Hwy to Warwick @ Wondalli St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	776	100%
A	820	100%
B	1,596	100%

Light Vehicles (0A)

G	424	54.64%
A	447	54.51%
B	871	54.57%

Heavy Vehicles (0B)

G	352	45.36%
A	373	45.49%
B	725	45.43%

Short Vehicles (1A)

G	424	54.64%
A	447	54.51%
B	871	54.57%

Trucks and Buses (1B)

G	56	7.22%
A	47	5.73%
B	103	6.45%

Articulated Vehicles (1C)

G	74	9.54%
A	84	10.24%
B	158	9.90%

Road Trains (1D)

G	222	28.61%
A	242	29.51%
B	464	29.07%

**Short 2-Axle
Vehicles (2A)**

G	383	49.36%
A	391	47.68%
B	774	48.50%

**Short Vehicles
Towing (2B)**

G	41	5.28%
A	56	6.83%
B	97	6.08%

**2-Axle Trucks
and Buses (2C)**

G	45	5.80%
A	37	4.51%
B	82	5.14%

**3-Axle Trucks
and Buses (2D)**

G	9	1.16%
A	8	0.98%
B	17	1.07%

**4-Axle
Trucks (2E)**

G	2	0.26%
A	2	0.24%
B	4	0.25%

**3-Axle
Articulated (2F)**

G	4	0.52%
A	5	0.61%
B	9	0.56%

**4-Axle
Articulated (2G)**

G	8	1.03%
A	9	1.10%
B	17	1.07%

**5-Axle
Articulated (2H)**

G	9	1.16%
A	9	1.10%
B	18	1.13%

**6-Axle
Articulated (2I)**

G	53	6.83%
A	61	7.44%
B	114	7.14%

B Double (2J)

G	183	23.58%
A	204	24.88%
B	387	24.25%

**Double Road
Trains (2K)**

G	39	5.03%
A	38	4.63%
B	77	4.82%

**Triple Road
Trains (2L)**

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

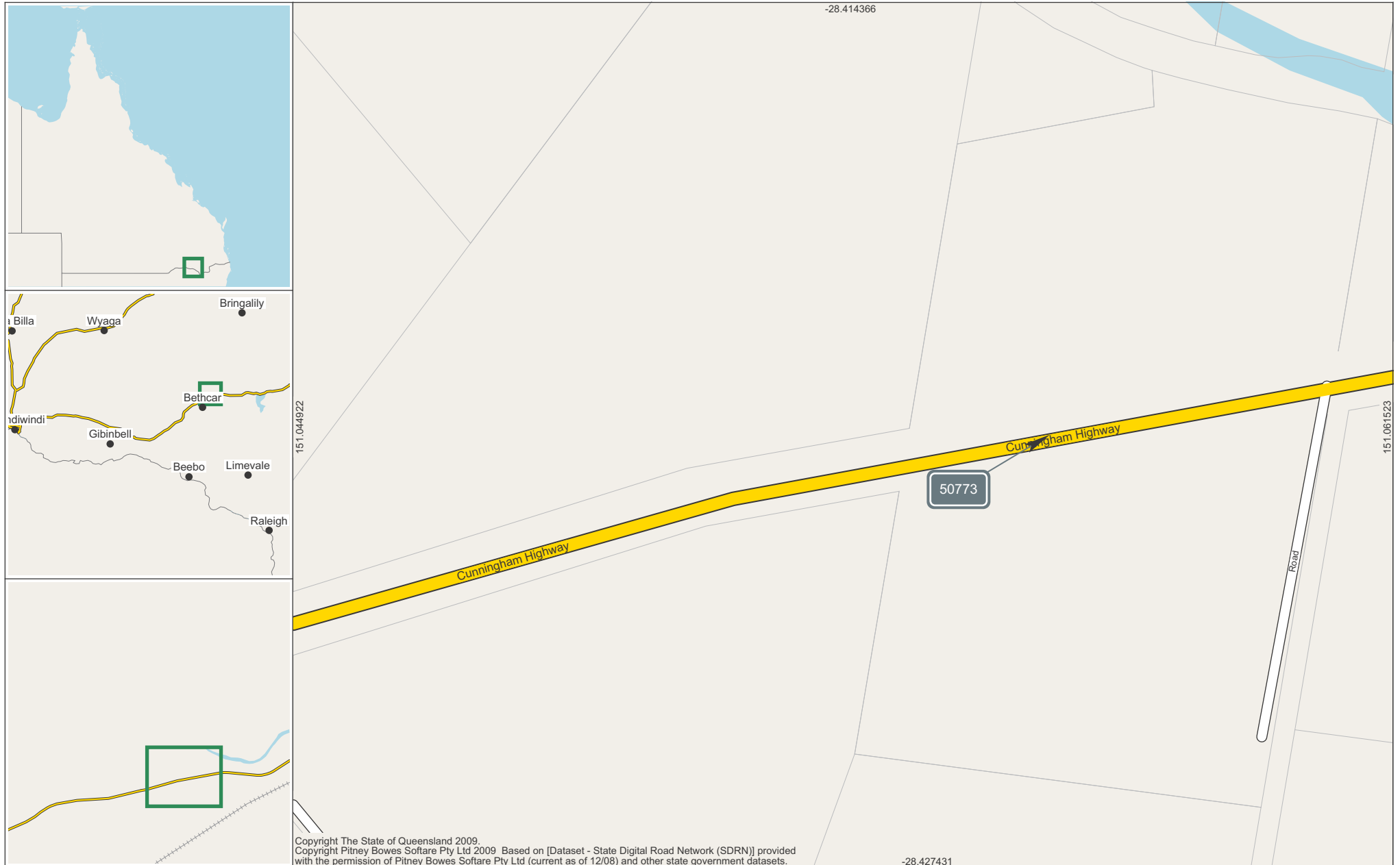
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

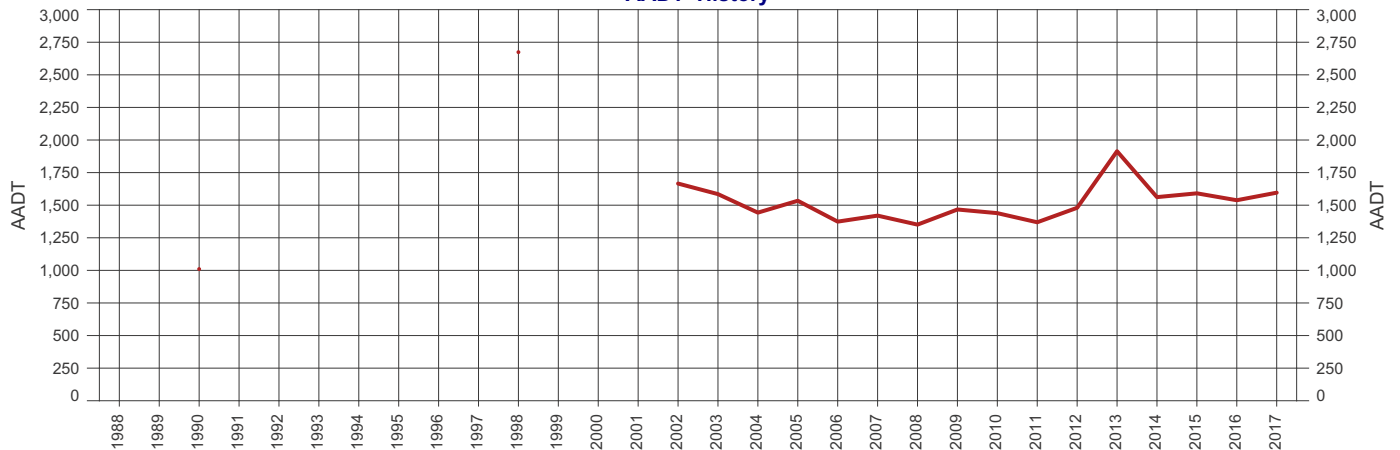
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
Site 50773 - Approx 2.5km west of Inglewood
Thru Dist 2.49
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2017
AADT 1,596
Avg Week Day 1,659
Avg Weekend Day 1,292
Growth last Year 3.77%
Growth last 5 Yrs -0.44%
Growth last 10 Yrs 1.24%

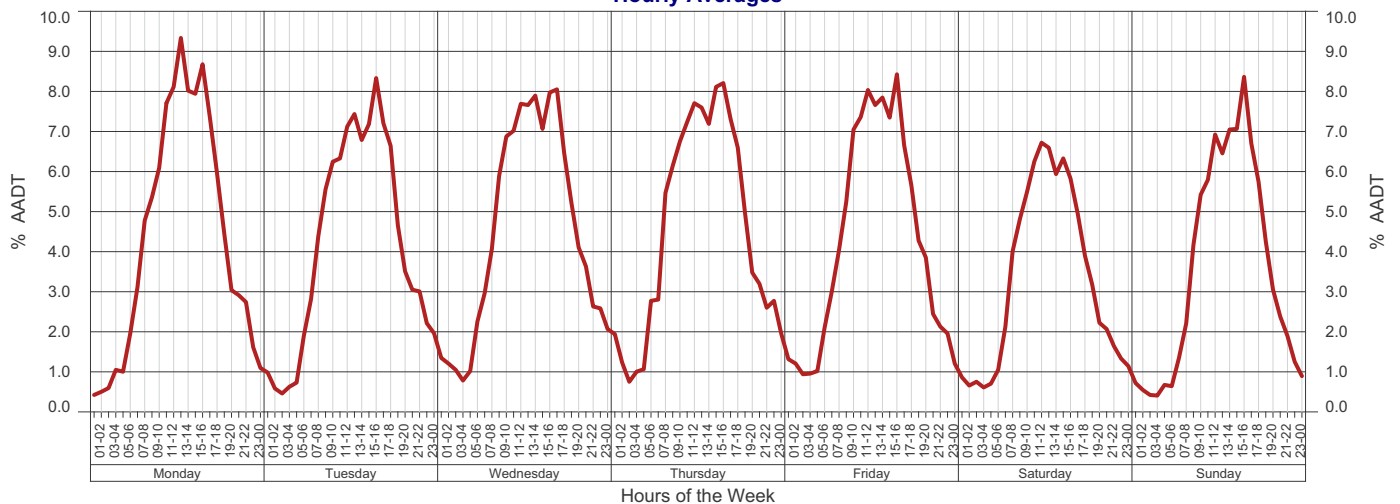
AADT History

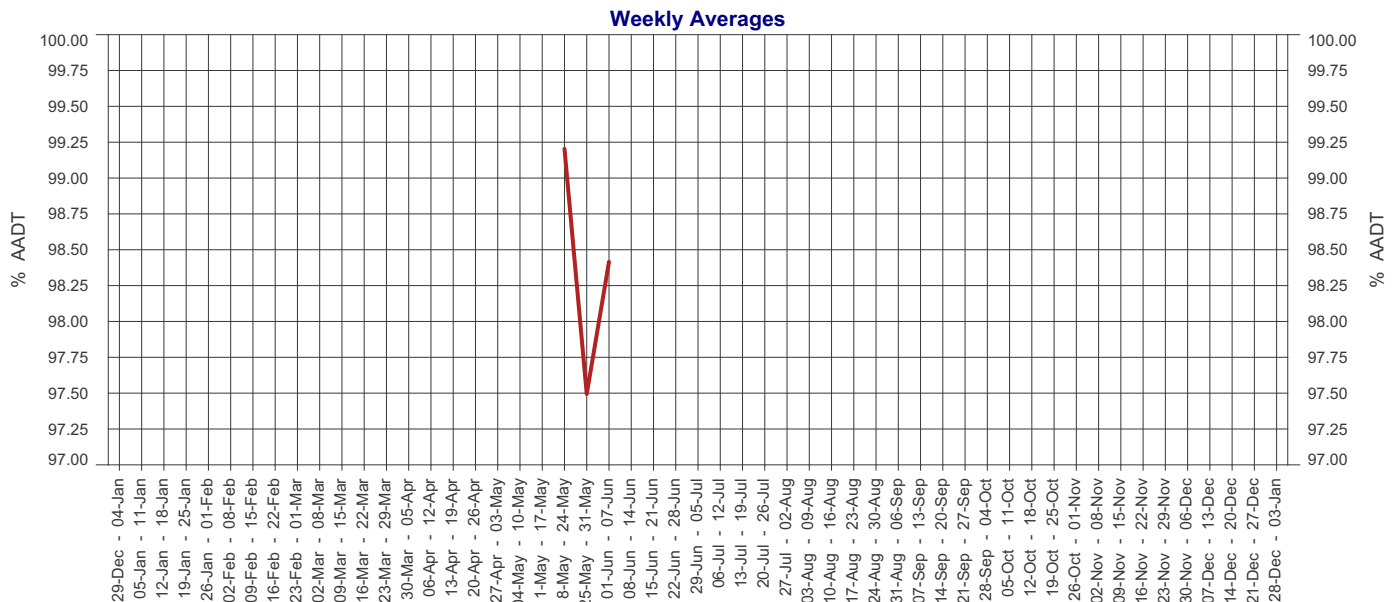
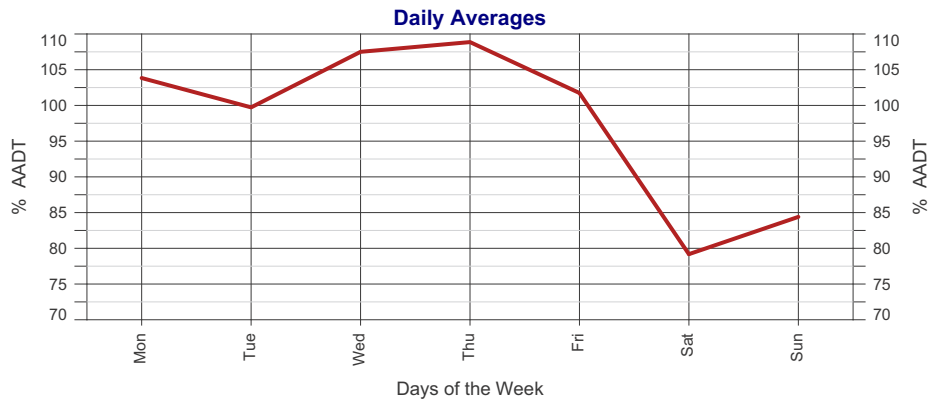


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2017	1,596	3.77%	-0.44%	1.24%
2016	1,538	-3.33%	0.03%	0.95%
2015	1,591	1.86%	1.78%	1.36%
2014	1,562	-18.39%	1.73%	1.17%
2013	1,914	29.32%	8.70%	3.95%
2012	1,480	8.11%	1.34%	-0.17%
2011	1,369	-4.86%	-0.57%	
2010	1,439	-1.91%	0.02%	
2009	1,467	8.59%	0.45%	
2008	1,351	-4.86%	-2.74%	-4.91%
2007	1,420	3.35%	-2.53%	
2006	1,374	-10.43%		
2005	1,534	6.31%		
2004	1,443	-8.96%		
2003	1,585	-4.86%	-9.74%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2002	1,666			
2001				
2000				
1999				
1998	2,674			
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990	1,010			
1989				
1988				

Hourly Averages





2017 Calendar

January

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

February

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

March

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

April

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

May

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

June

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

July

M	T	W	T	F	S	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

August

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

September

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

October

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

November

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

December

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

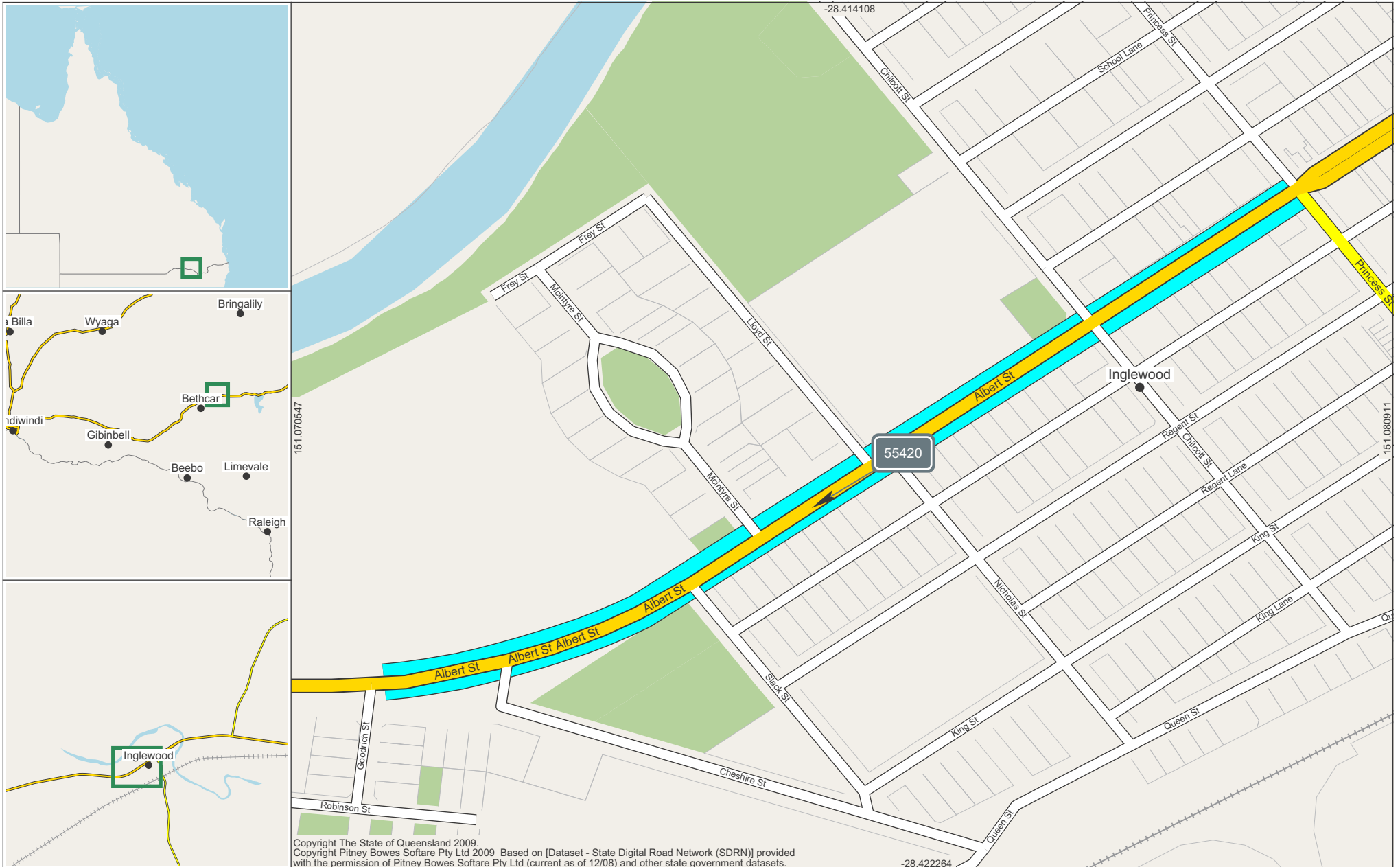
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

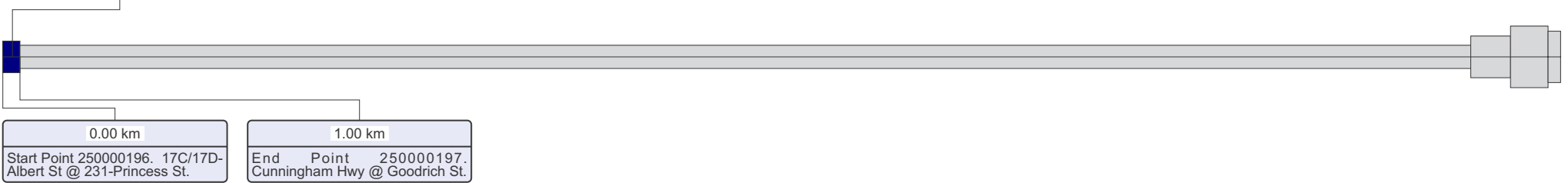
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



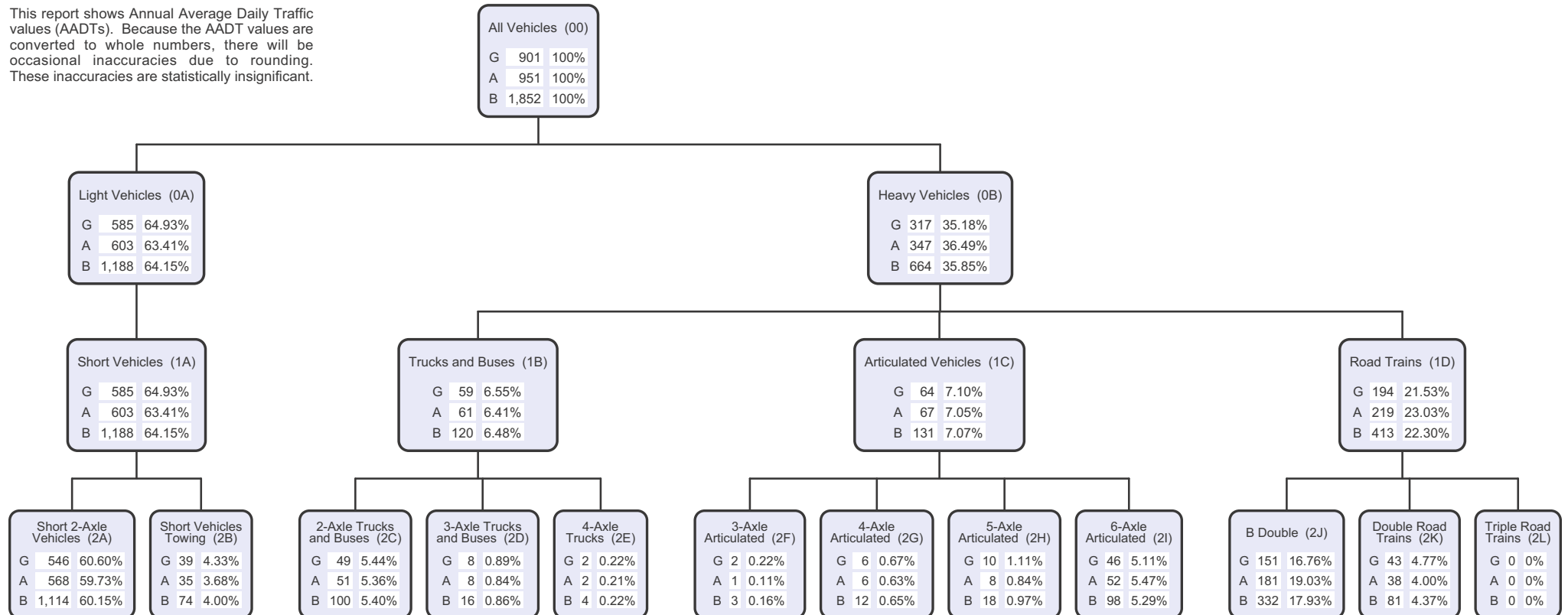
Site 55420. Point 250002734. CS-55420_80m West of Lloyd Street.

0.56 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

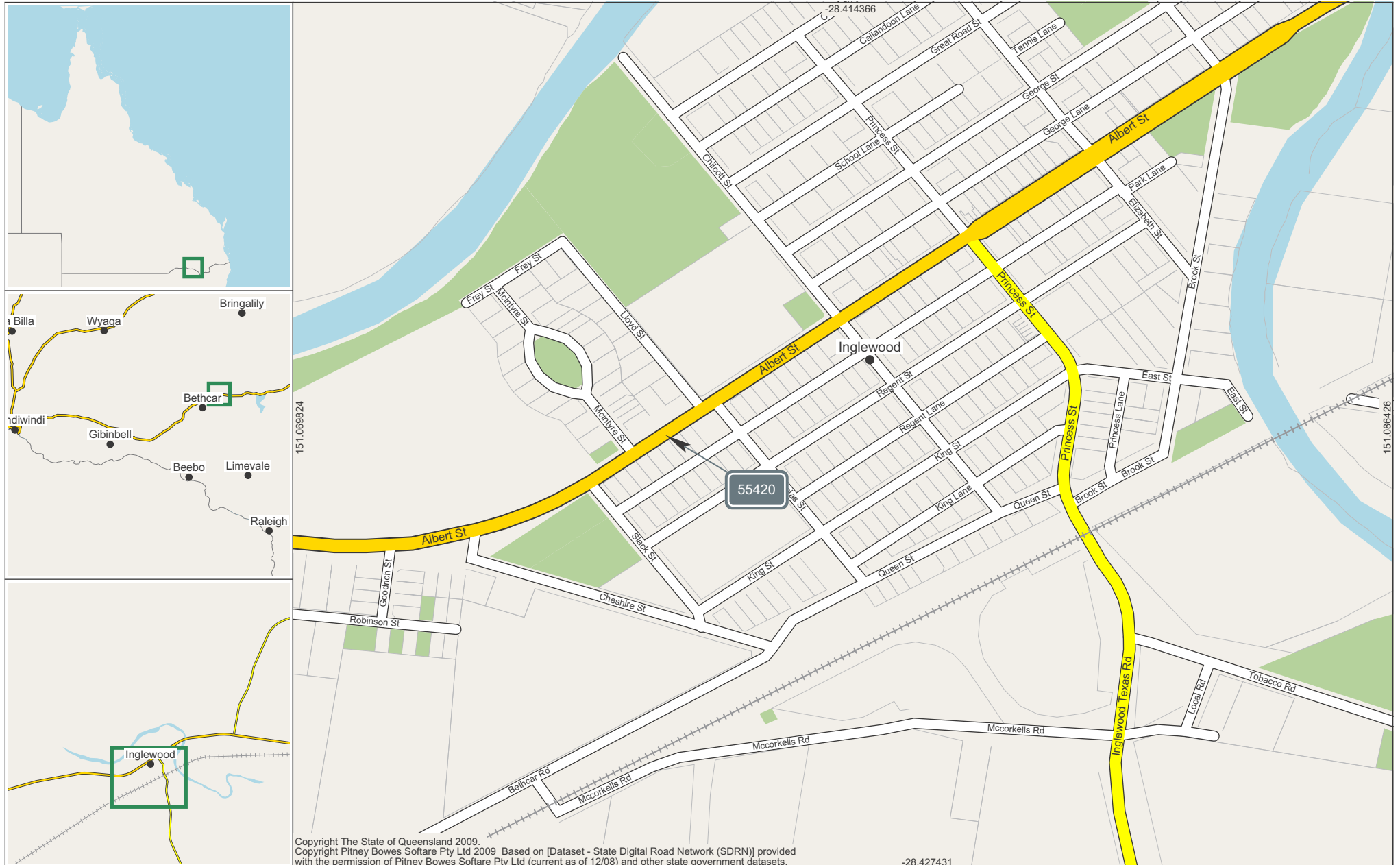
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

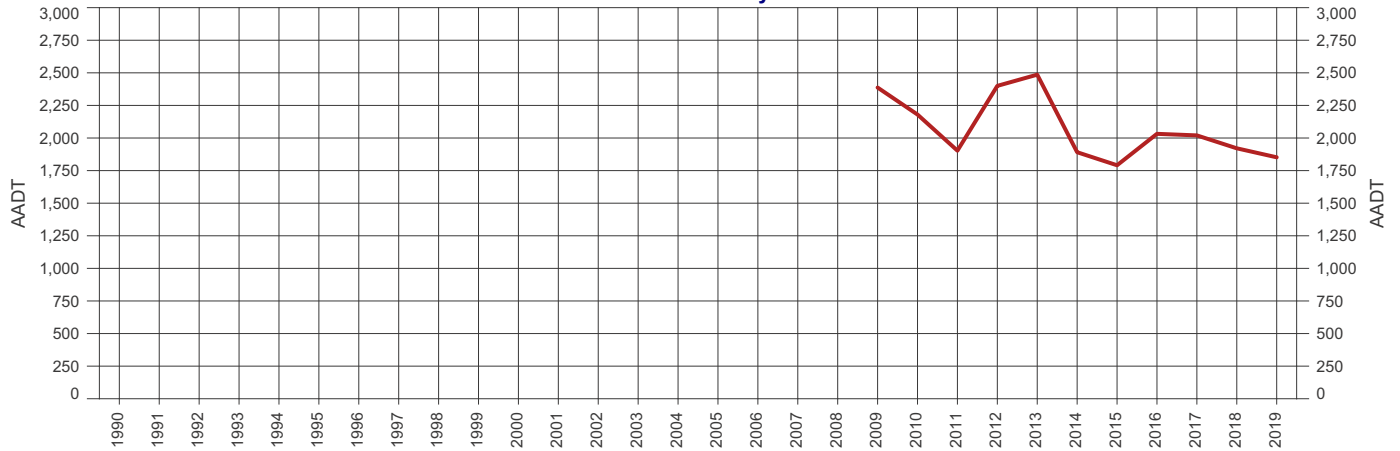
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)
Site 55420 - 17D-50m West of Lloyd St (Inglewood)
Thru Dist 0.56
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 1,852
Avg Week Day 1,981
Avg Weekend Day 1,500
Growth last Year -3.59%
Growth last 5 Yrs -0.83%
Growth last 10 Yrs -2.12%

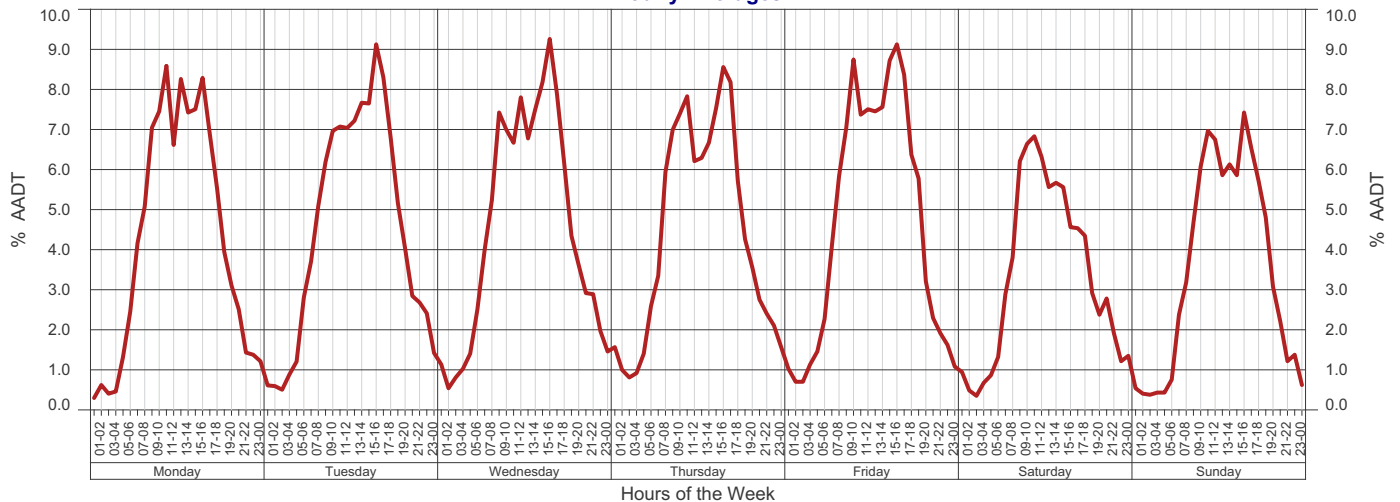
AADT History

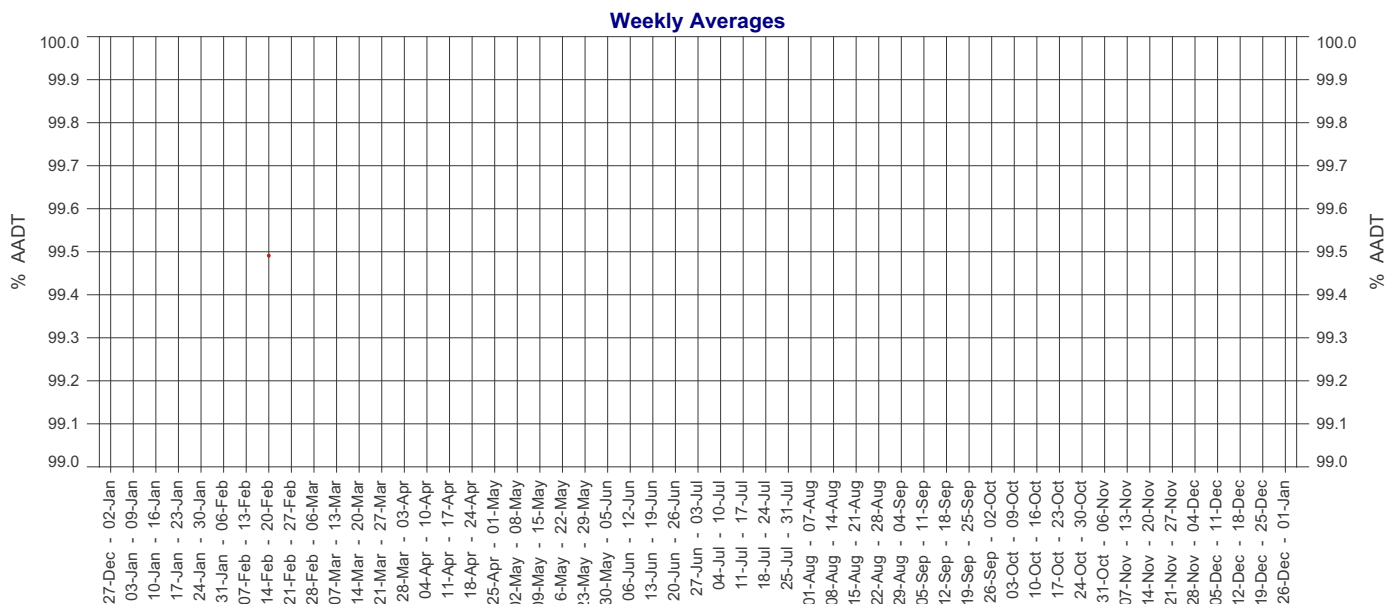
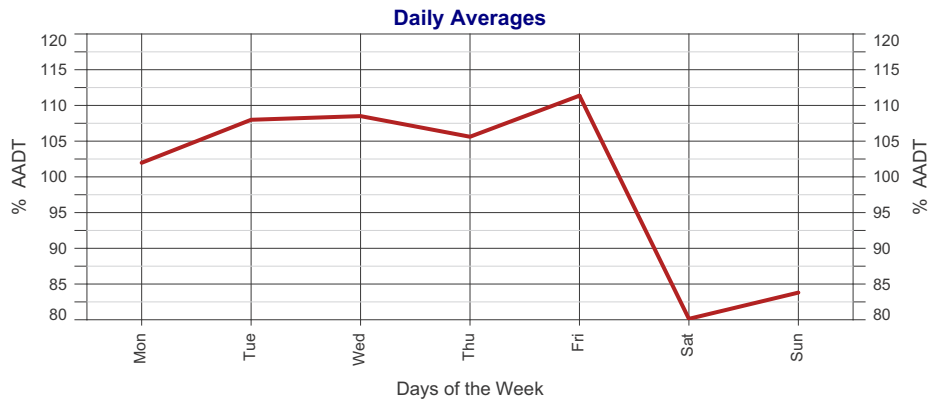


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,852	-3.59%	-0.83%	-2.12%
2018	1,921	-4.90%	-2.12%	
2017	2,020	-0.59%	-2.26%	
2016	2,032	13.46%	-1.22%	
2015	1,791	-5.29%	-4.99%	
2014	1,891	-23.93%	-4.45%	
2013	2,486	3.58%		
2012	2,400	26.12%		
2011	1,903	-12.71%		
2010	2,180	-8.67%		
2009	2,387			
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

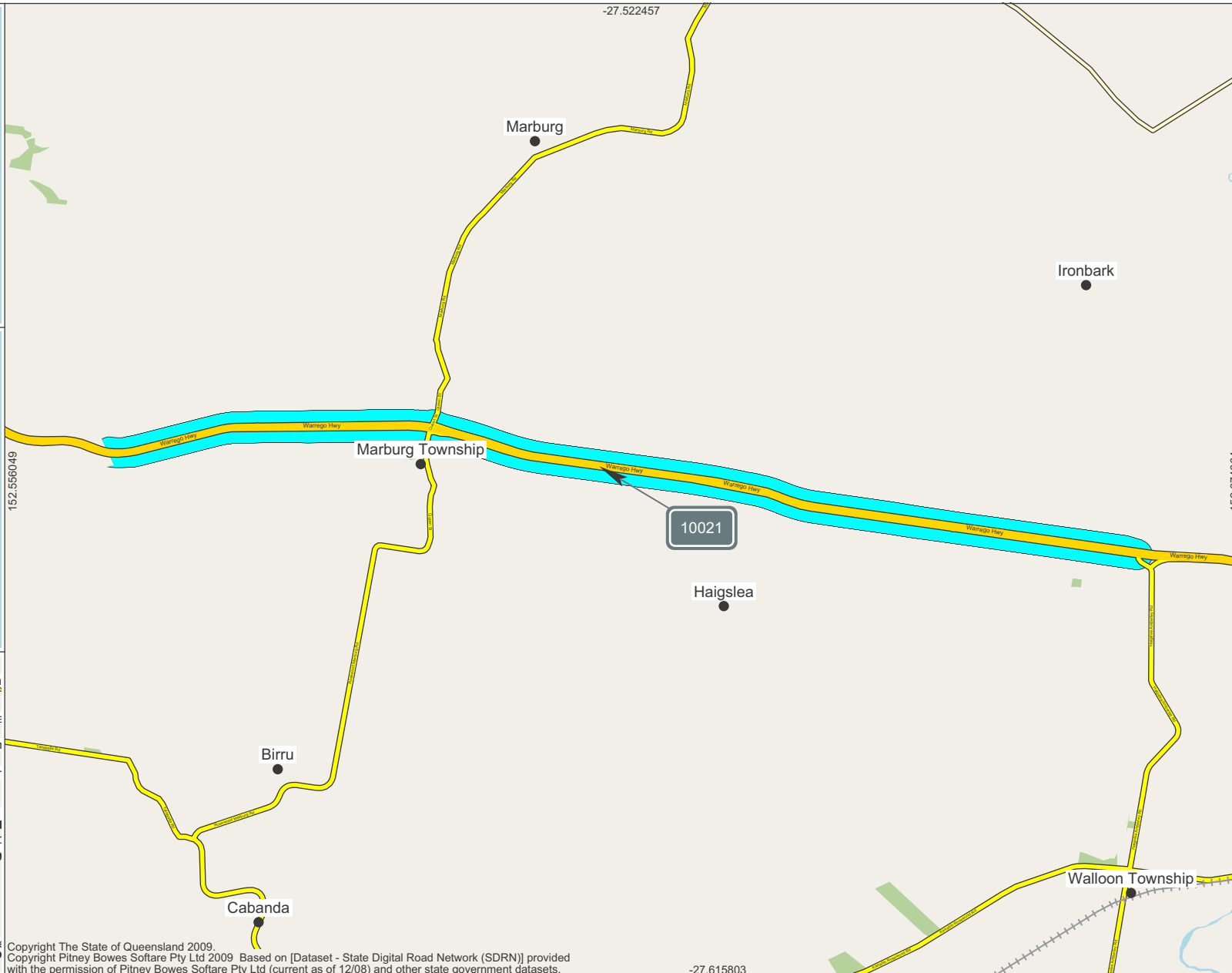
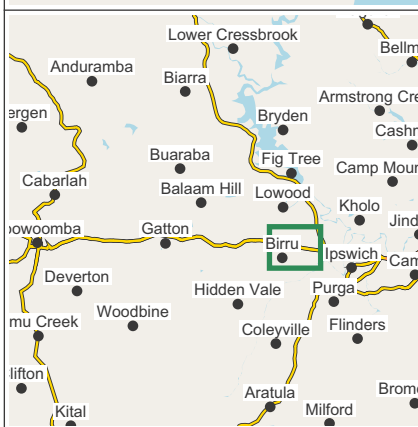
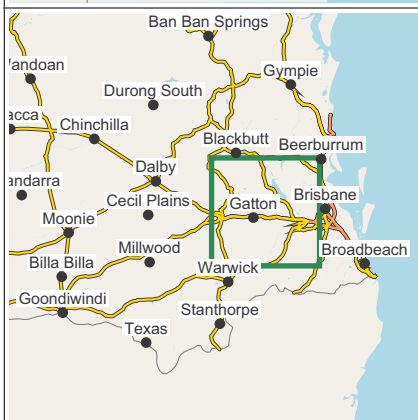
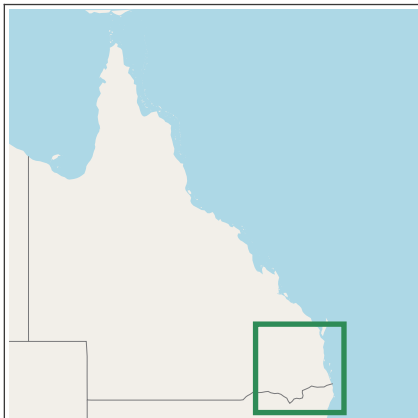
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

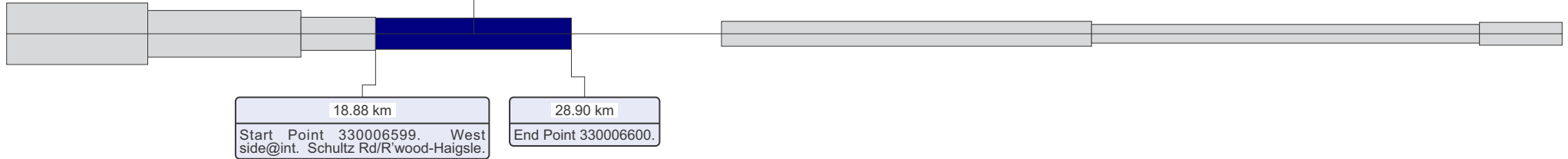
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 10021. Point 330006598.
West of Seminary Road.

23.91 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	14,658	100%
A	14,835	100%
B	29,493	100%

Light Vehicles (0A)

G	11,879	81.04%
A	12,494	84.22%
B	24,373	82.64%

Heavy Vehicles (0B)

G	2,779	18.96%
A	2,340	15.77%
B	5,119	17.36%

Short Vehicles (1A)

G	11,879	81.04%
A	12,494	84.22%
B	24,373	82.64%

Trucks and Buses (1B)

G	1,664	11.35%
A	1,403	9.46%
B	3,067	10.40%

Articulated Vehicles (1C)

G	605	4.13%
A	496	3.34%
B	1,101	3.73%

Road Trains (1D)

G	510	3.48%
A	441	2.97%
B	951	3.22%

Short 2-Axle
Vehicles (2A)

G	11,555	78.83%
A	12,154	81.93%
B	23,709	80.39%

Short Vehicles
Towing (2B)

G	324	2.21%
A	340	2.29%
B	664	2.25%

2-Axle Trucks
and Buses (2C)

G	1,472	10.04%
A	1,170	7.89%
B	2,642	8.96%

3-Axle Trucks
and Buses (2D)

G	163	1.11%
A	205	1.38%
B	368	1.25%

4-Axle
Trucks (2E)

G	29	0.20%
A	28	0.19%
B	57	0.19%

3-Axle
Articulated (2F)

G	69	0.47%
A	53	0.36%
B	122	0.41%

4-Axle
Articulated (2G)

G	70	0.48%
A	47	0.32%
B	117	0.40%

5-Axle
Articulated (2H)

G	48	0.33%
A	40	0.27%
B	88	0.30%

6-Axle
Articulated (2I)

G	418	2.85%
A	356	2.40%
B	774	2.62%

B Double (2J)

G	424	2.89%
A	368	2.48%
B	792	2.69%

Double Road
Trains (2K)

G	86	0.59%
A	73	0.49%
B	159	0.54%

Triple Road
Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

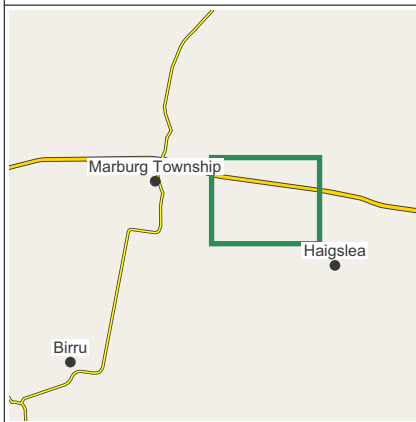
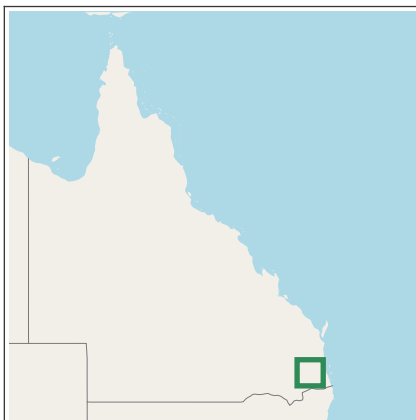
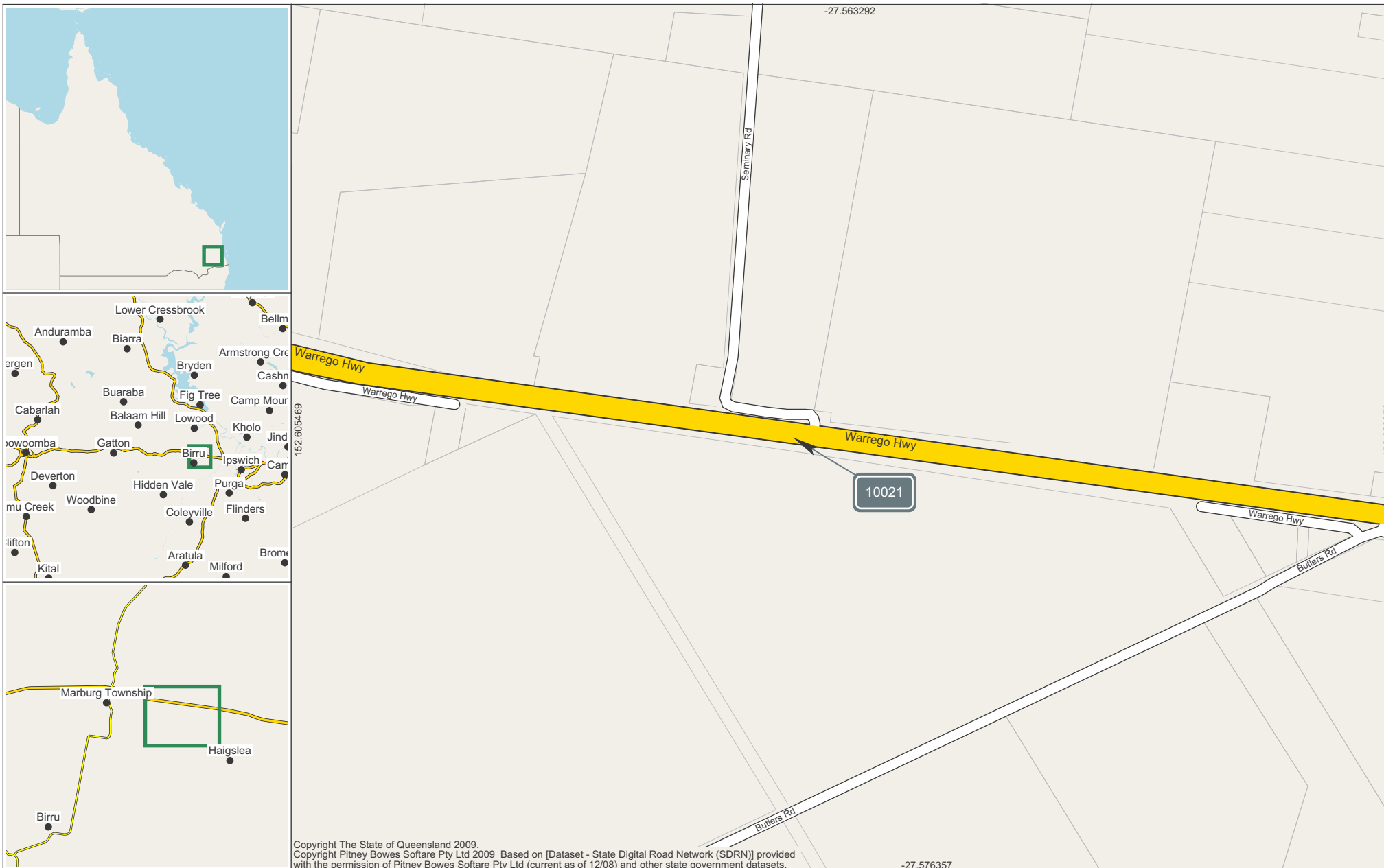
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

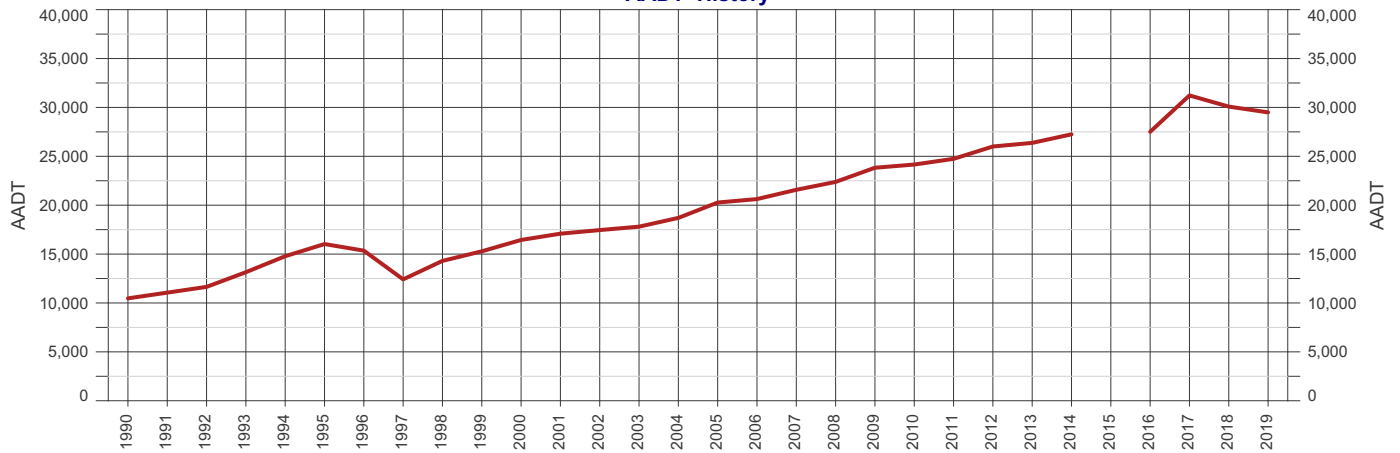
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 406 - Metropolitan District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 10021 - East of Seminary Road
Thru Dist 23.906
Type C - Coverage
Stream TB - Bi-directional traffic flow

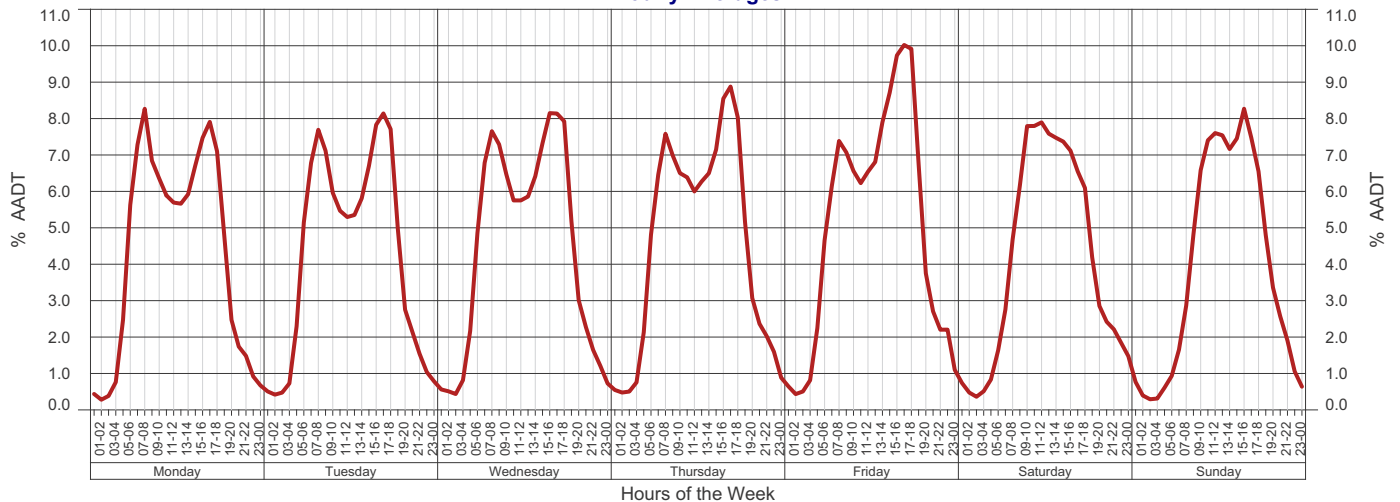
Year 2019
AADT 29,493
Avg Week Day 31,852
Avg Weekend Day 28,018
Growth last Year -1.96%
Growth last 5 Yrs 1.22%
Growth last 10 Yrs 2.01%

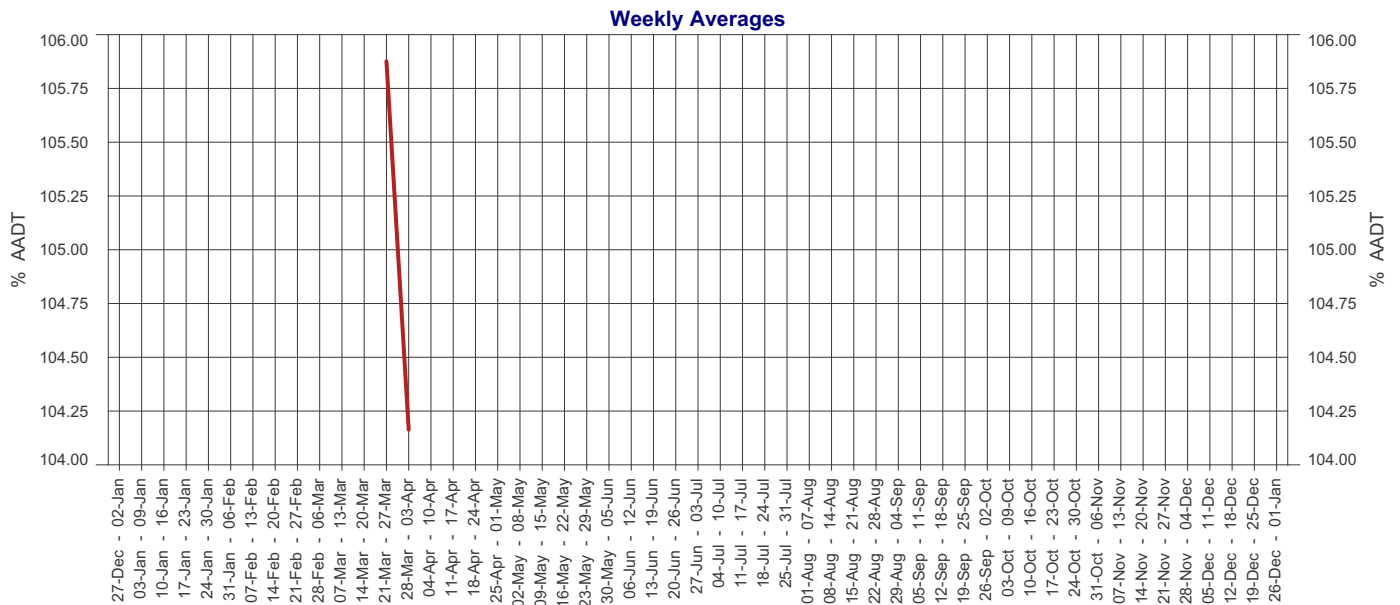
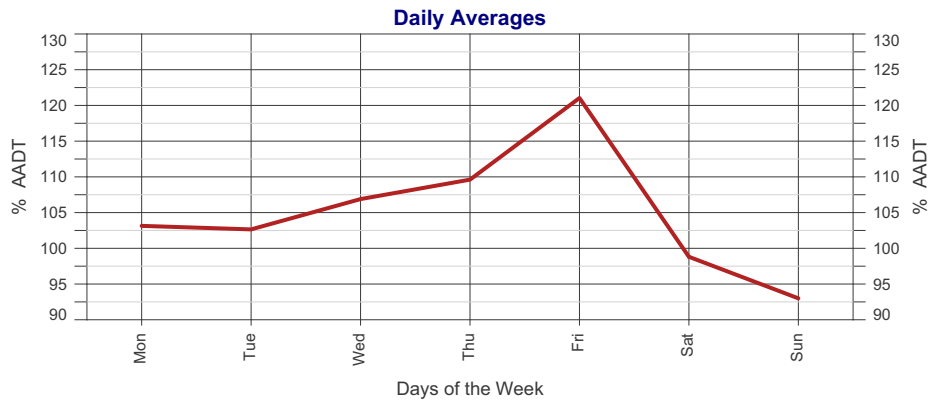
AADT History



Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth	Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	29,493	-1.96%	1.22%	2.01%	2004	18,702	5.04%	3.67%	3.11%
2018	30,083	-3.66%	2.63%	2.76%	2003	17,805	2.01%	3.79%	2.84%
2017	31,227	13.53%	4.26%	3.79%	2002	17,455	2.16%	5.68%	3.26%
2016	27,505		1.68%	2.48%	2001	17,086	3.90%	4.86%	3.68%
2015					2000	16,445	7.61%	2.95%	3.88%
2014	27,248	3.32%	2.89%	3.44%	1999	15,282	6.84%	0.81%	3.62%
2013	26,372	1.42%	3.01%	3.62%	1998	14,303	15.22%	-0.09%	3.60%
2012	26,003	5.11%	3.69%	4.02%	1997	12,414	-19.14%	-2.08%	2.50%
2011	24,740	2.41%	3.43%	3.83%	1996	15,352	-4.21%	6.08%	
2010	24,158	1.38%	3.73%	4.04%	1995	16,026	8.42%	9.61%	8.20%
2009	23,830	6.47%	4.75%	4.49%	1994	14,781	12.43%	9.33%	7.44%
2008	22,382	3.74%	4.38%	4.28%	1993	13,147	12.90%	8.09%	6.22%
2007	21,575	4.60%	4.51%	4.71%	1992	11,645	5.33%	6.53%	5.02%
2006	20,626	1.75%	4.20%	4.29%	1991	11,056	5.58%		4.88%
2005	20,272	8.39%	4.69%	4.09%	1990	10,472	7.02%	5.96%	4.69%

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31					1
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

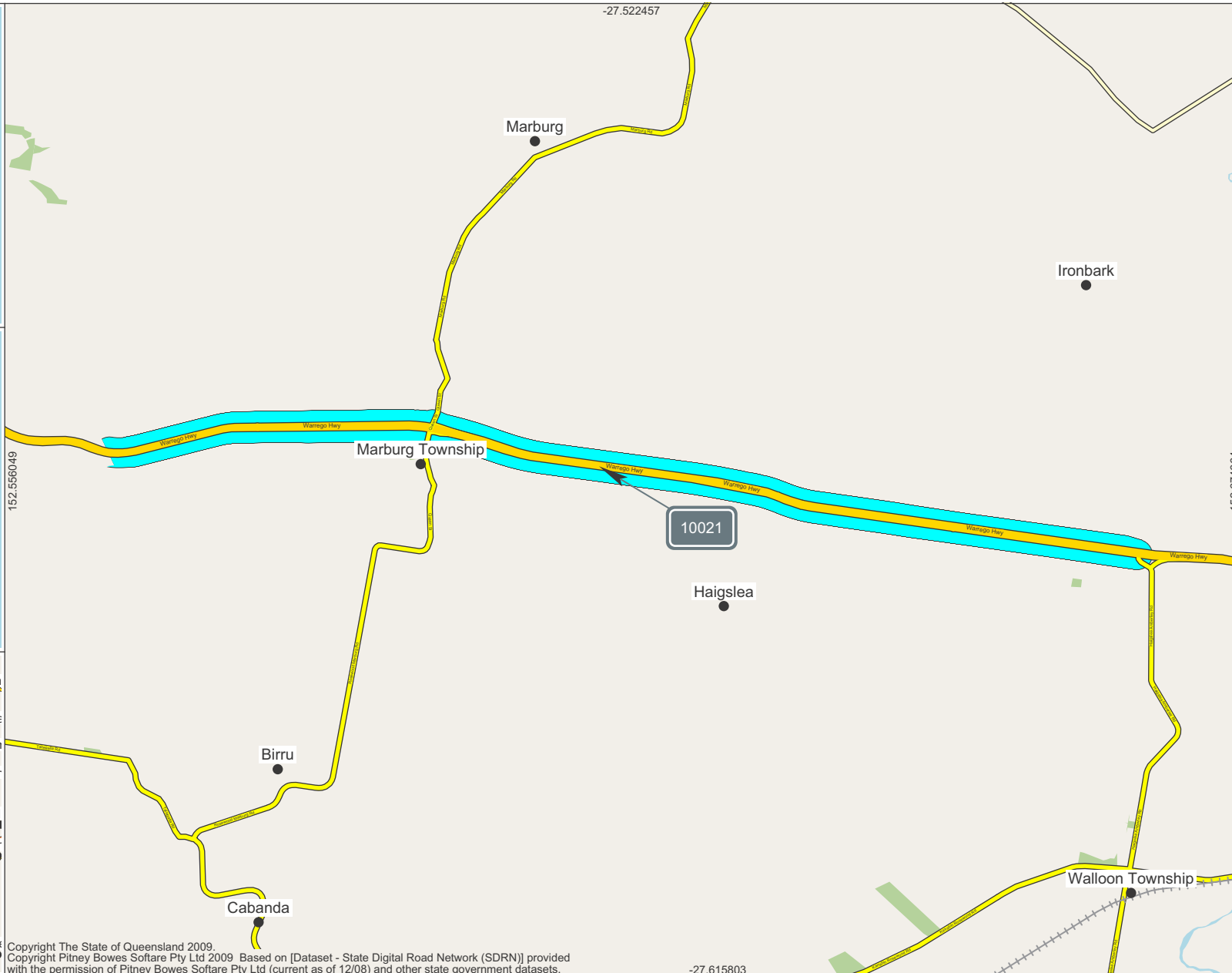
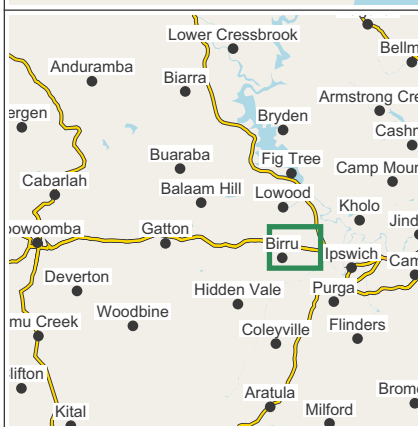
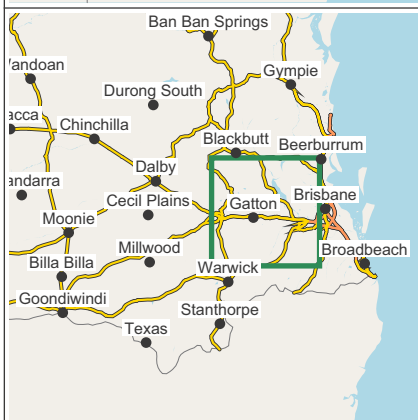
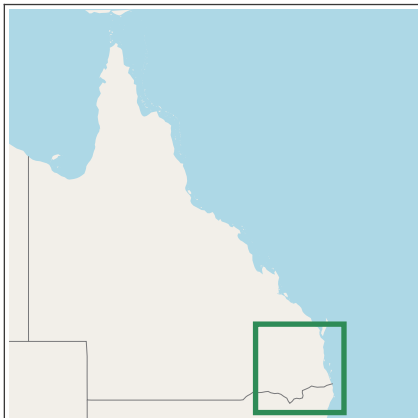
Area 406 - Metropolitan District
Road Segment from 18.880km to 28.900km

Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)

Segment Site 10021

Traffic Year 2019

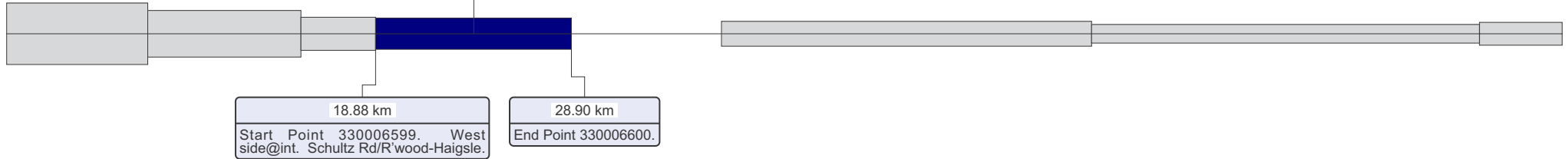
Data Collection Year 2019



Site 10021. Point 330006598.
West of Seminary Road.

23.91 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	14,658	100%
A	14,835	100%
B	29,493	100%

Light Vehicles (0A)

G	11,879	81.04%
A	12,494	84.22%
B	24,373	82.64%

Heavy Vehicles (0B)

G	2,779	18.96%
A	2,340	15.77%
B	5,119	17.36%

Short Vehicles (1A)

G	11,879	81.04%
A	12,494	84.22%
B	24,373	82.64%

Trucks and Buses (1B)

G	1,664	11.35%
A	1,403	9.46%
B	3,067	10.40%

Articulated Vehicles (1C)

G	605	4.13%
A	496	3.34%
B	1,101	3.73%

Road Trains (1D)

G	510	3.48%
A	441	2.97%
B	951	3.22%

Short 2-Axle
Vehicles (2A)

G	11,555	78.83%
A	12,154	81.93%
B	23,709	80.39%

Short Vehicles
Towing (2B)

G	324	2.21%
A	340	2.29%
B	664	2.25%

2-Axle Trucks
and Buses (2C)

G	1,472	10.04%
A	1,170	7.89%
B	2,642	8.96%

3-Axle Trucks
and Buses (2D)

G	163	1.11%
A	205	1.38%
B	368	1.25%

4-Axle
Trucks (2E)

G	29	0.20%
A	28	0.19%
B	57	0.19%

3-Axle
Articulated (2F)

G	69	0.47%
A	53	0.36%
B	122	0.41%

4-Axle
Articulated (2G)

G	70	0.48%
A	47	0.32%
B	117	0.40%

5-Axle
Articulated (2H)

G	48	0.33%
A	40	0.27%
B	88	0.30%

6-Axle
Articulated (2I)

G	418	2.85%
A	356	2.40%
B	774	2.62%

B Double (2J)

G	424	2.89%
A	368	2.48%
B	792	2.69%

Double Road
Trains (2K)

G	86	0.59%
A	73	0.49%
B	159	0.54%

Triple Road
Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

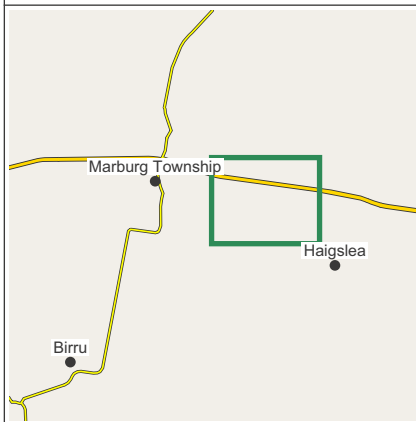
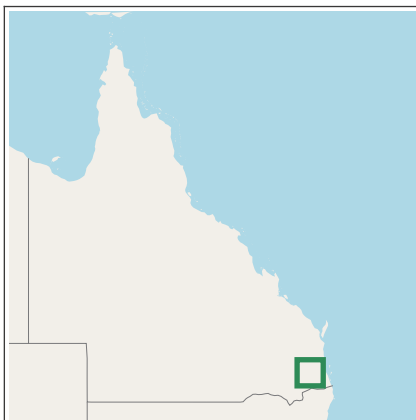
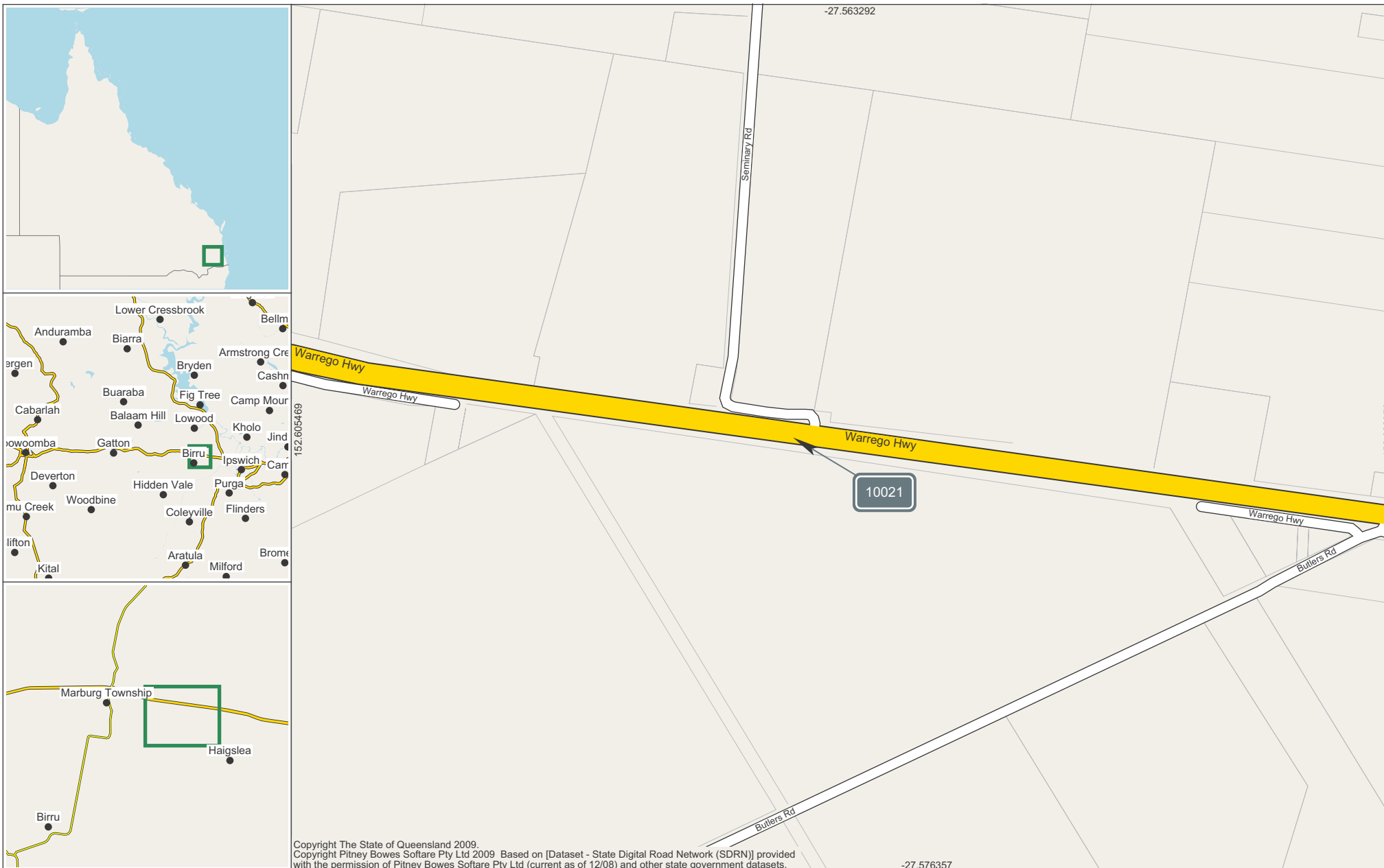
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

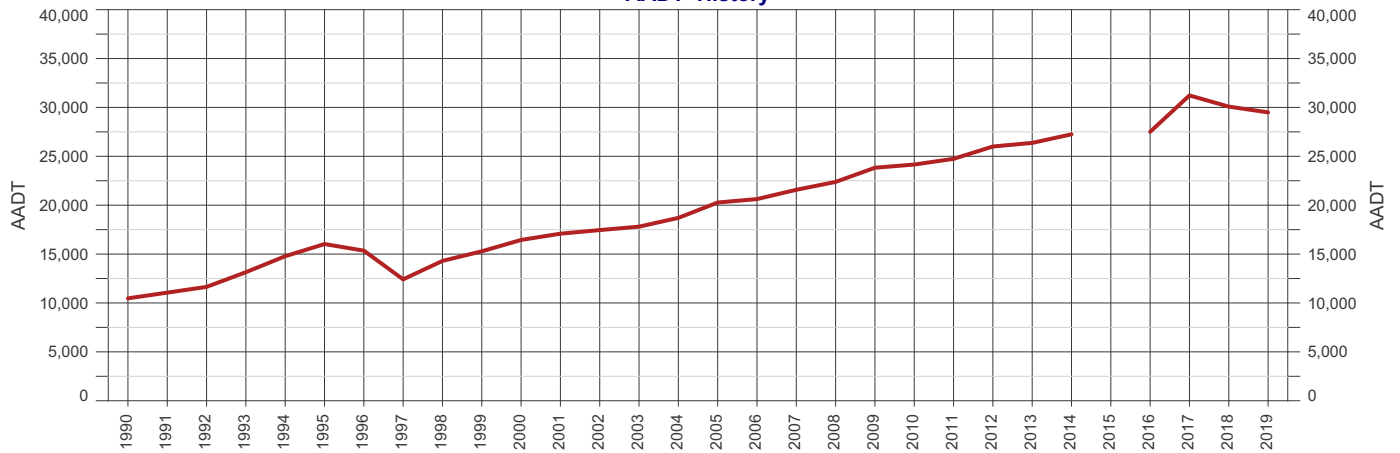
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 406 - Metropolitan District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 10021 - East of Seminary Road
Thru Dist 23.906
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019
AADT 29,493
Avg Week Day 31,852
Avg Weekend Day 28,018
Growth last Year -1.96%
Growth last 5 Yrs 1.22%
Growth last 10 Yrs 2.01%

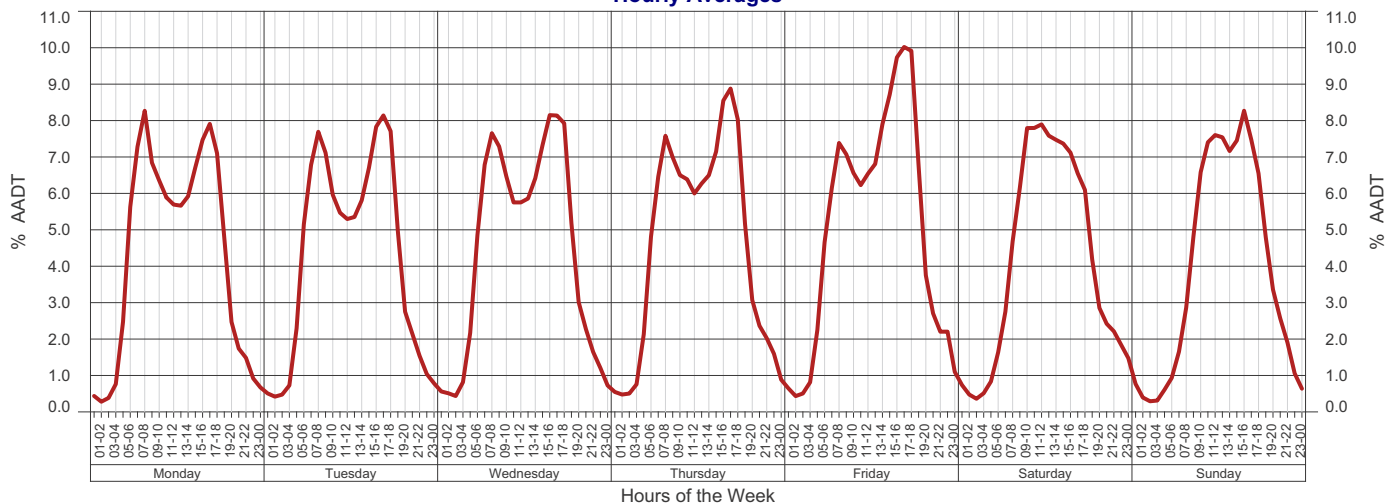
AADT History

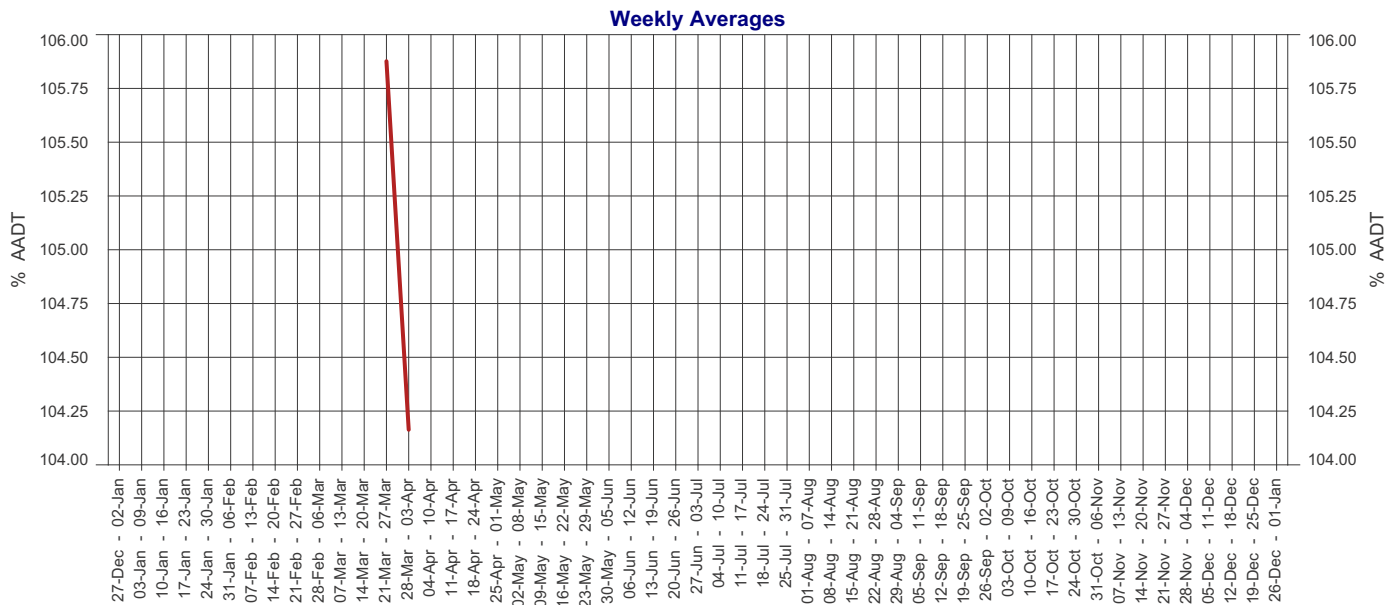
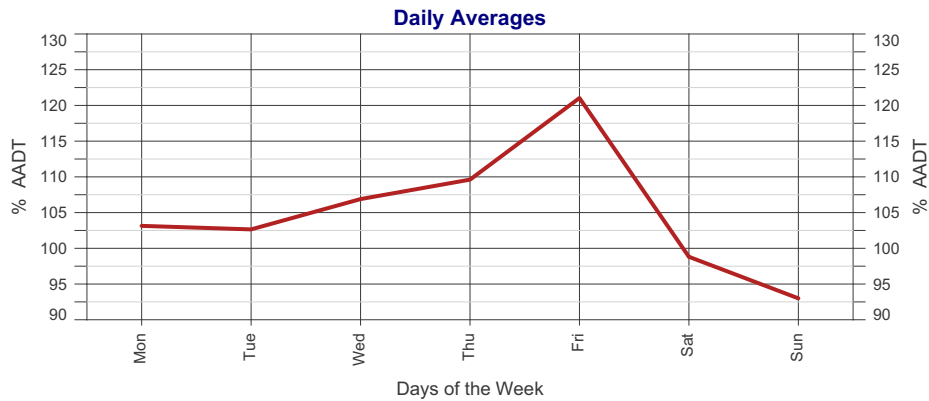


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	29,493	-1.96%	1.22%	2.01%
2018	30,083	-3.66%	2.63%	2.76%
2017	31,227	13.53%	4.26%	3.79%
2016	27,505		1.68%	2.48%
2015				
2014	27,248	3.32%	2.89%	3.44%
2013	26,372	1.42%	3.01%	3.62%
2012	26,003	5.11%	3.69%	4.02%
2011	24,740	2.41%	3.43%	3.83%
2010	24,158	1.38%	3.73%	4.04%
2009	23,830	6.47%	4.75%	4.49%
2008	22,382	3.74%	4.38%	4.28%
2007	21,575	4.60%	4.51%	4.71%
2006	20,626	1.75%	4.20%	4.29%
2005	20,272	8.39%	4.69%	4.09%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	18,702	5.04%	3.67%	3.11%
2003	17,805	2.01%	3.79%	2.84%
2002	17,455	2.16%	5.68%	3.26%
2001	17,086	3.90%	4.86%	3.68%
2000	16,445	7.61%	2.95%	3.88%
1999	15,282	6.84%	0.81%	3.62%
1998	14,303	15.22%	-0.09%	3.60%
1997	12,414	-19.14%	-2.08%	2.50%
1996	15,352	-4.21%	6.08%	
1995	16,026	8.42%	9.61%	8.20%
1994	14,781	12.43%	9.33%	7.44%
1993	13,147	12.90%	8.09%	6.22%
1992	11,645	5.33%	6.53%	5.02%
1991	11,056	5.58%		4.88%
1990	10,472	7.02%	5.96%	4.69%

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

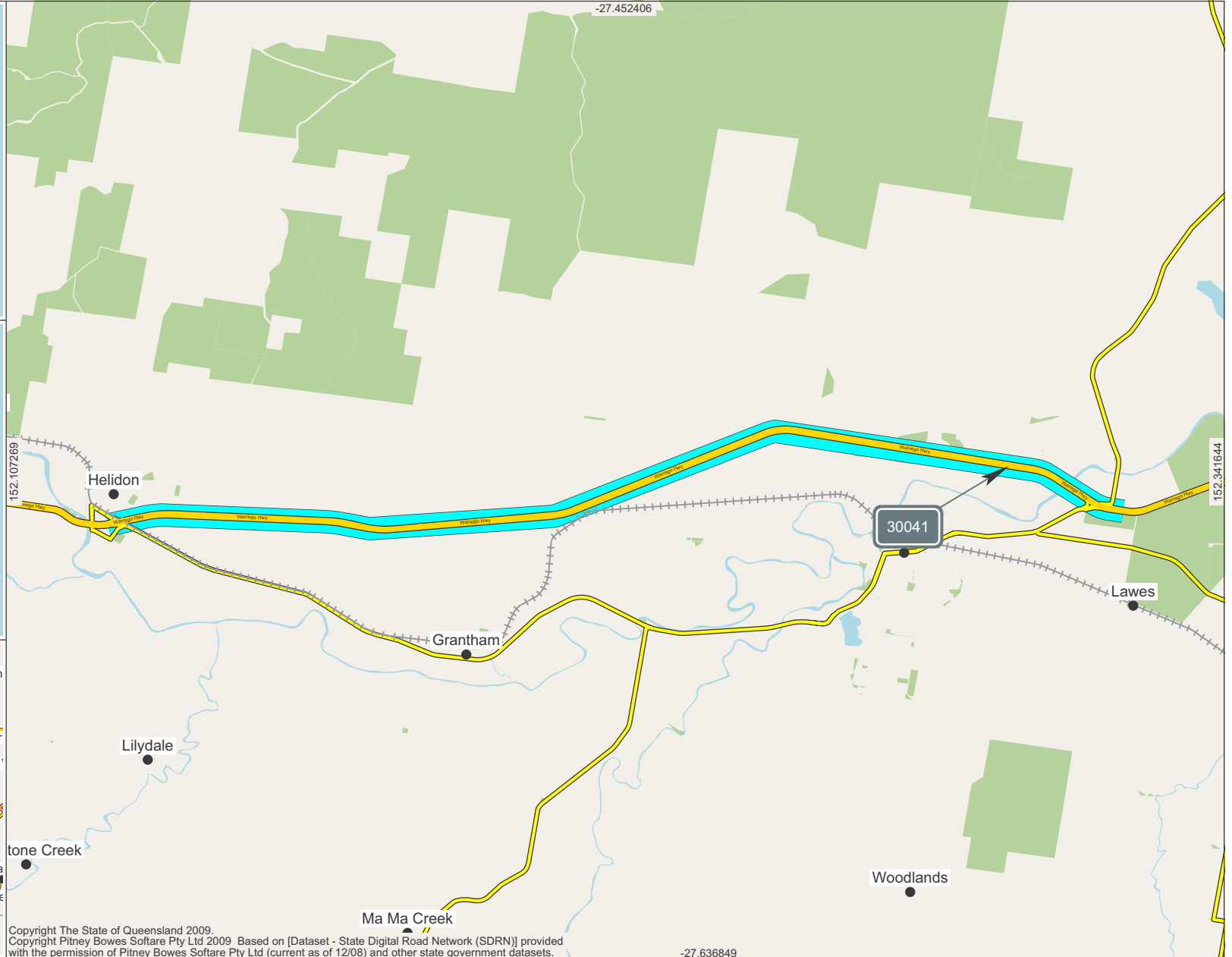
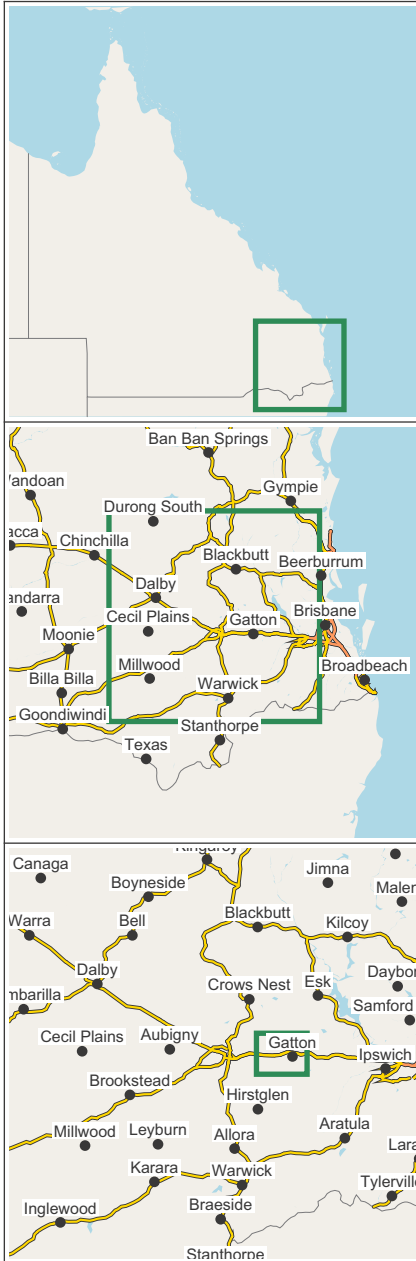
Area 402 - Darling Downs District
Road Segment from 55.520km to 75.370km

Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)

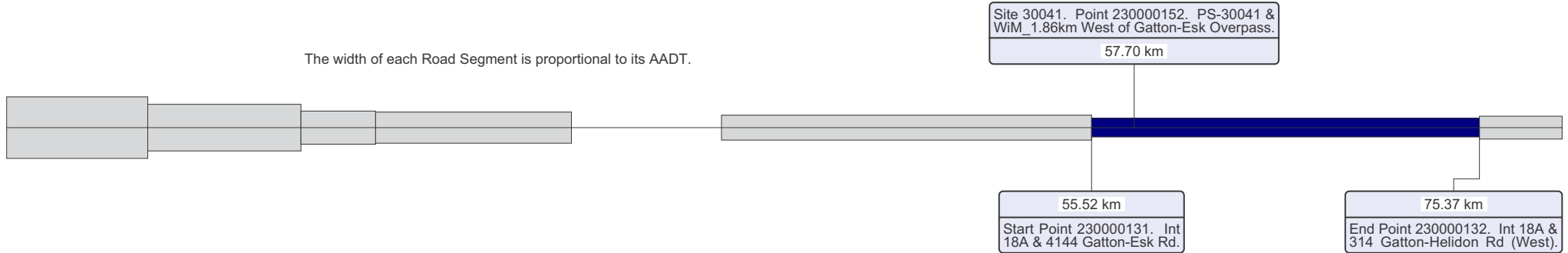
Segment Site 30041

Traffic Year 2019

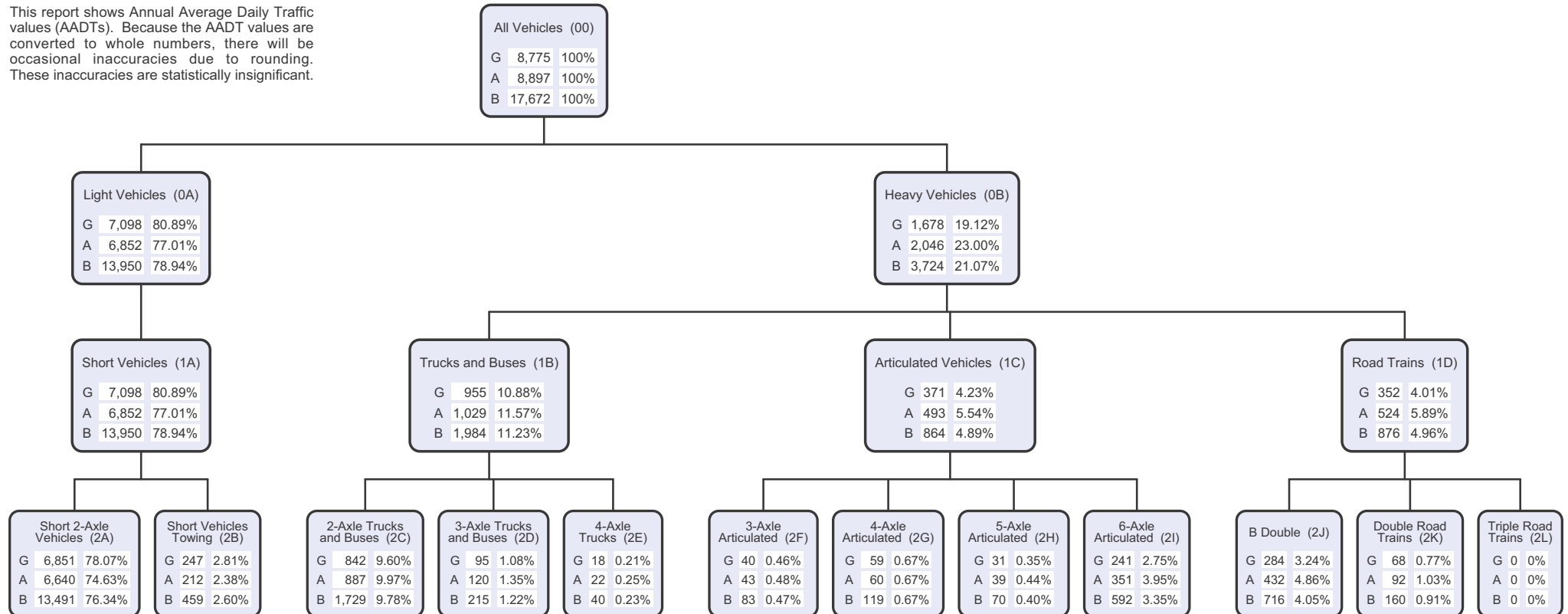
Data Collection Year 2019



The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

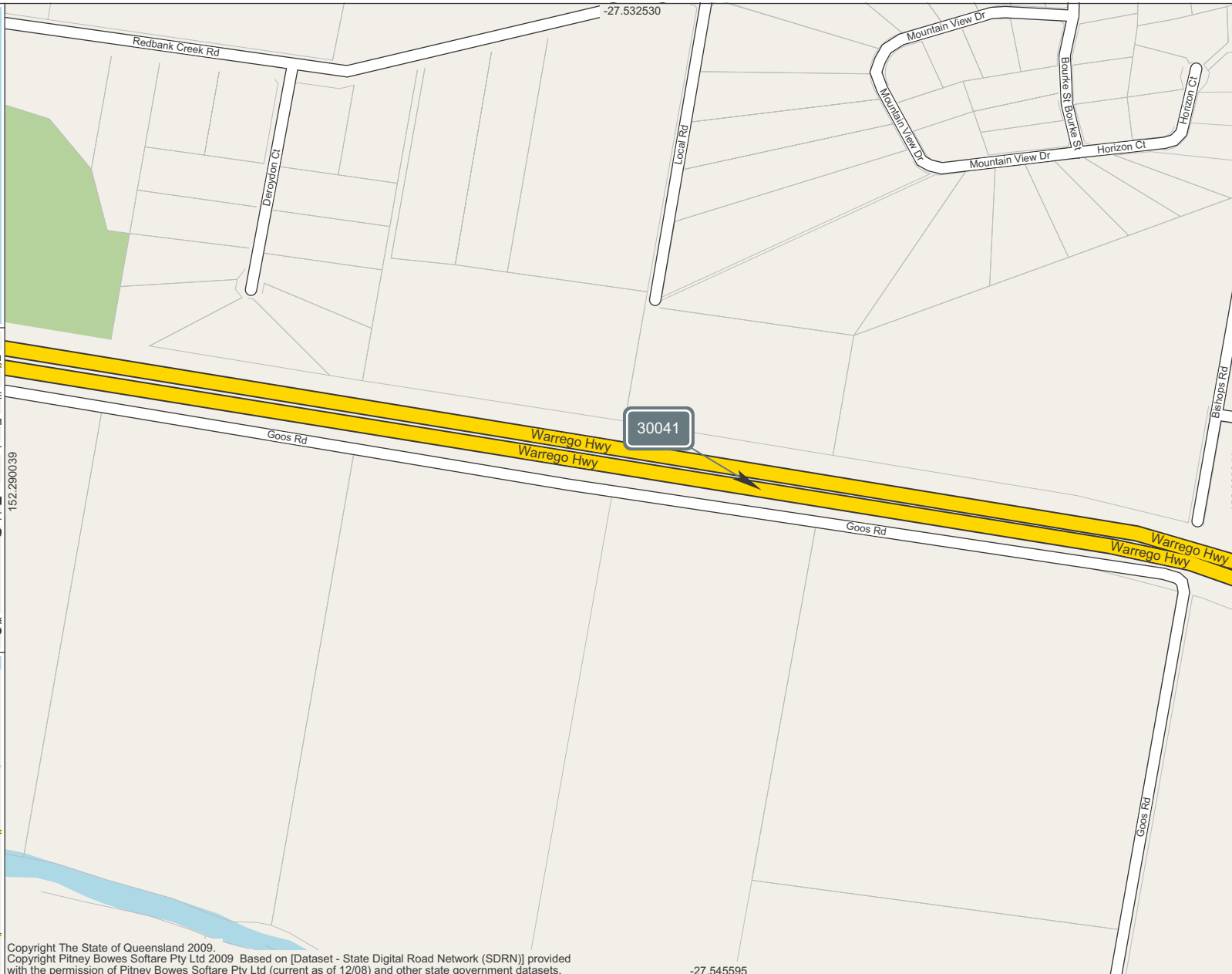
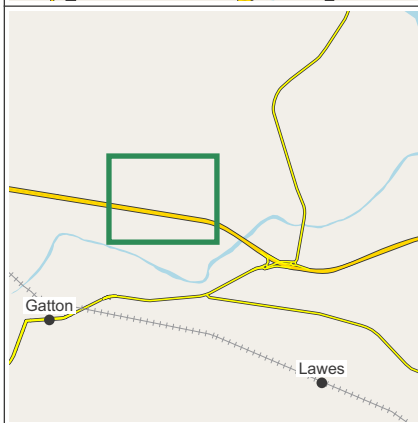
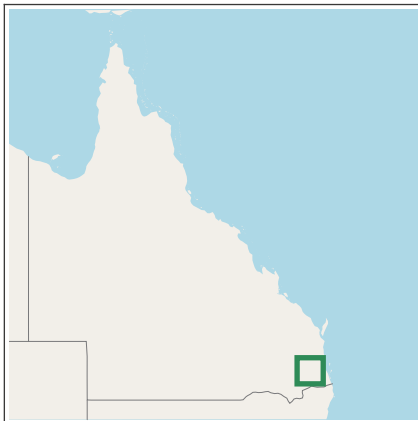
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

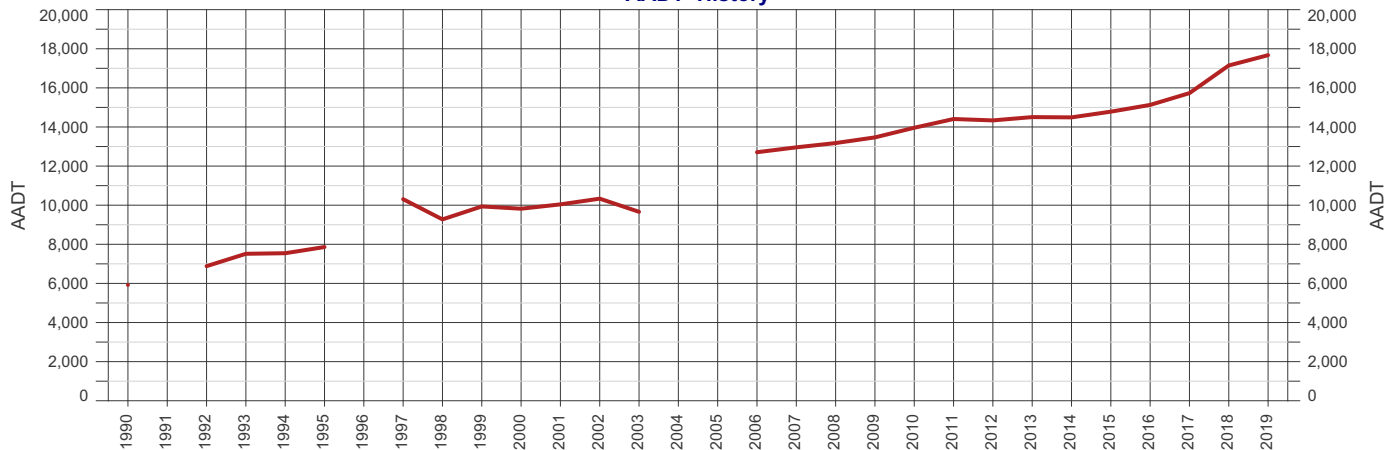
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 30041 - 18A-1.86km West Gatton Bypass (WIM ANPR)
Thru Dist 57.7
Type P - Permanent
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 3.07%
AADT 17,672 Growth last 5 Yrs 4.53%
Avg Week Day 17,495 Growth last 10 Yrs 3.05%
Avg Weekend Day 17,495

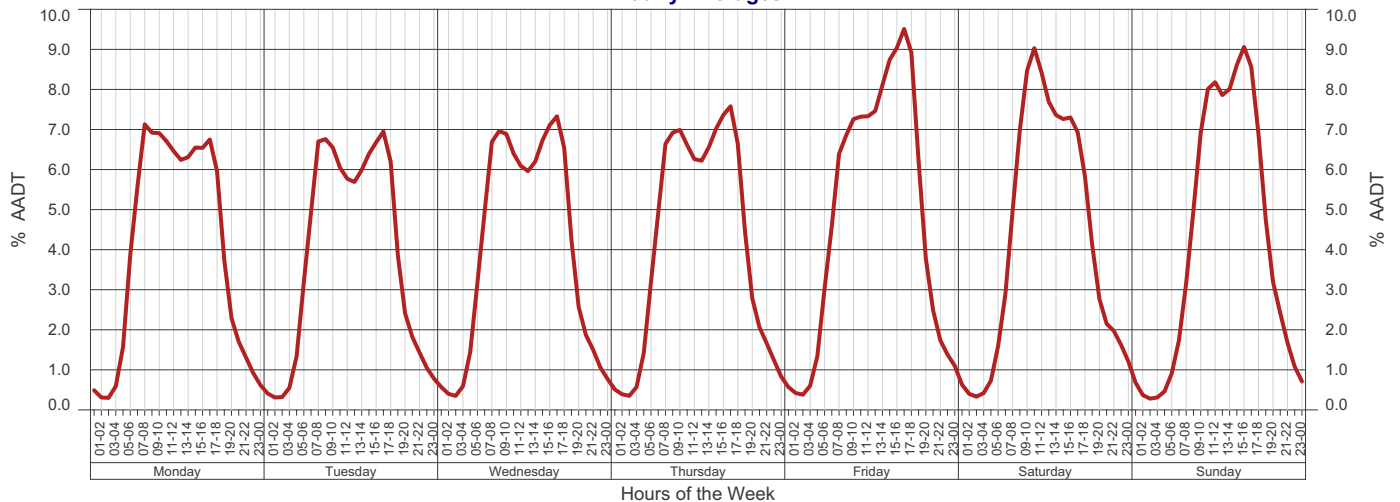
AADT History

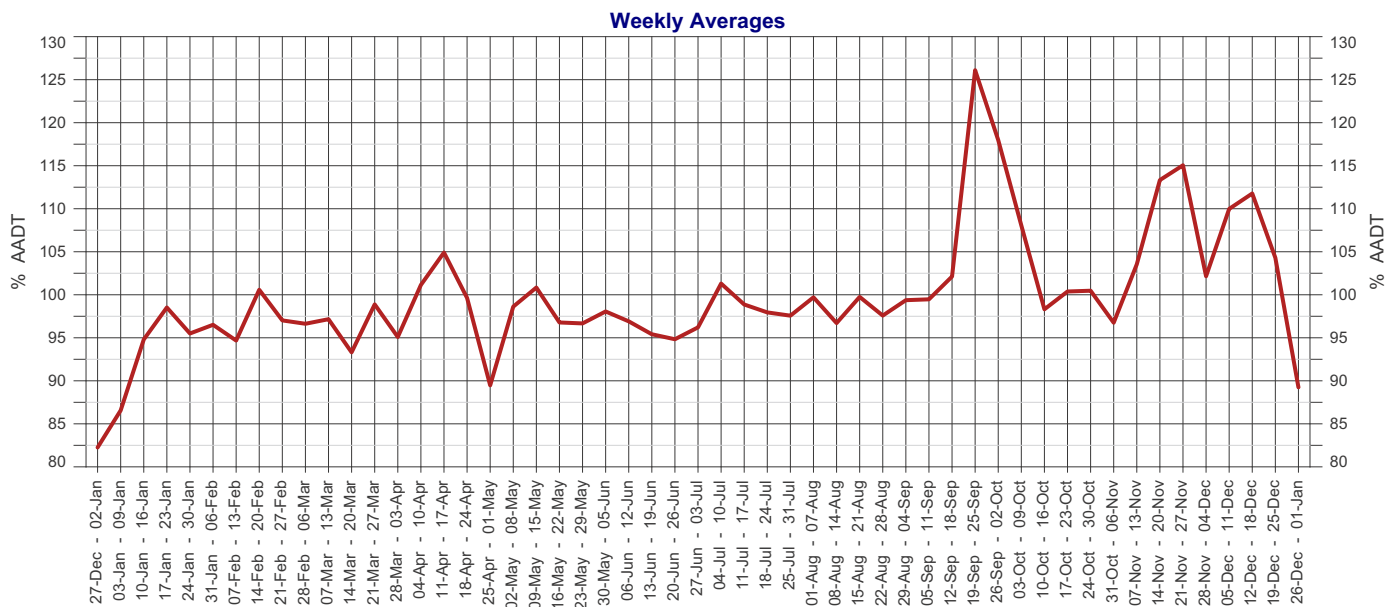
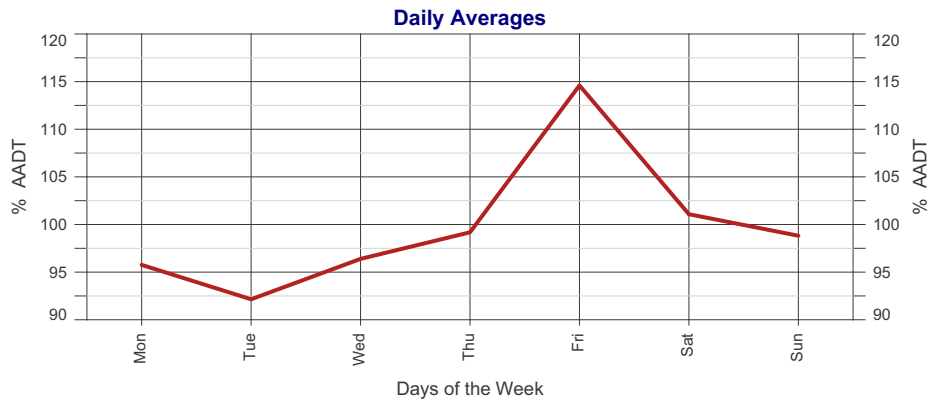


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	17,672	3.07%	4.53%	3.05%
2018	17,145	8.99%	4.25%	2.91%
2017	15,731	3.99%	2.20%	1.92%
2016	15,128	2.33%	1.27%	1.63%
2015	14,783	2.02%	0.99%	
2014	14,491	-0.10%	1.01%	
2013	14,505	1.18%	1.68%	2.78%
2012	14,336	-0.49%	1.98%	3.22%
2011	14,407	3.20%	2.74%	3.83%
2010	13,960	3.66%		3.84%
2009	13,467	2.19%		3.66%
2008	13,178	1.70%	5.62%	3.80%
2007	12,958	1.96%	5.69%	3.62%
2006	12,709		5.82%	
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003	9,661	-6.51%	-0.18%	1.77%
2002	10,334	2.91%	1.27%	3.52%
2001	10,042	2.26%		
2000	9,820	-1.17%	2.78%	4.41%
1999	9,936	7.14%	5.15%	
1998	9,274	-10.02%	4.55%	
1997	10,307		9.22%	
1996				
1995	7,860	4.19%	5.11%	
1994	7,544	0.39%		
1993	7,515	9.20%		
1992	6,882			
1991				
1990	5,923			

Hourly Averages





2019 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28							March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							April M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							July M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31						
September M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29							October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							December M T W T F S S 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29						

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

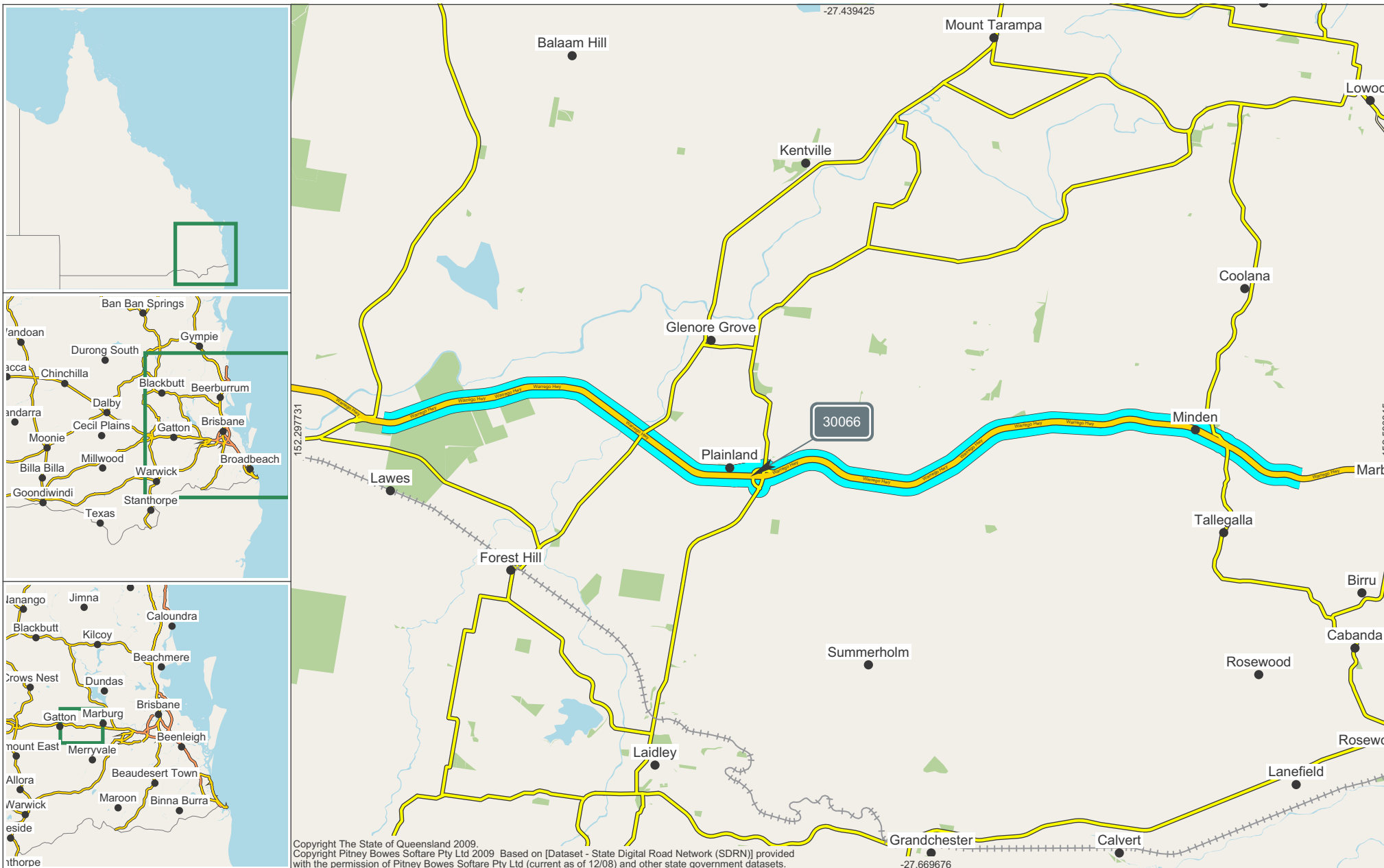
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

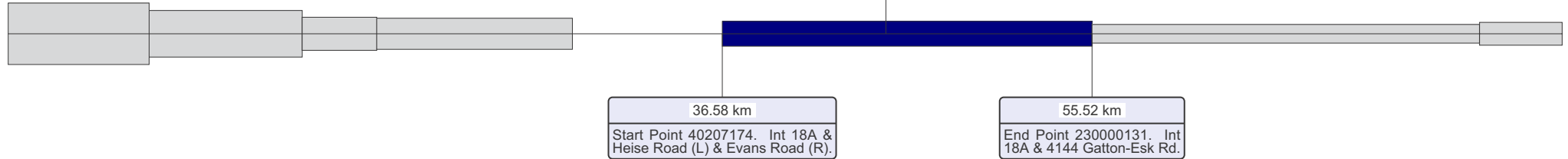
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



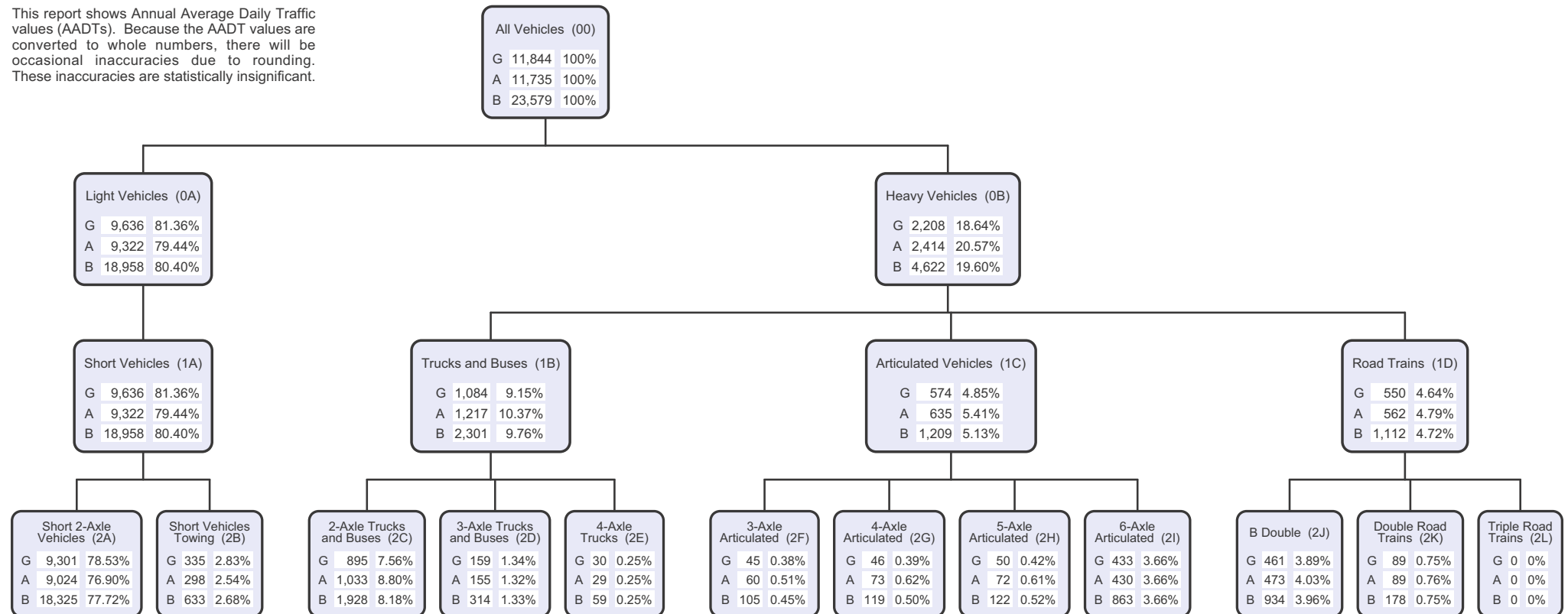
Site 30066. Point 230000163. PCS-30066_300m West of Plainland Overpass.

44.96 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

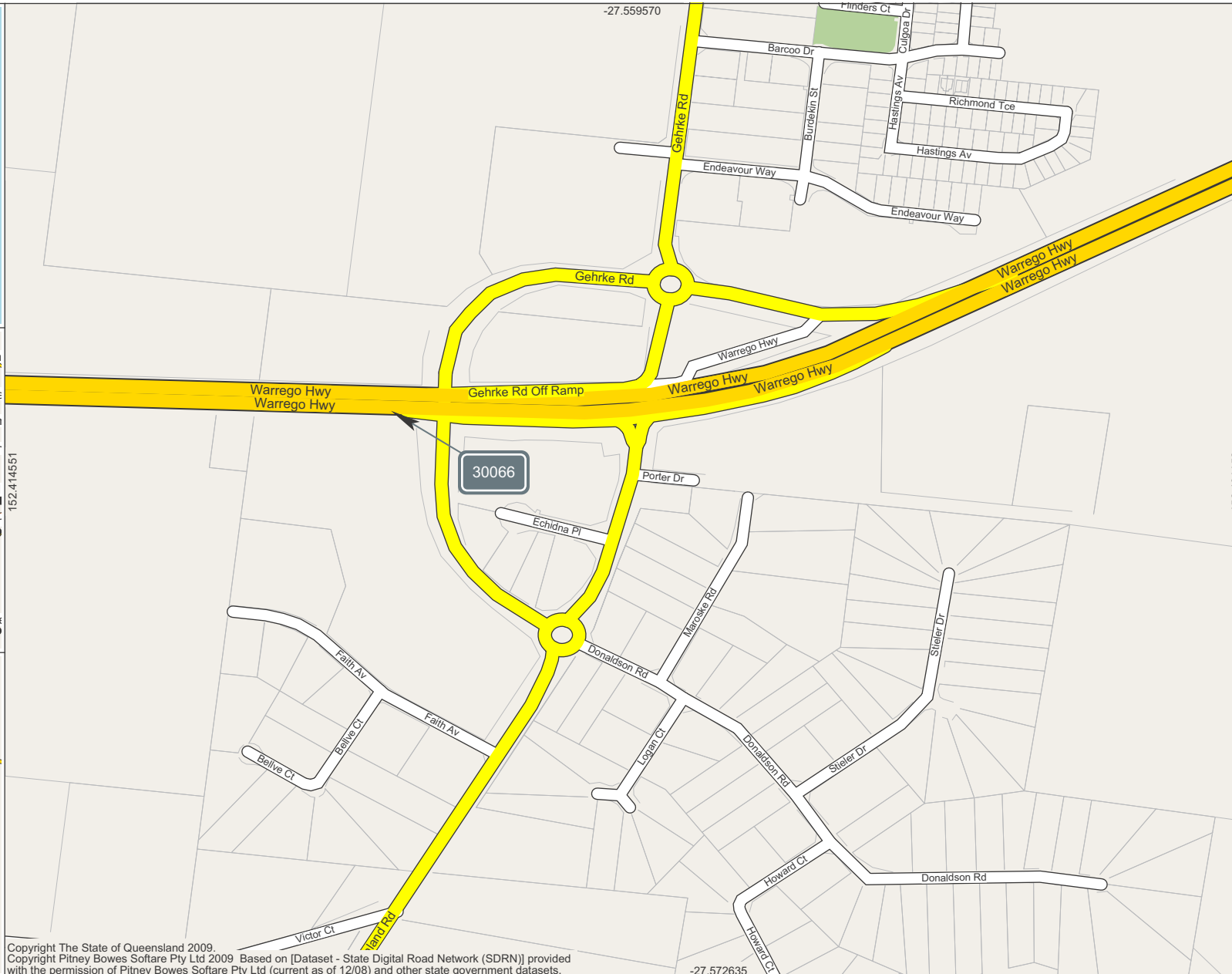
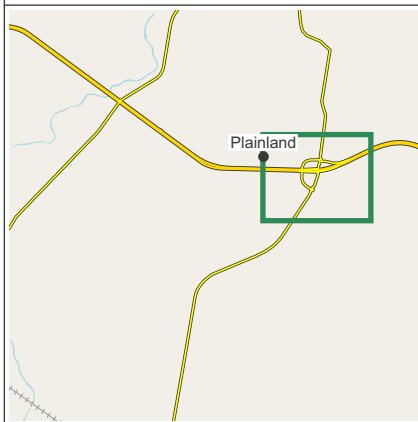
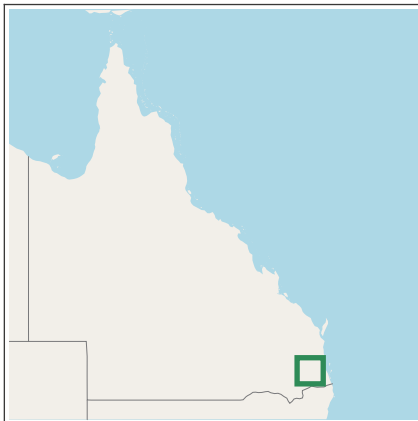
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

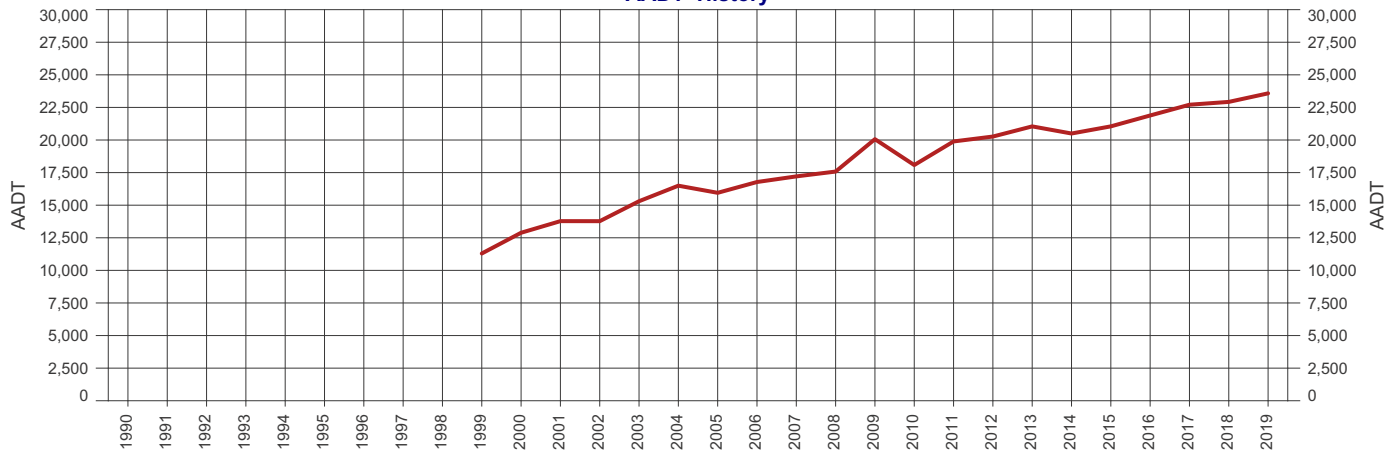
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 30066 - 18A-300m West of Plainland Overpass (PCS)
Thru Dist 44.96
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 2.86%
AADT 23,579 Growth last 5 Yrs 2.73%
Avg Week Day 23,343 Growth last 10 Yrs 2.26%
Avg Weekend Day 22,400

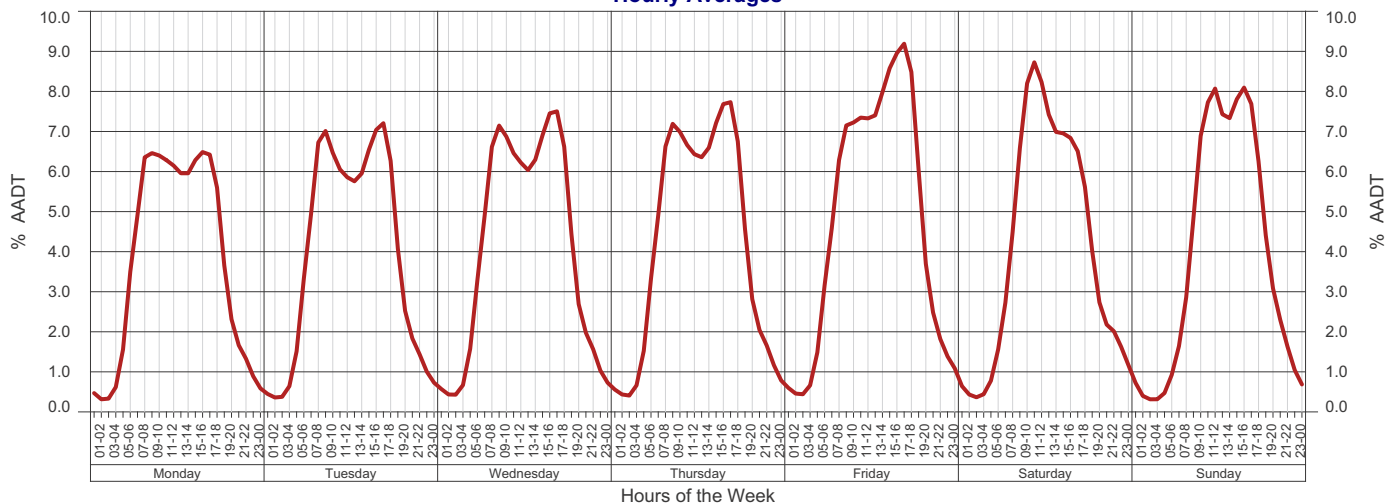
AADT History

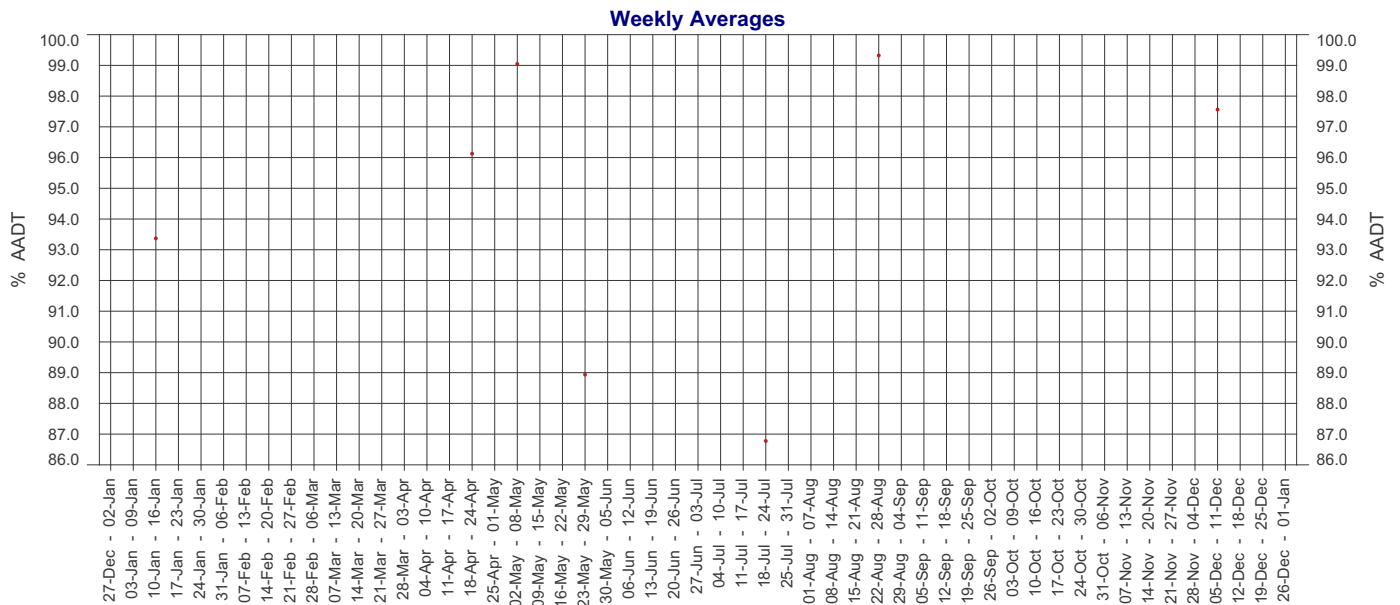
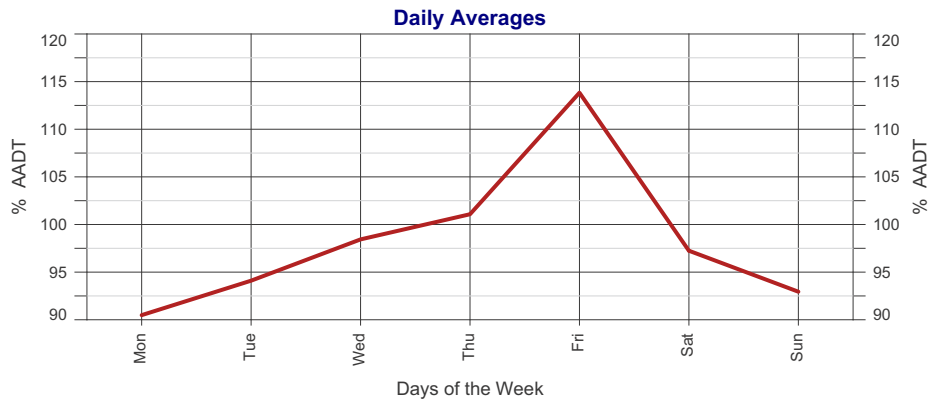


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	23,579	2.86%	2.73%	2.26%
2018	22,924	0.96%	2.27%	2.29%
2017	22,707	3.77%	2.52%	2.58%
2016	21,882	3.97%	1.97%	2.47%
2015	21,047	2.67%	2.07%	2.39%
2014	20,499	-2.59%	1.27%	2.33%
2013	21,045	3.84%	3.13%	3.19%
2012	20,266	1.89%	3.07%	3.30%
2011	19,890	10.00%	3.47%	3.59%
2010	18,081	-9.88%	1.88%	2.83%
2009	20,064	14.13%	5.36%	5.30%
2008	17,580	2.16%	2.49%	
2007	17,209	2.57%	3.49%	
2006	16,778	5.19%	3.96%	
2005	15,950	-3.31%	3.97%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	16,496	7.79%	7.27%	
2003	15,304	11.11%		
2002	13,774	-0.02%		
2001	13,777	6.91%		
2000	12,886	14.10%		
1999	11,294			
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28							March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							April M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30						
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							July M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31						
September M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29							October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31							November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30							December M T W T F S S 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29						

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

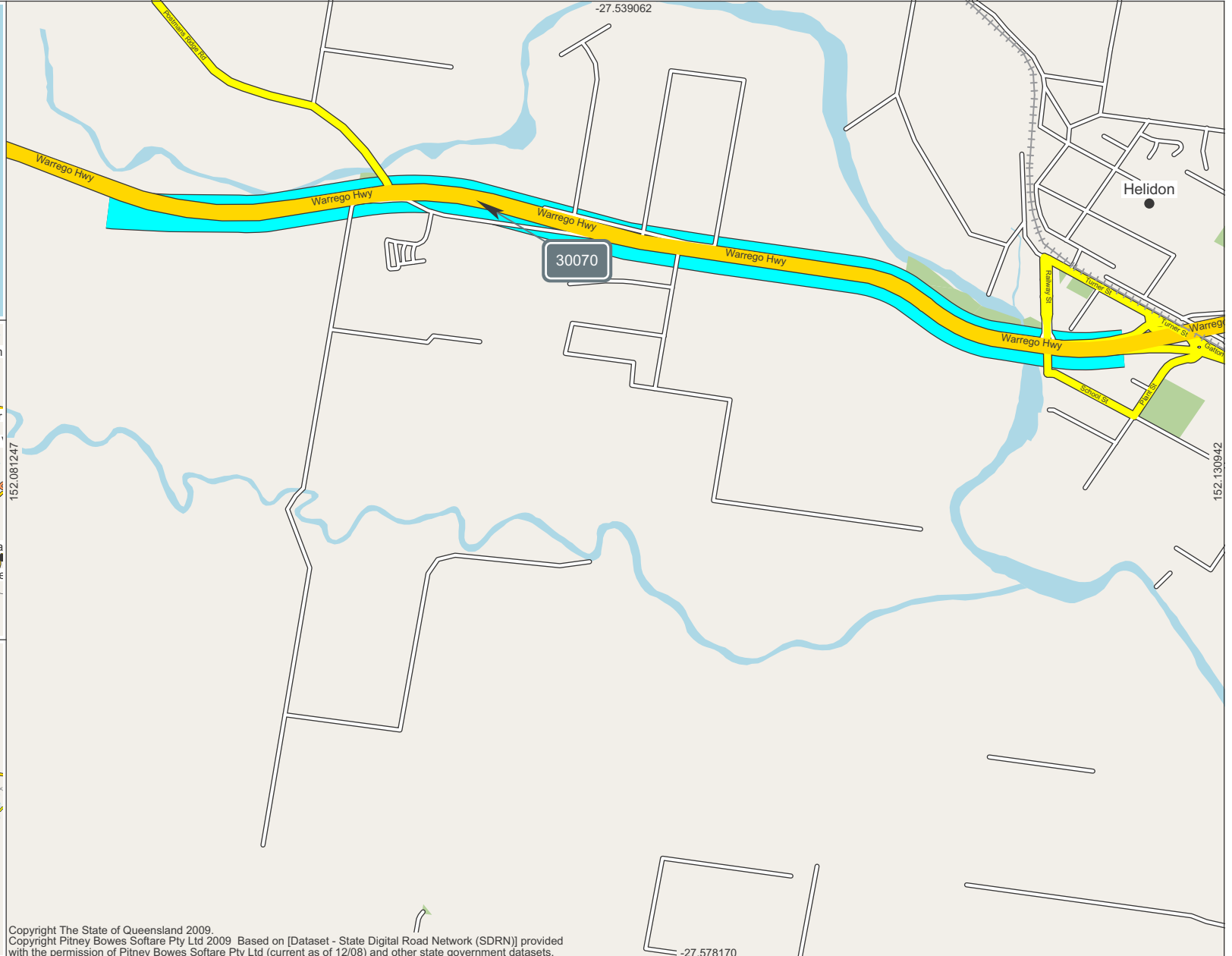
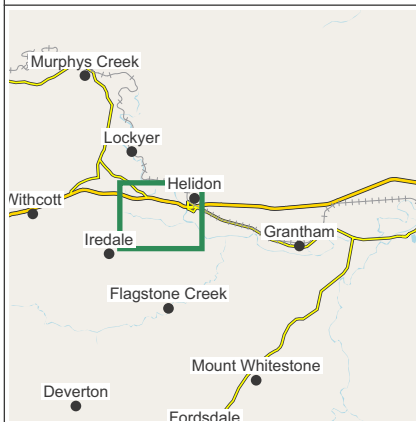
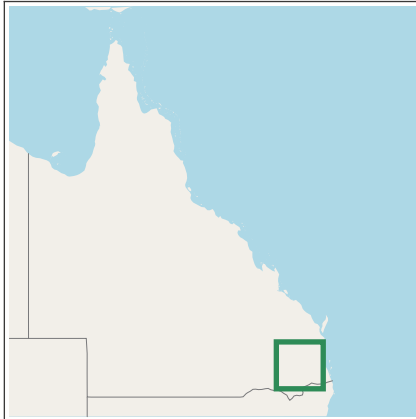
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

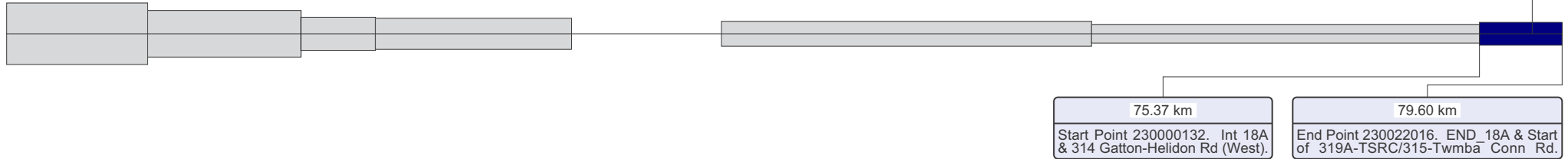
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



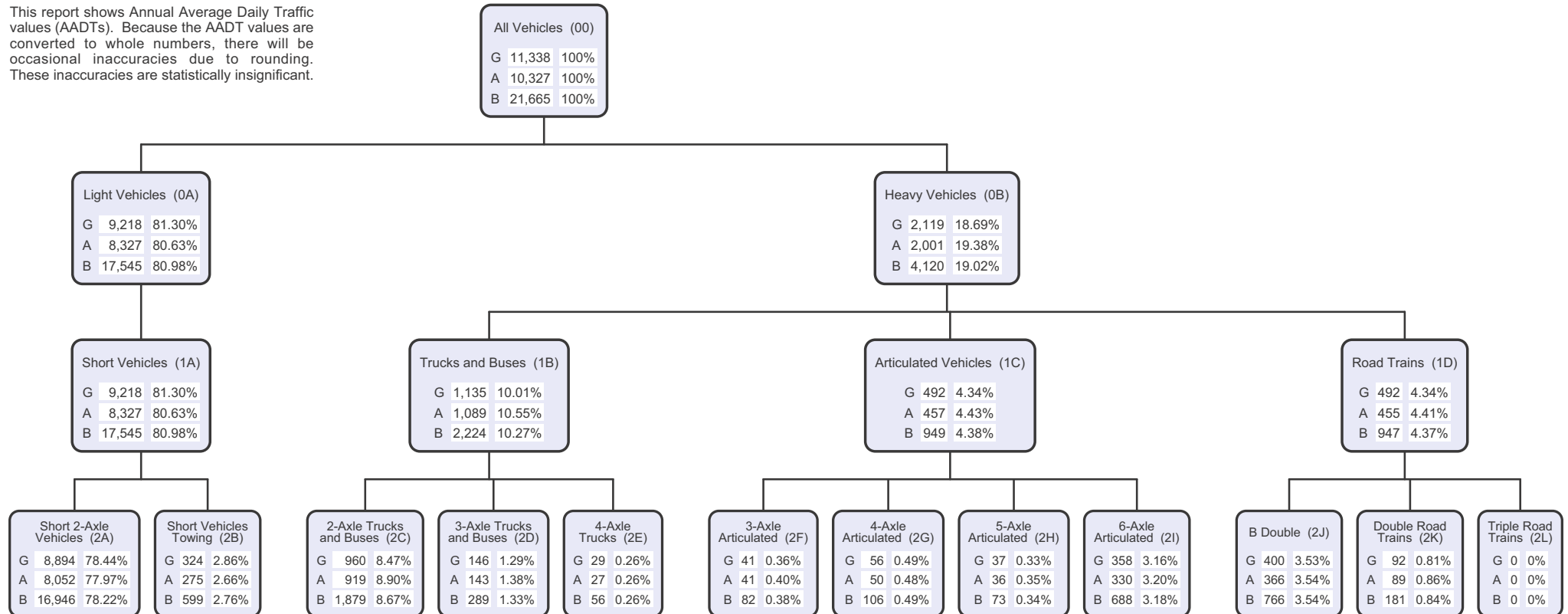
Site 30070. Point 230000166. 18A-E-CAB-01 (VDC-L01-L08-P01-P04).

78.07 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

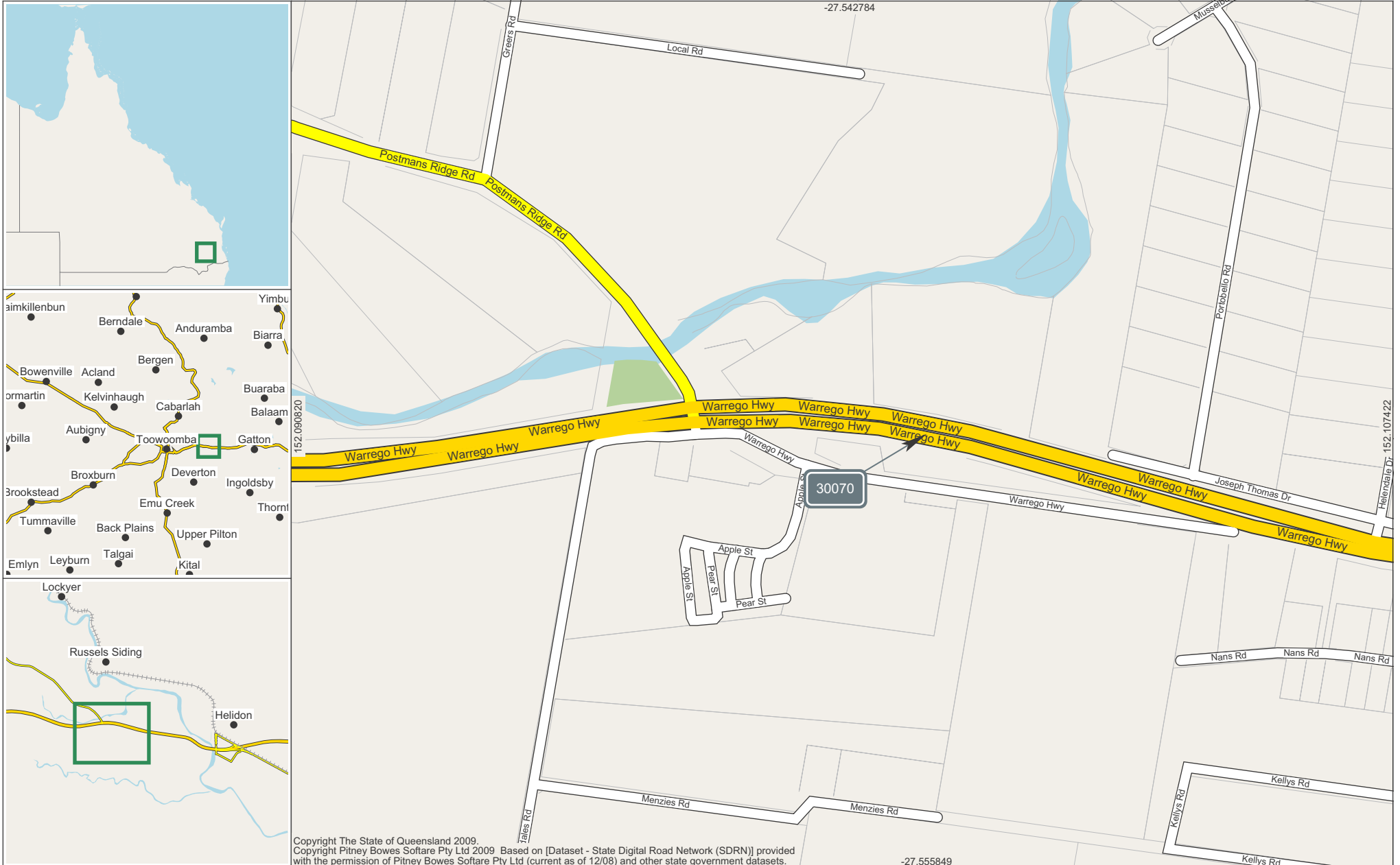
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

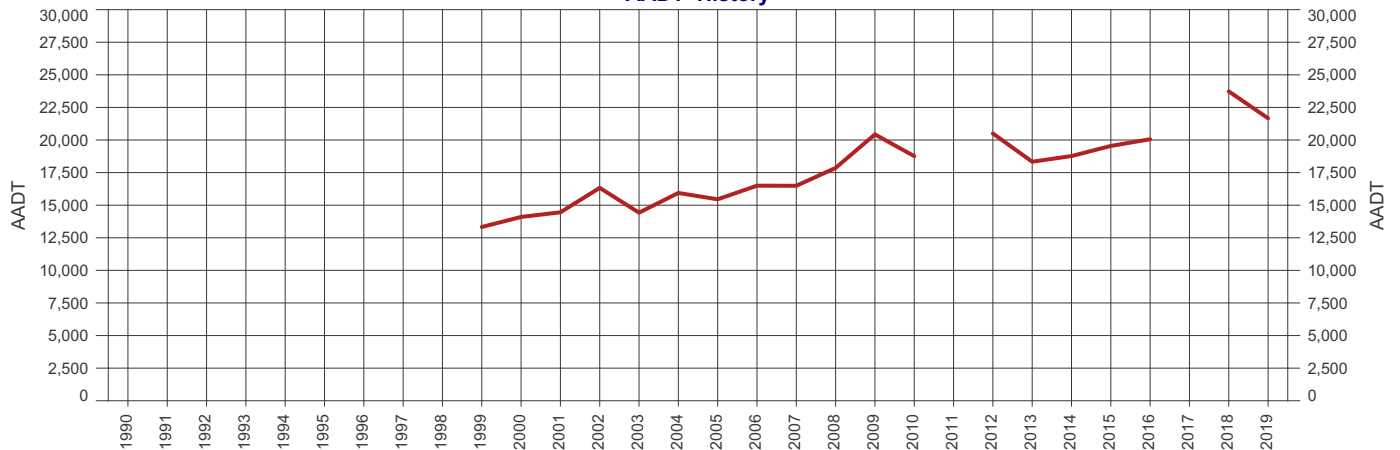
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 30070 - 18A-E-CAB-01 (VDC-L01-L08-P01-P04)
Thru Dist 78.07
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -8.70%
AADT 21,665 Growth last 5 Yrs 2.52%
Avg Week Day 22,098 Growth last 10 Yrs 1.44%
Avg Weekend Day 20,798

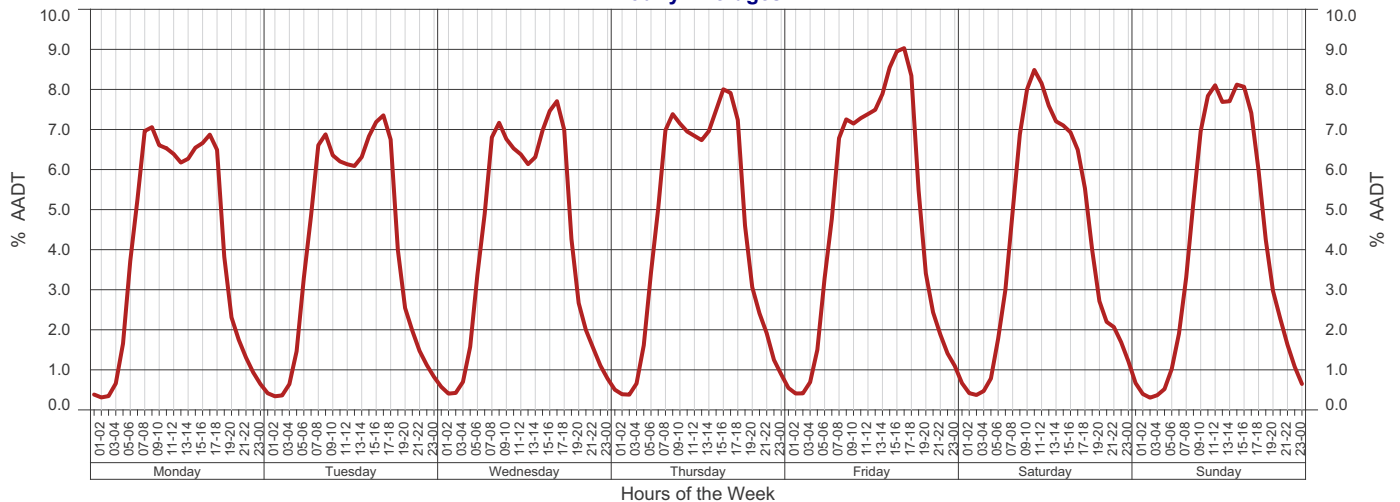
AADT History

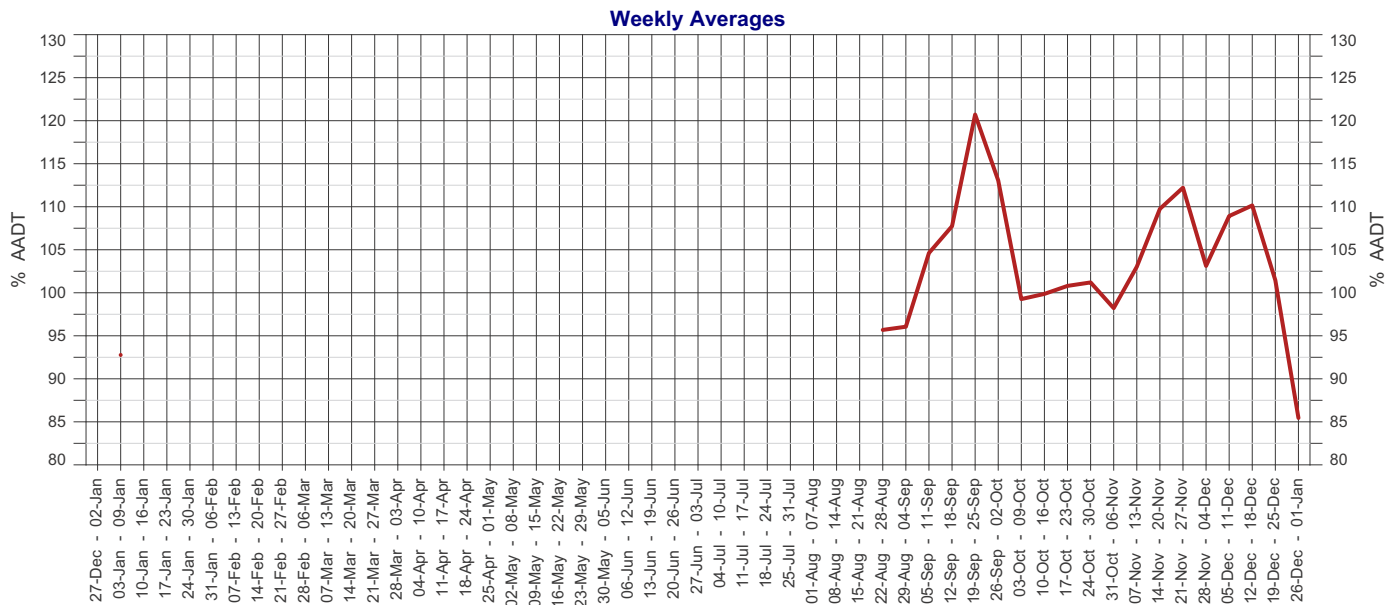
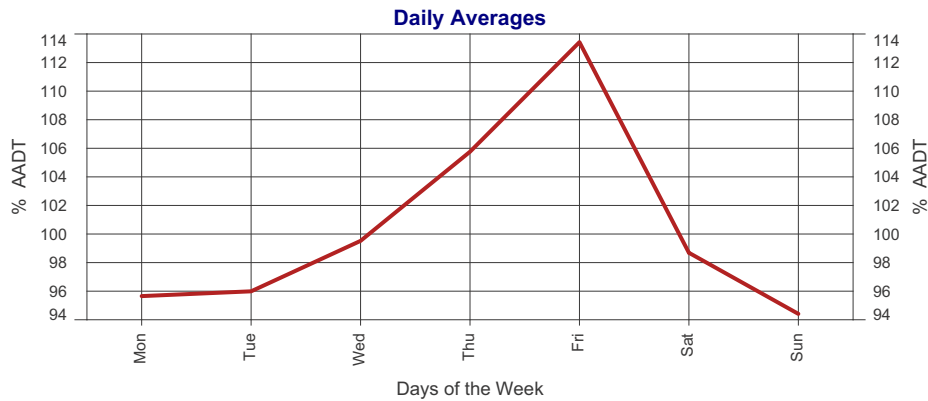


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	21,665	-8.70%	2.52%	1.44%
2018	23,730		6.00%	3.06%
2017				
2016	20,059	2.62%		1.47%
2015	19,546	4.13%	0.59%	1.59%
2014	18,770	2.37%	-1.24%	1.35%
2013	18,335	-10.57%	-0.94%	1.57%
2012	20,501		3.44%	3.33%
2011				
2010	18,763	-8.16%	3.49%	2.90%
2009	20,431	14.40%	6.69%	4.68%
2008	17,859	8.30%	4.07%	
2007	16,490	-0.03%	1.49%	
2006	16,495	6.75%	2.27%	
2005	15,452	-3.05%	1.22%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	15,938	10.47%	3.19%	
2003	14,428	-11.65%		
2002	16,330	12.98%		
2001	14,454	2.52%		
2000	14,099	5.79%		
1999	13,327			
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

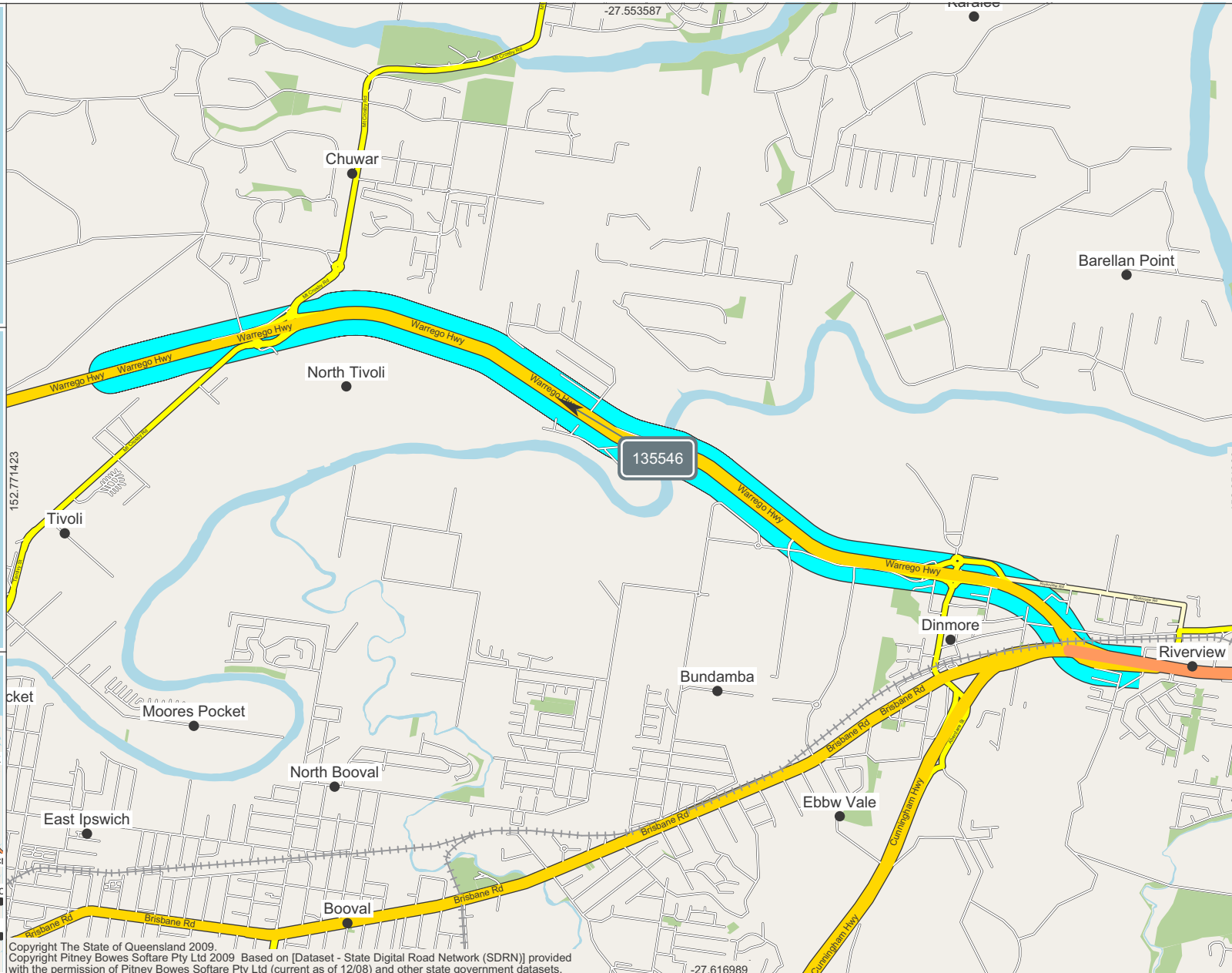
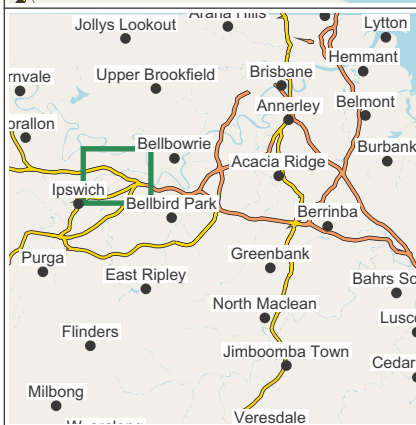
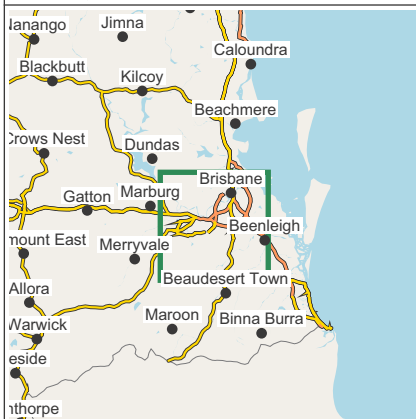
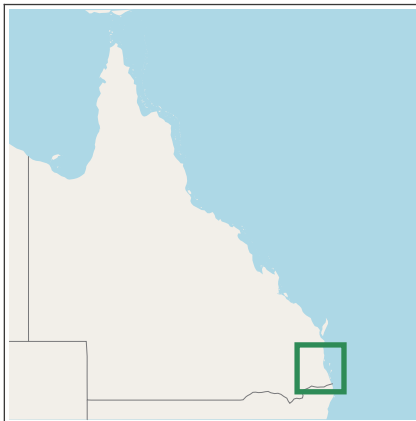
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

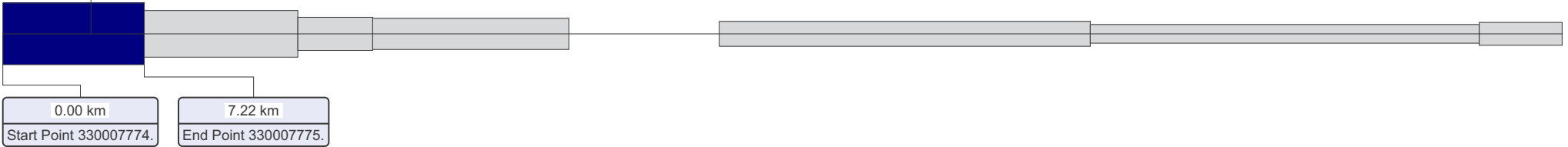
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



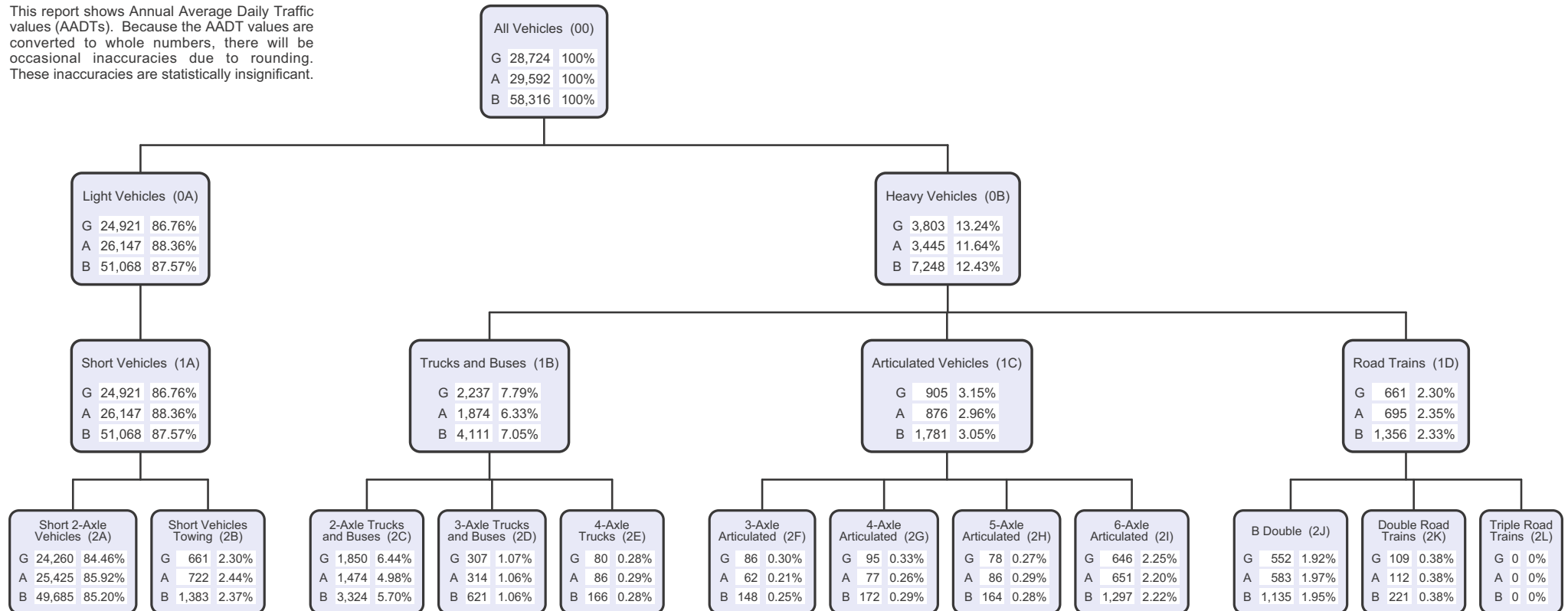
Site 135546. Point 330009410.
WiM Site Bremer River.

4.50 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

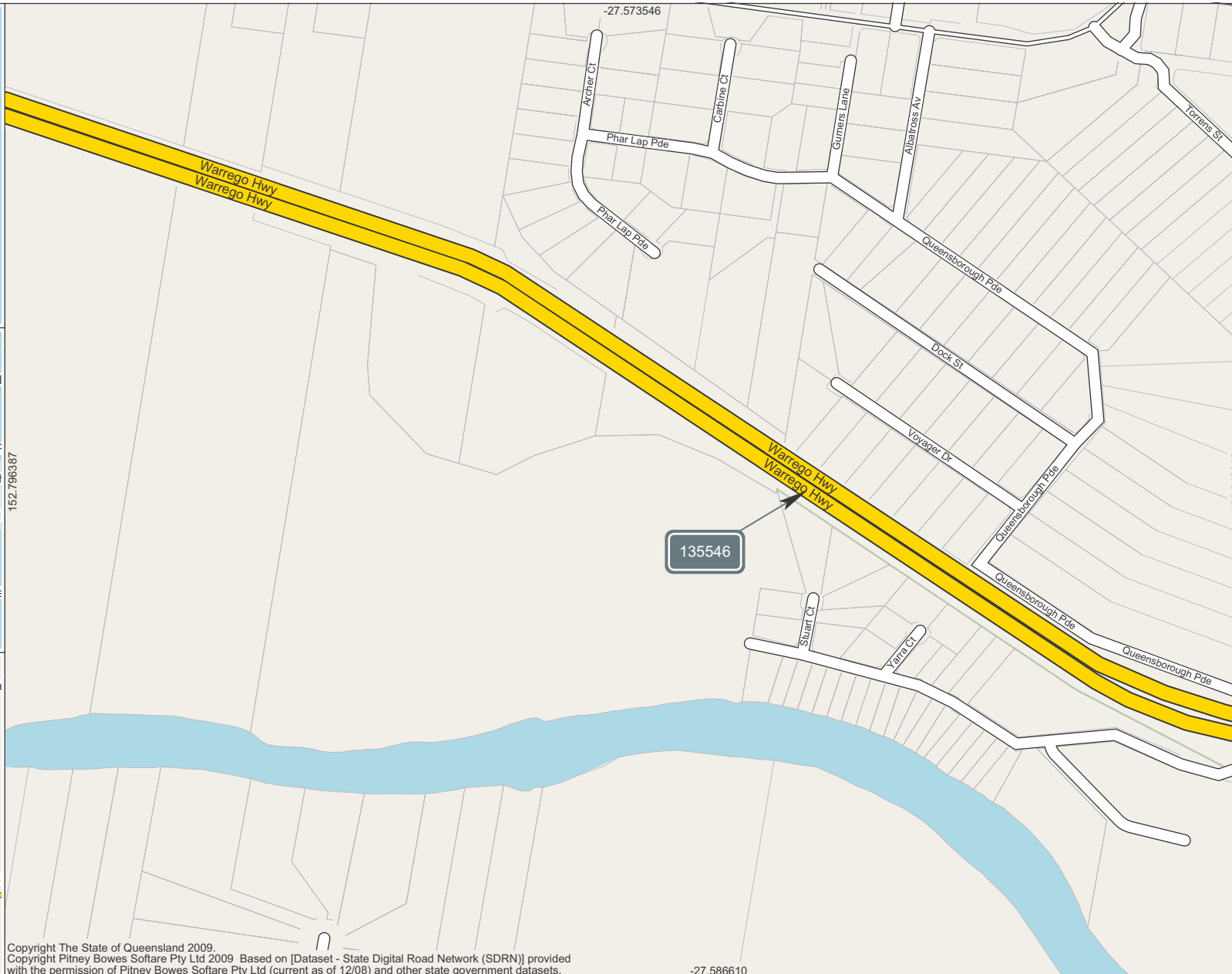
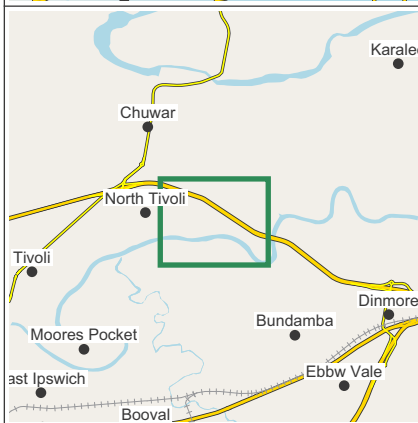
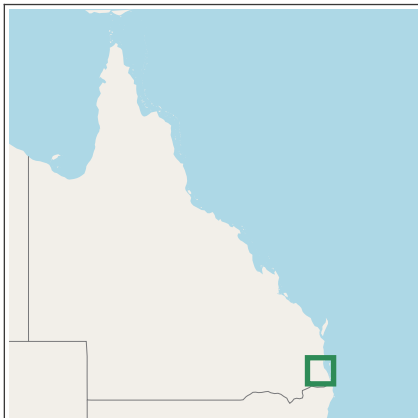
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

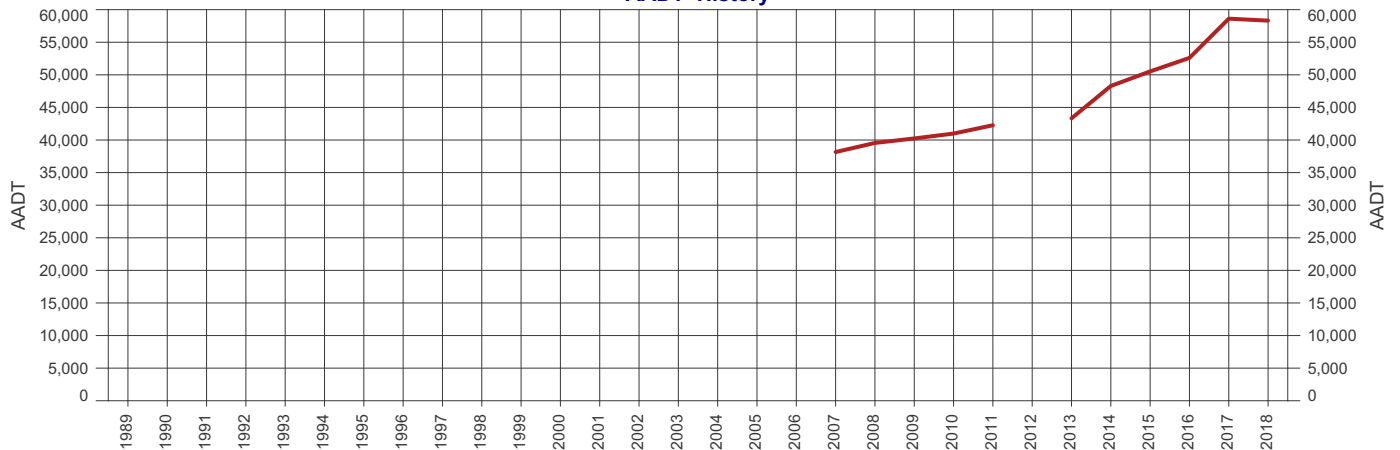
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 406 - Metropolitan District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 135546 - WiM Site Bremer River
Thru Dist 4.5
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2018
AADT 58,316
Avg Week Day 60,065
Avg Weekend Day 49,568
Growth last Year -0.51%
Growth last 5 Yrs 5.36%
Growth last 10 Yrs 4.44%

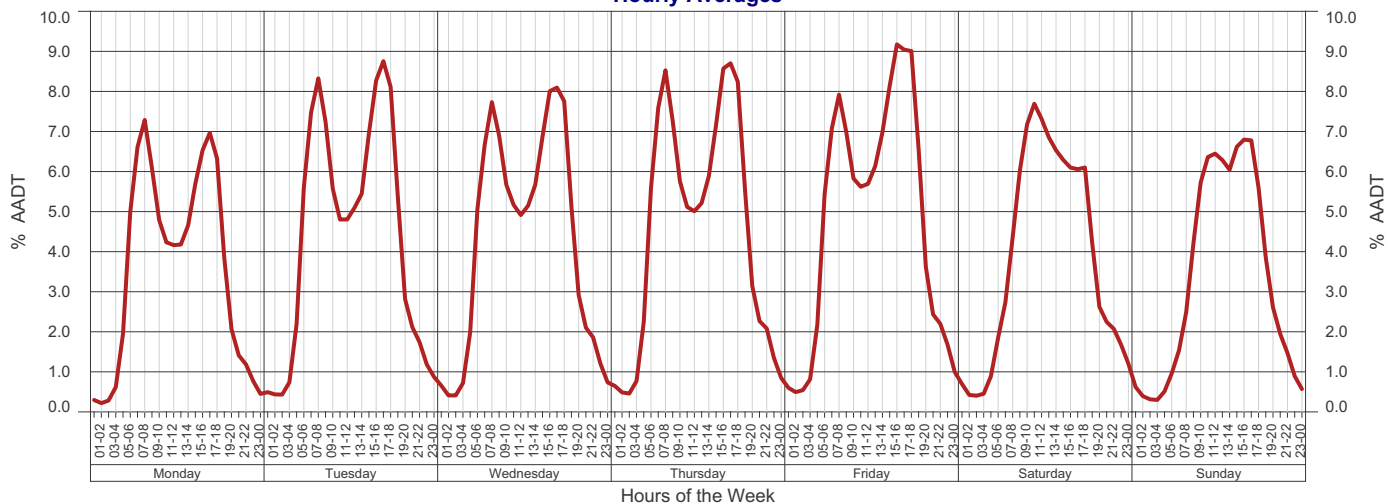
AADT History

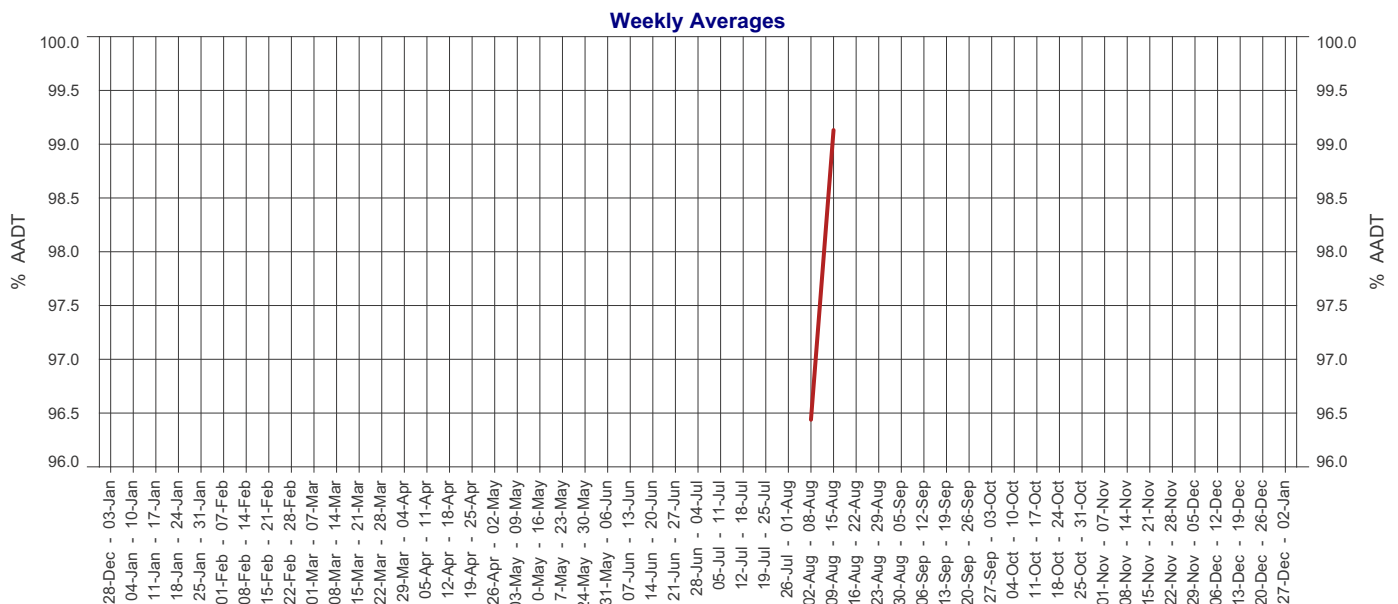
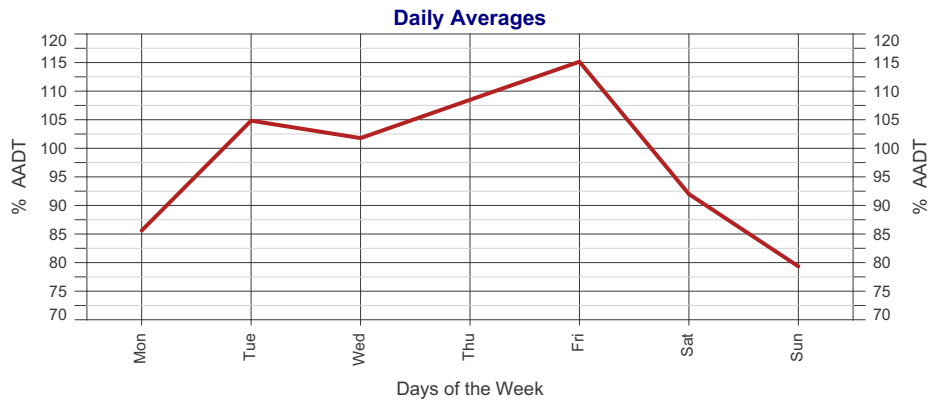


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2018	58,316	-0.51%	5.36%	4.44%
2017	58,617	11.44%		4.98%
2016	52,598	4.10%	4.95%	
2015	50,525	4.62%	4.70%	
2014	48,293	11.46%	4.16%	
2013	43,327		1.81%	
2012				
2011	42,267	3.12%		
2010	40,989	1.86%		
2009	40,240	1.74%		
2008	39,552	3.66%		
2007	38,156			
2006				
2005				
2004				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				
1989				

Hourly Averages





2018 Calendar

January

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

May

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

August

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December

M	T	W	T	F	S	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

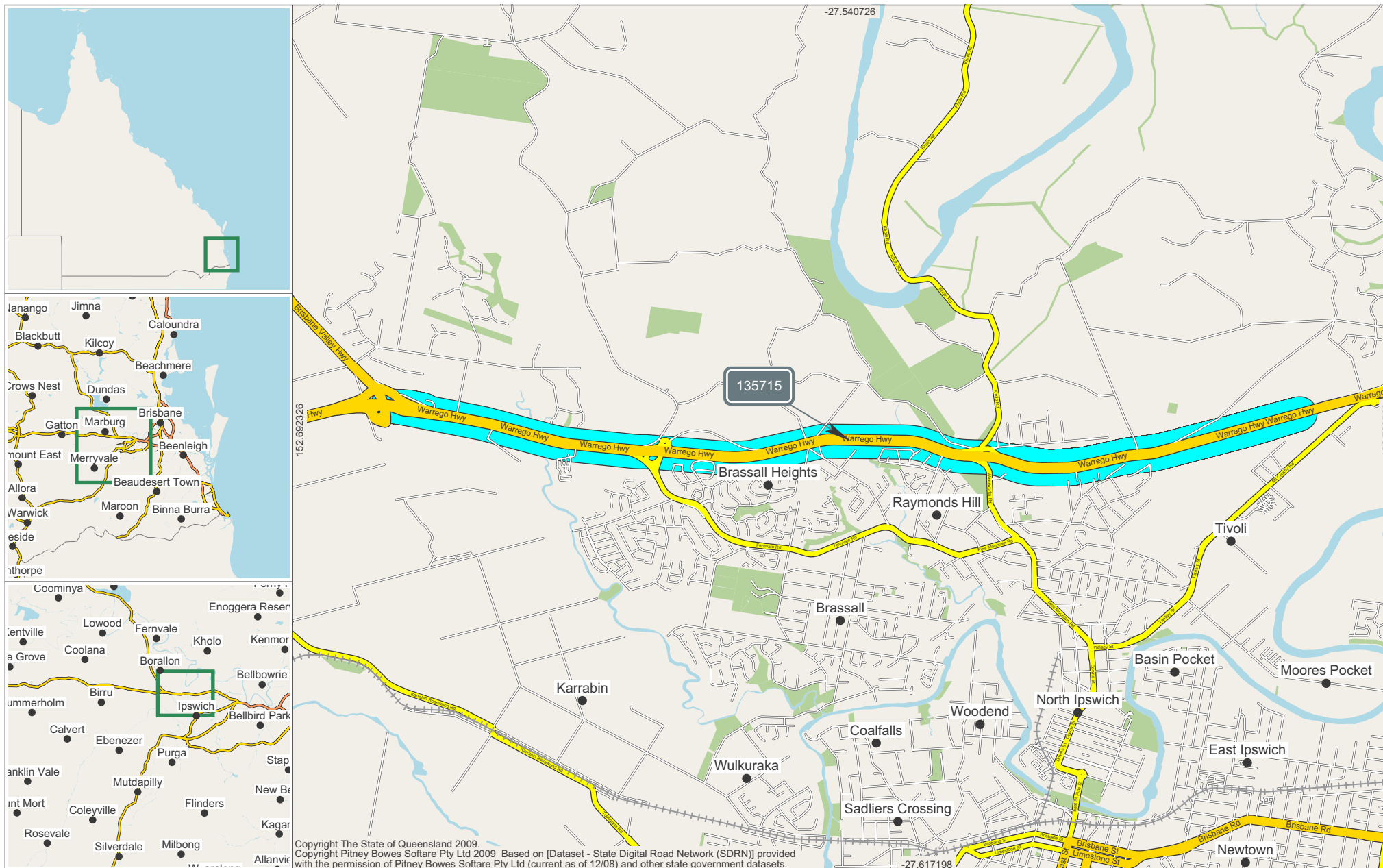
Copyright

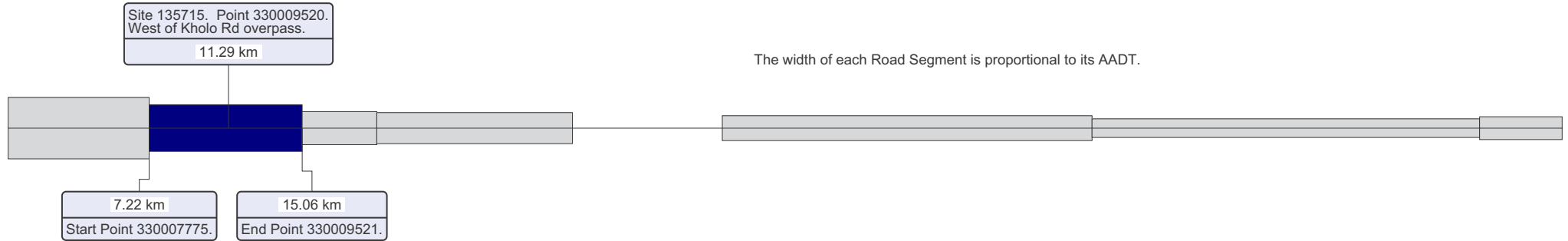
Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

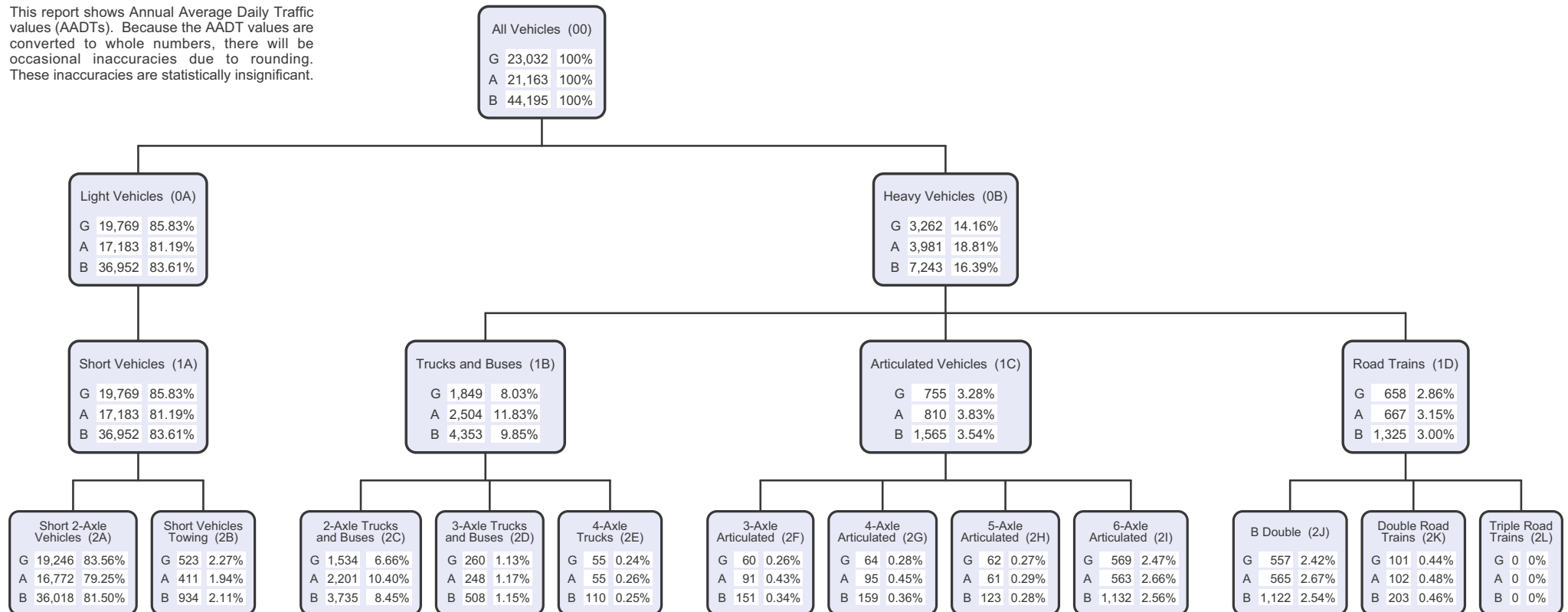
<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013





This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

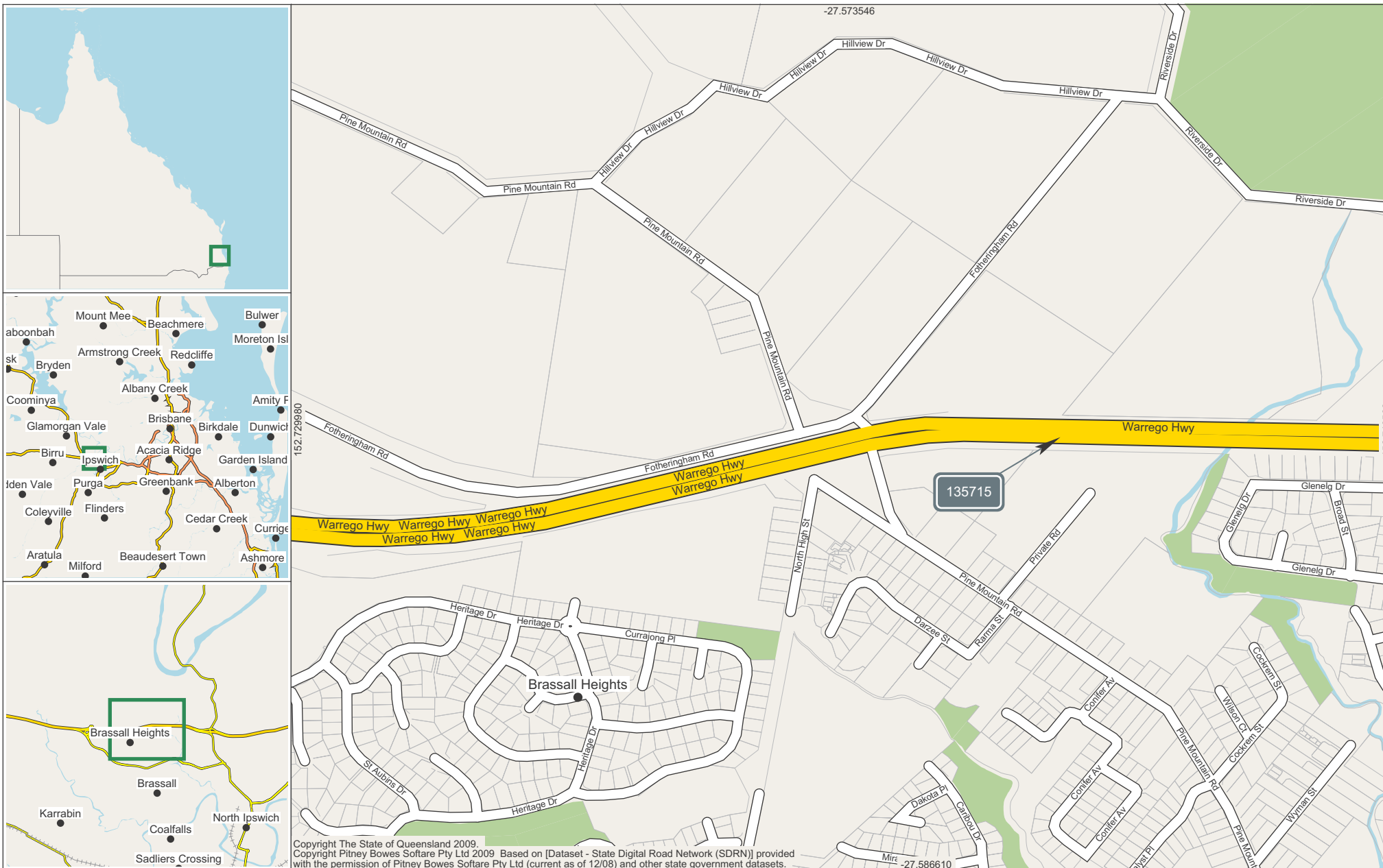
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

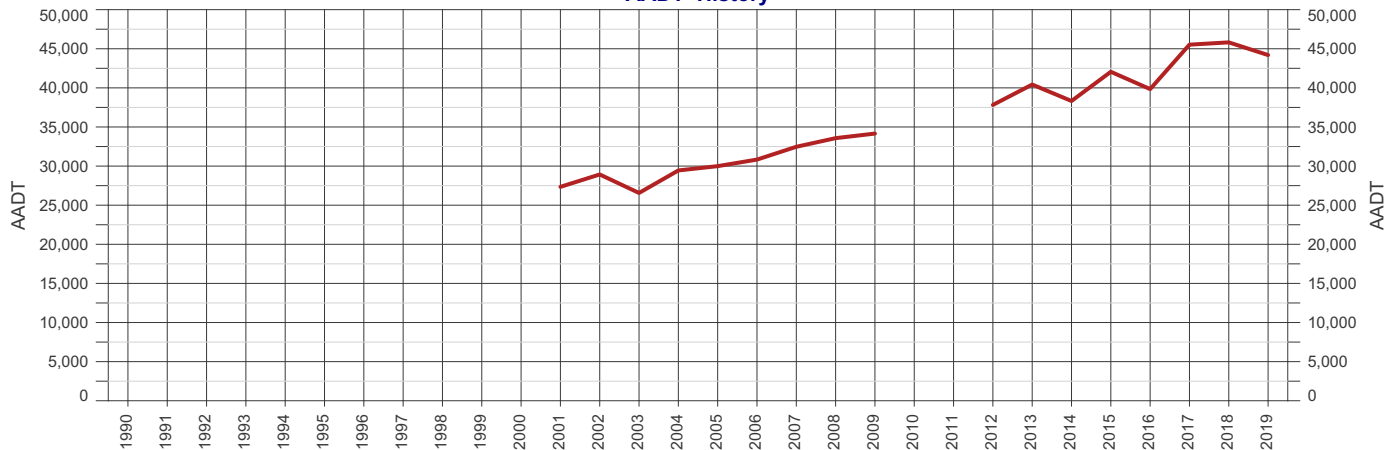
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 406 - Metropolitan District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 135715 - West of Kholo Rd overpass
Thru Dist 11.286
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -3.54%
AADT 44,195 Growth last 5 Yrs 2.07%
Avg Week Day 46,846 Growth last 10 Yrs 2.25%
Avg Weekend Day 38,449

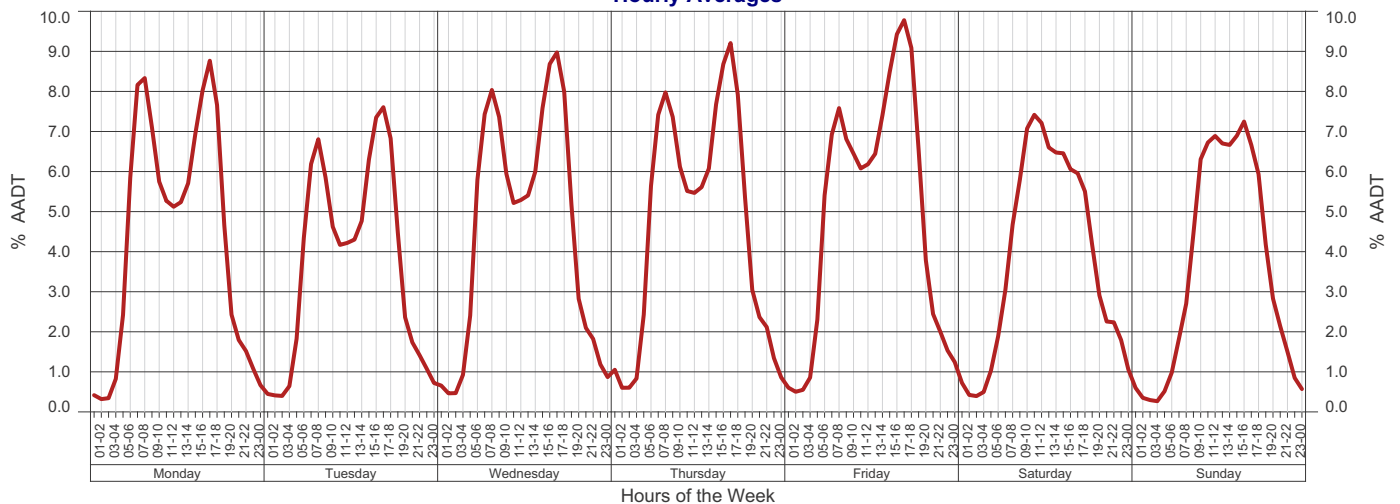
AADT History

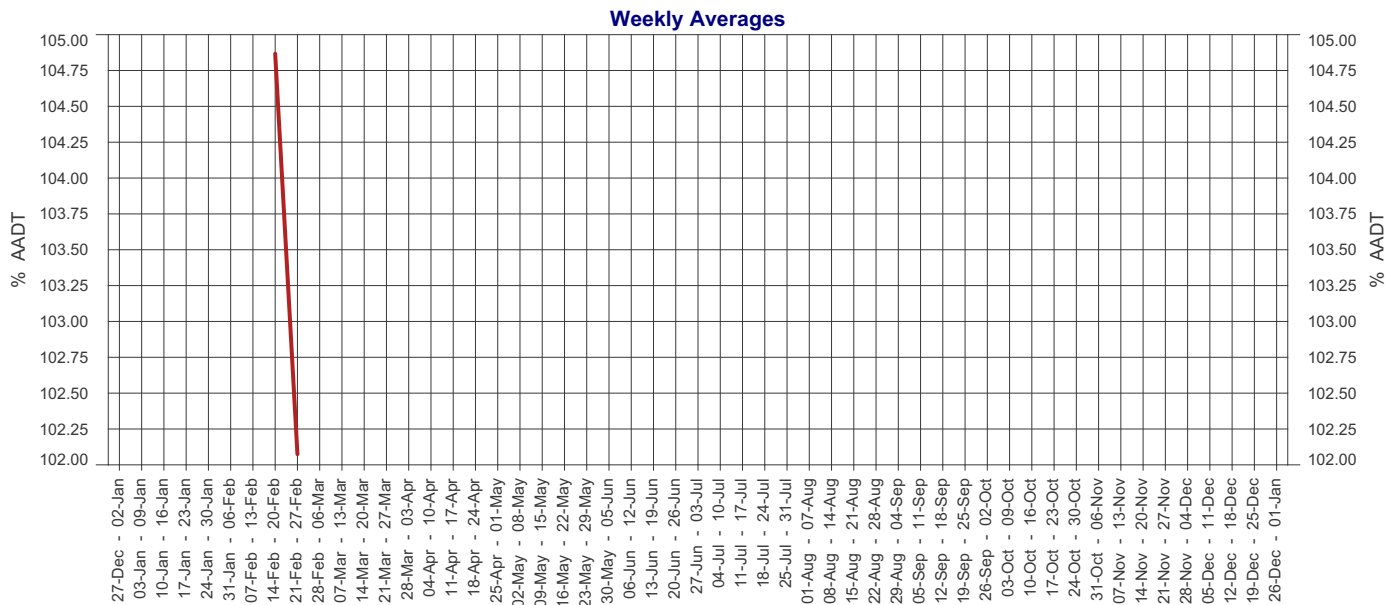
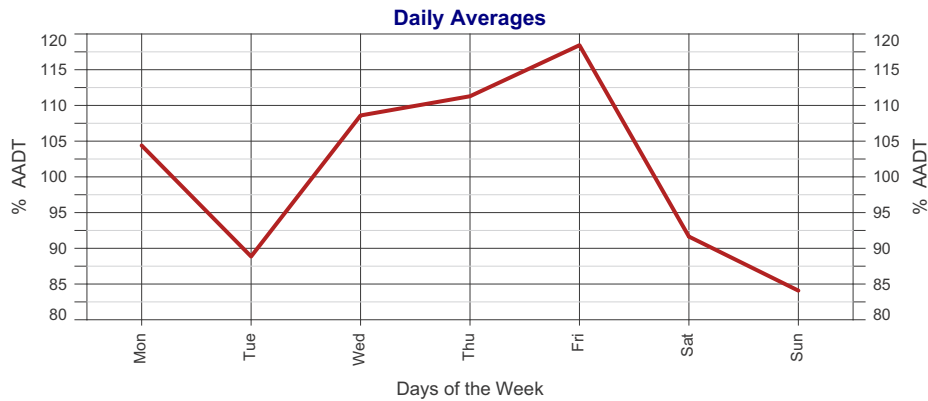


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	44,195	-3.54%	2.07%	2.25%
2018	45,816	0.64%	3.48%	3.28%
2017	45,525	14.26%	4.10%	3.61%
2016	39,843	-5.26%		2.20%
2015	42,055	9.74%		3.42%
2014	38,323	-5.20%	1.84%	2.56%
2013	40,423	6.89%	4.05%	3.92%
2012	37,819		3.14%	3.28%
2011				
2010				
2009	34,158	1.75%	3.12%	
2008	33,571	3.40%	4.15%	
2007	32,468	5.31%	3.48%	
2006	30,831	2.80%	2.62%	
2005	29,992	1.87%		

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	29,442	10.83%		
2003	26,565	-8.17%		
2002	28,928	5.79%		
2001	27,345			
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

</

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

AADT Segment Report

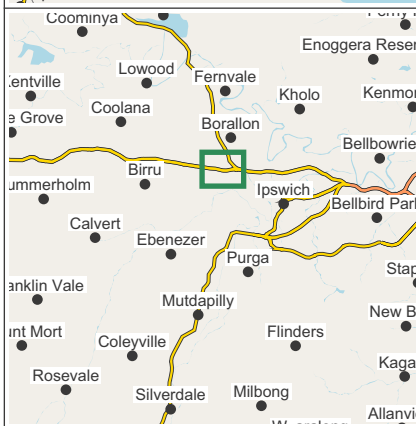
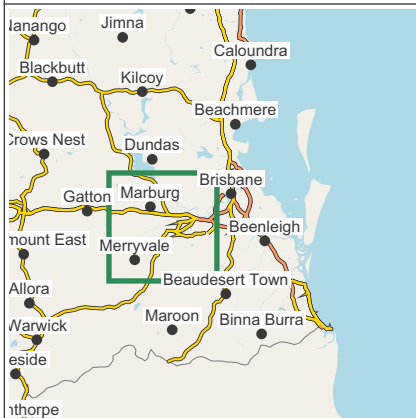
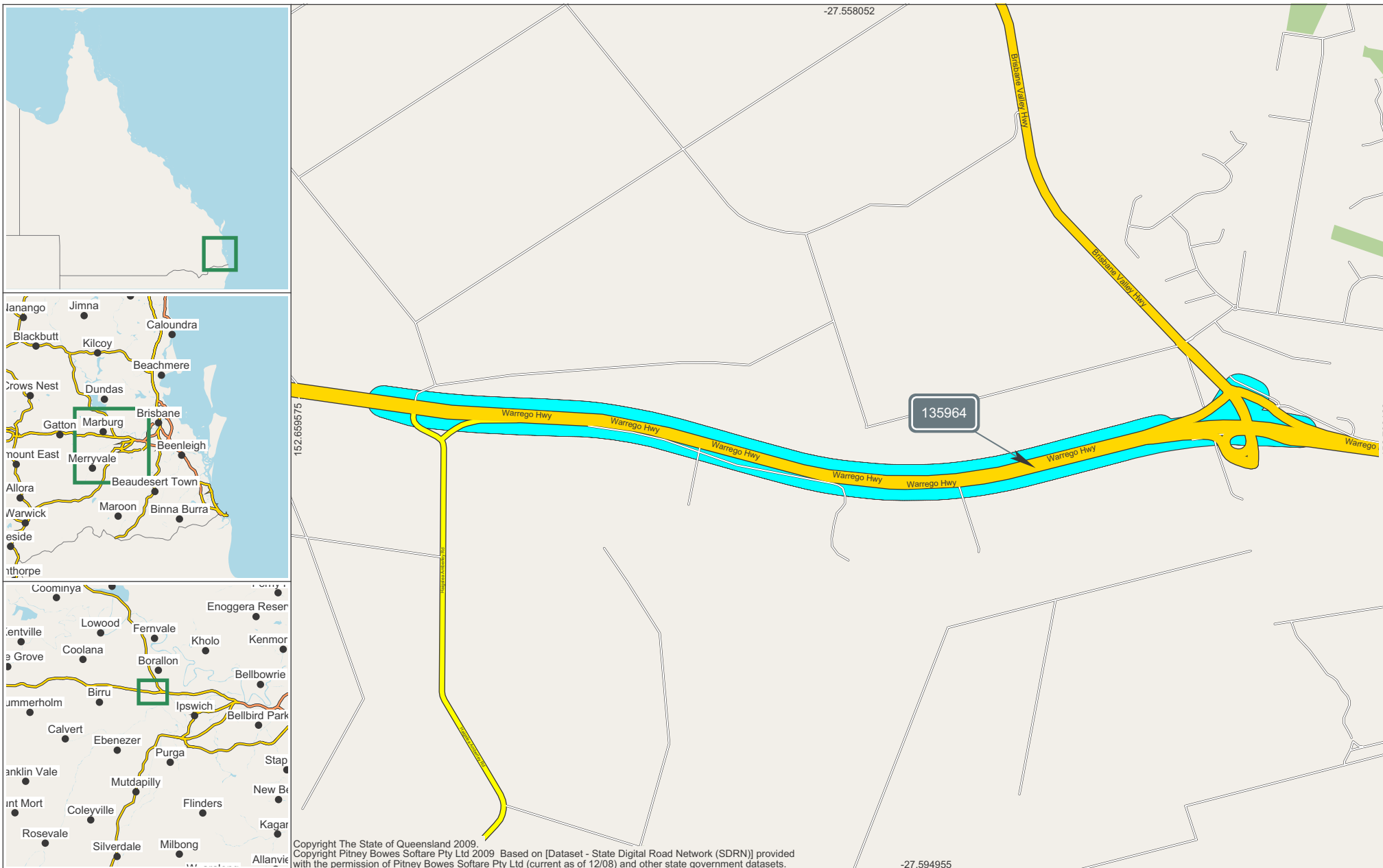
Area 406 - Metropolitan District
Road Segment from 15.060km to 18.880km

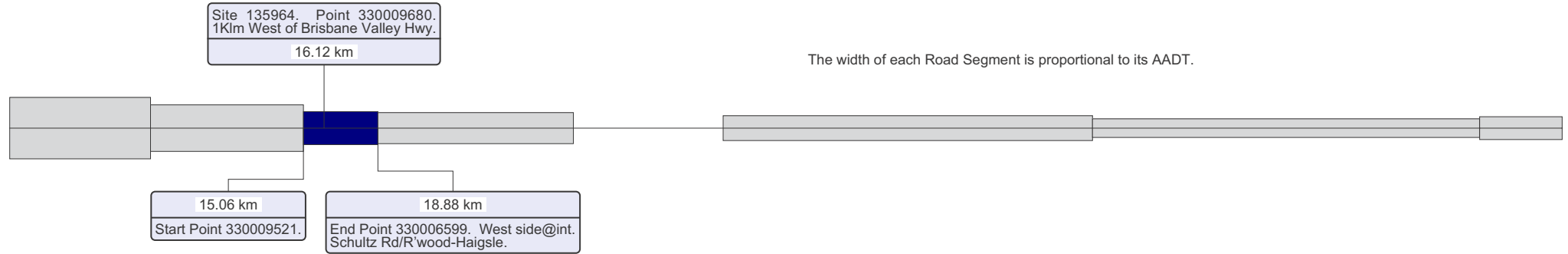
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)

Segment Site 135964

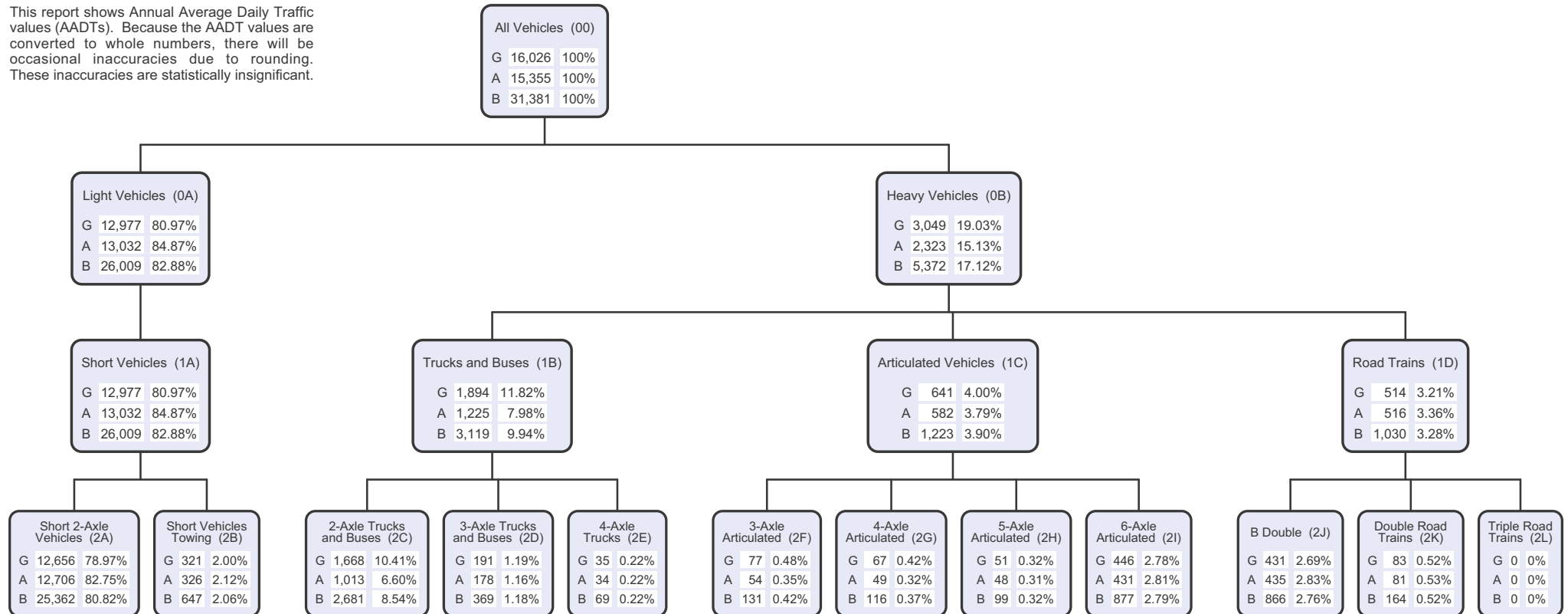
Traffic Year 2019

Data Collection Year 2019





This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

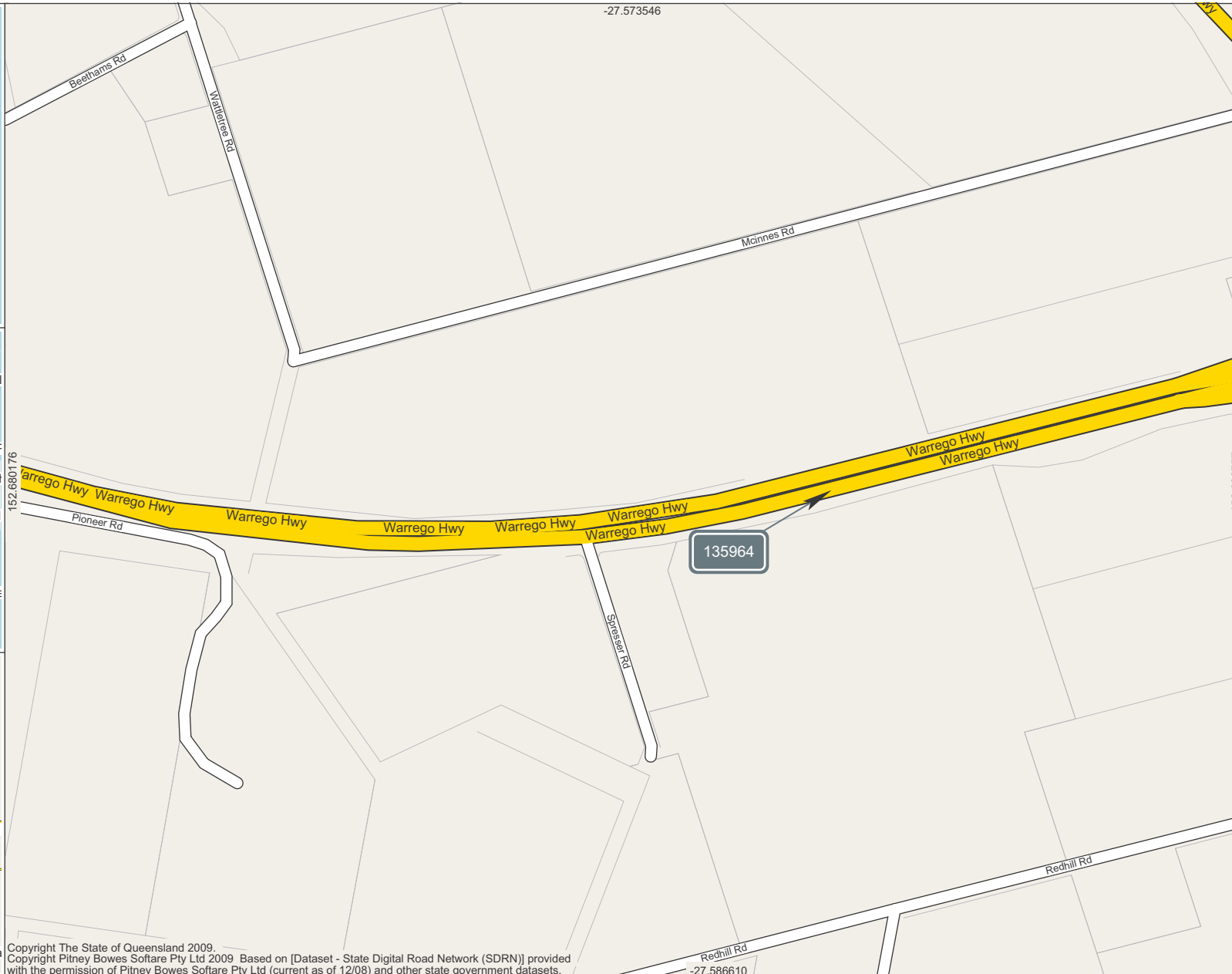
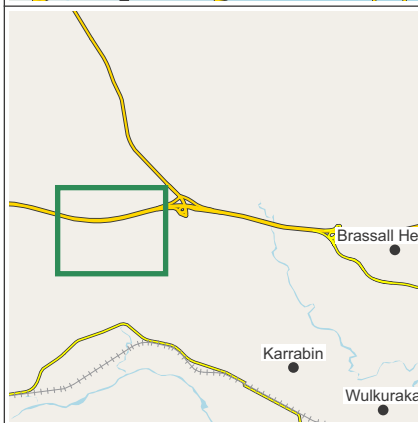
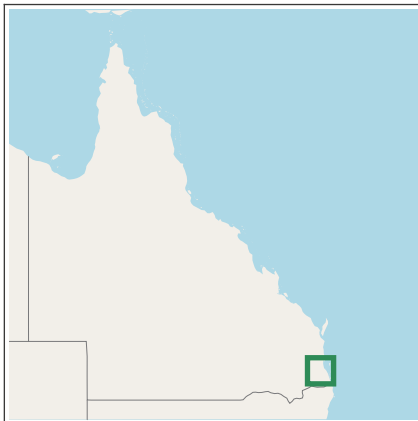
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

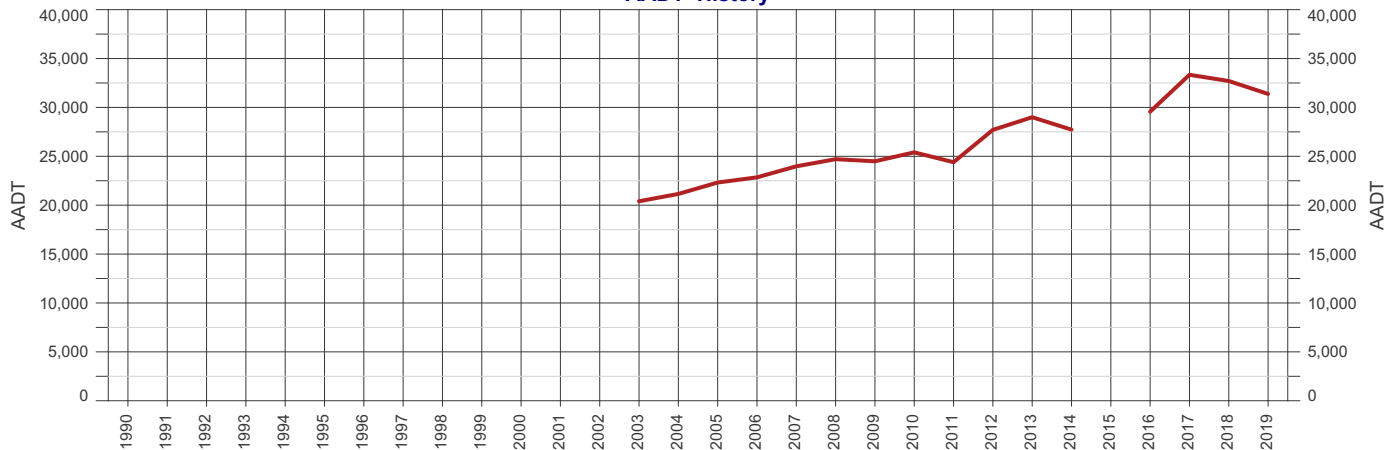
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 406 - Metropolitan District
Road Section 18A - WARREGO HIGHWAY (IPSWICH - TOOWOOMBA)
Site 135964 - 1Klm West of Brisbane Valley Hwy
Thru Dist 16.118
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -4.04%
AADT 31,381 Growth last 5 Yrs 1.64%
Avg Week Day 33,891 Growth last 10 Yrs 2.30%
Avg Weekend Day 28,242

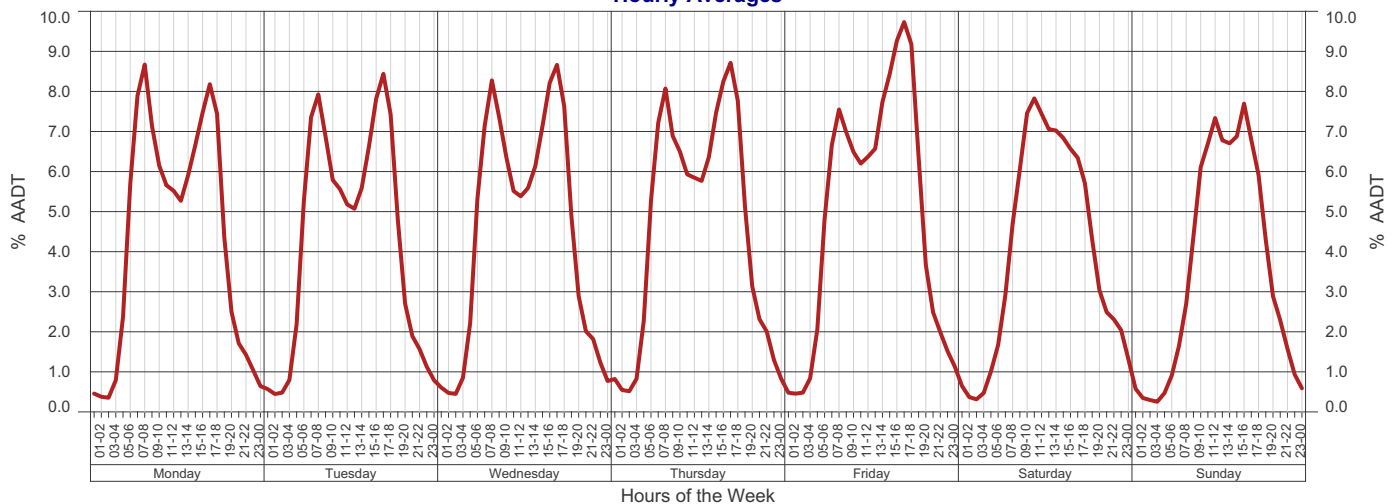
AADT History

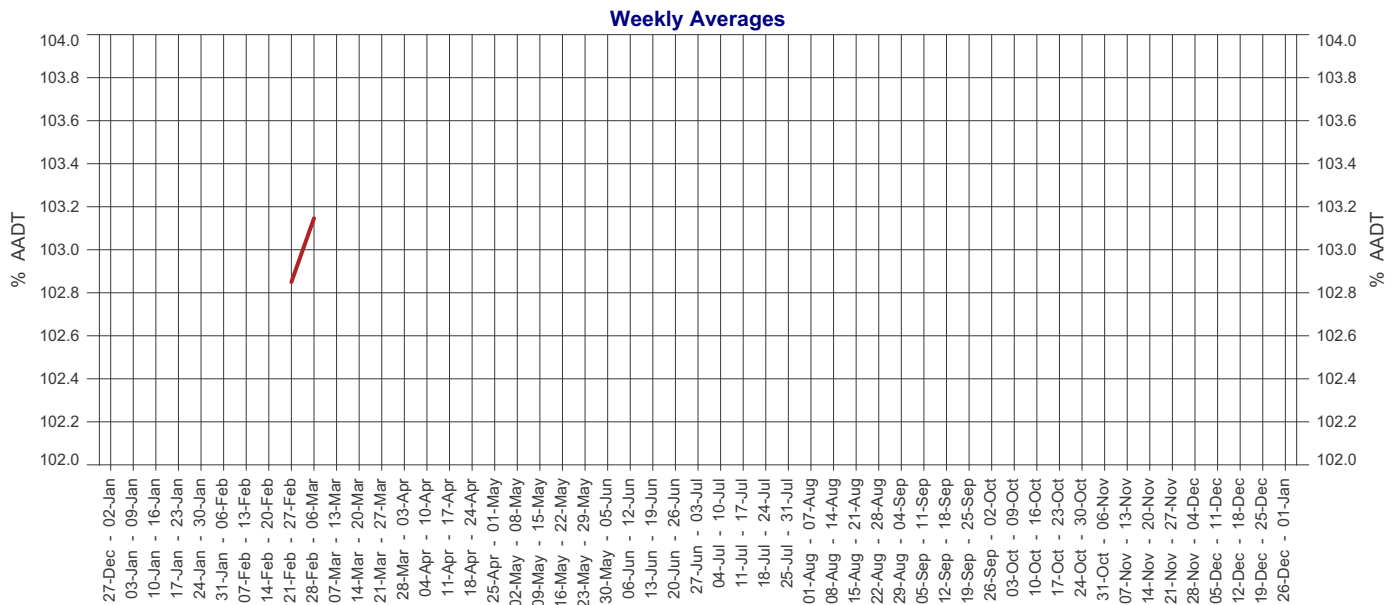
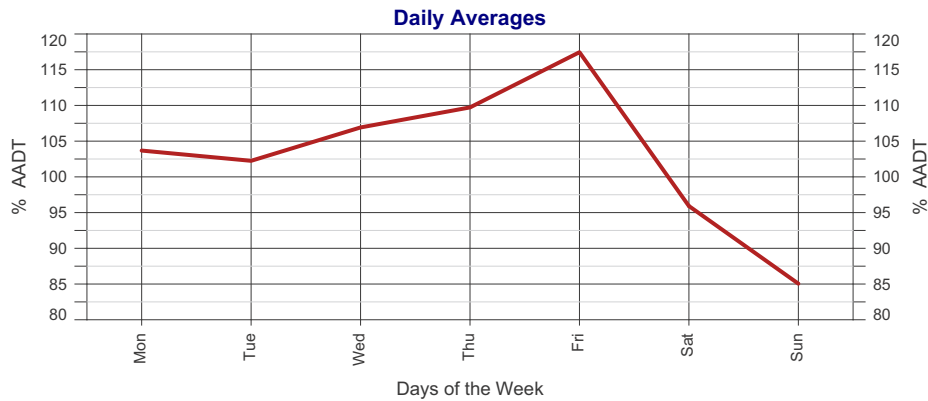


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	31,381	-4.04%	1.64%	2.30%
2018	32,701	-1.91%	3.19%	3.22%
2017	33,338	12.76%	4.32%	3.85%
2016	29,565		2.64%	2.51%
2015				
2014	27,726	-4.38%	2.41%	2.43%
2013	28,997	4.66%	4.20%	3.57%
2012	27,705	13.55%	3.42%	
2011	24,398	-3.96%	0.57%	
2010	25,405	3.74%	2.46%	
2009	24,490	-0.87%	2.48%	
2008	24,704	3.04%	3.83%	
2007	23,976	4.94%		
2006	22,848	2.37%		
2005	22,319	5.52%		

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	21,151	3.67%		
2003	20,403			
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January							February							March							April						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
	1	2	3	4	5	6					1	2	3								1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					

May							June							July							August						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
		1	2	3	4	5						1	2	1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	

September							October							November							December						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
30						1		1	2	3	4	5	6					1	2	3	30	31				1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

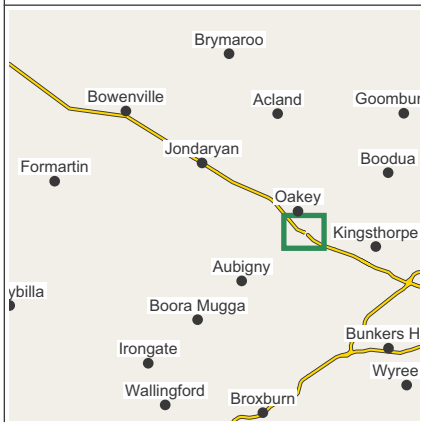
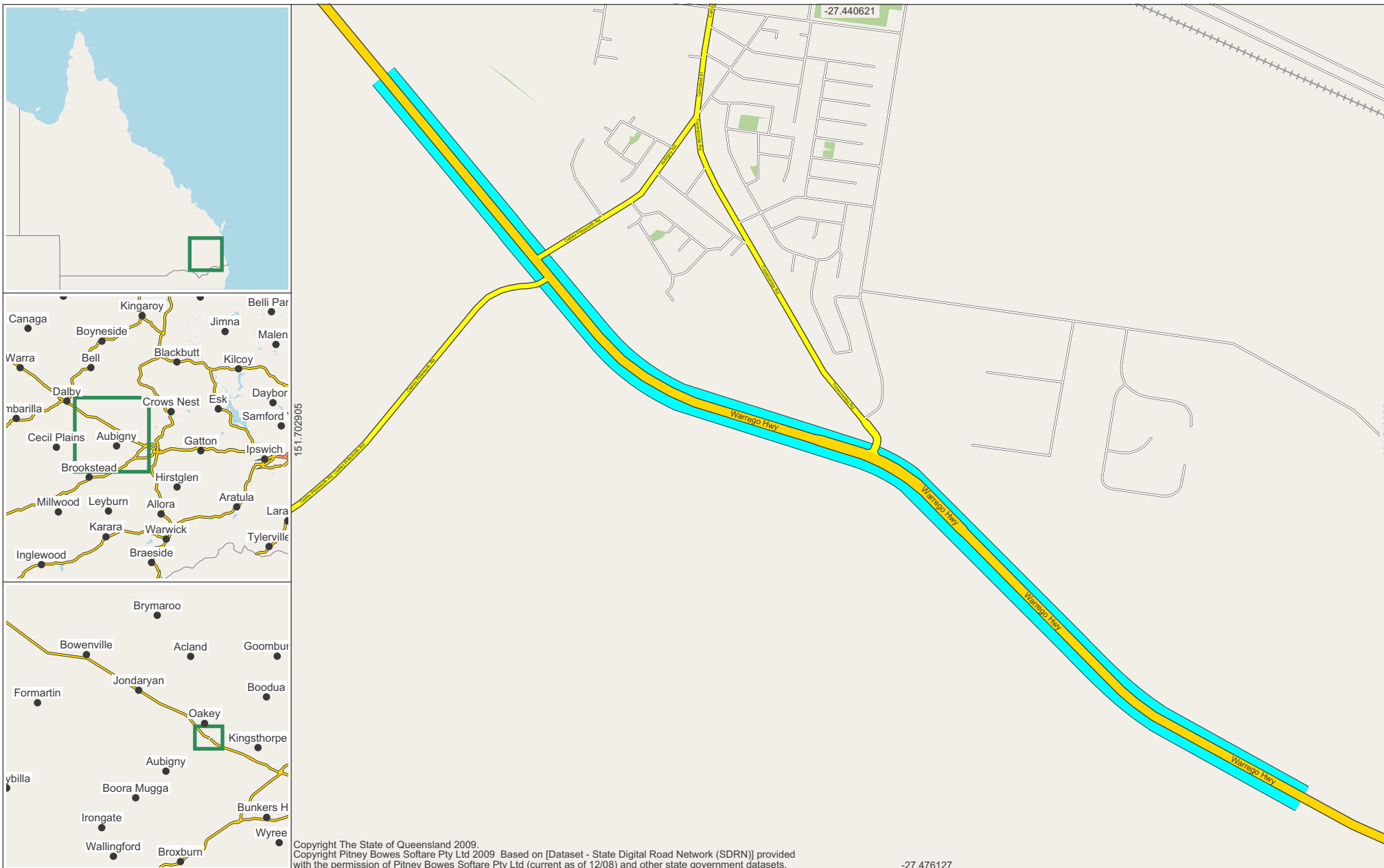
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

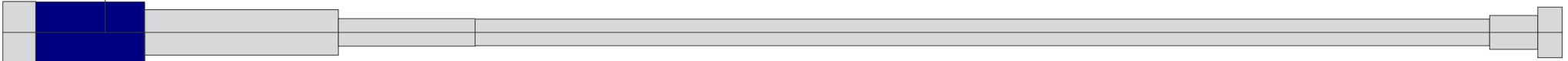
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 30025. Point 230000128. PS-30025_270m West of Jannuschs Rd.

4.76 km

The width of each Road Segment is proportional to its AADT.



1.53 km

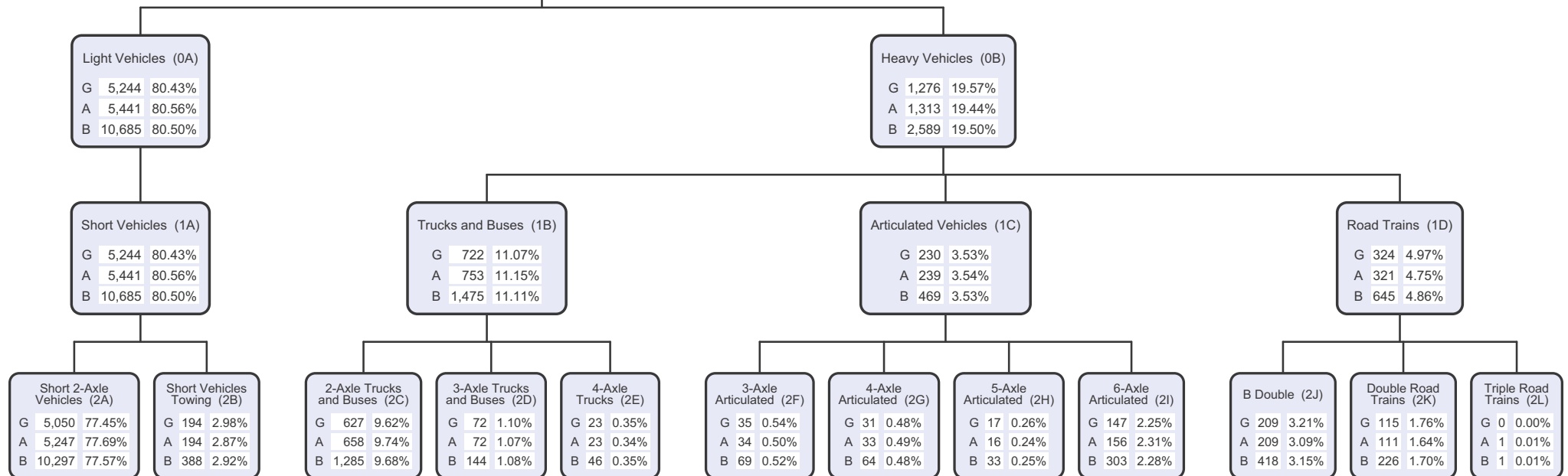
Start Point 230000230. Int 18B & O'mara's Rd (Lhs) Steger Rd (Rhs).

6.60 km

End Point 230021284. Kingsthorpe-Haden Overpass Bridge.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	6,520	100%
A	6,754	100%
B	13,274	100%



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

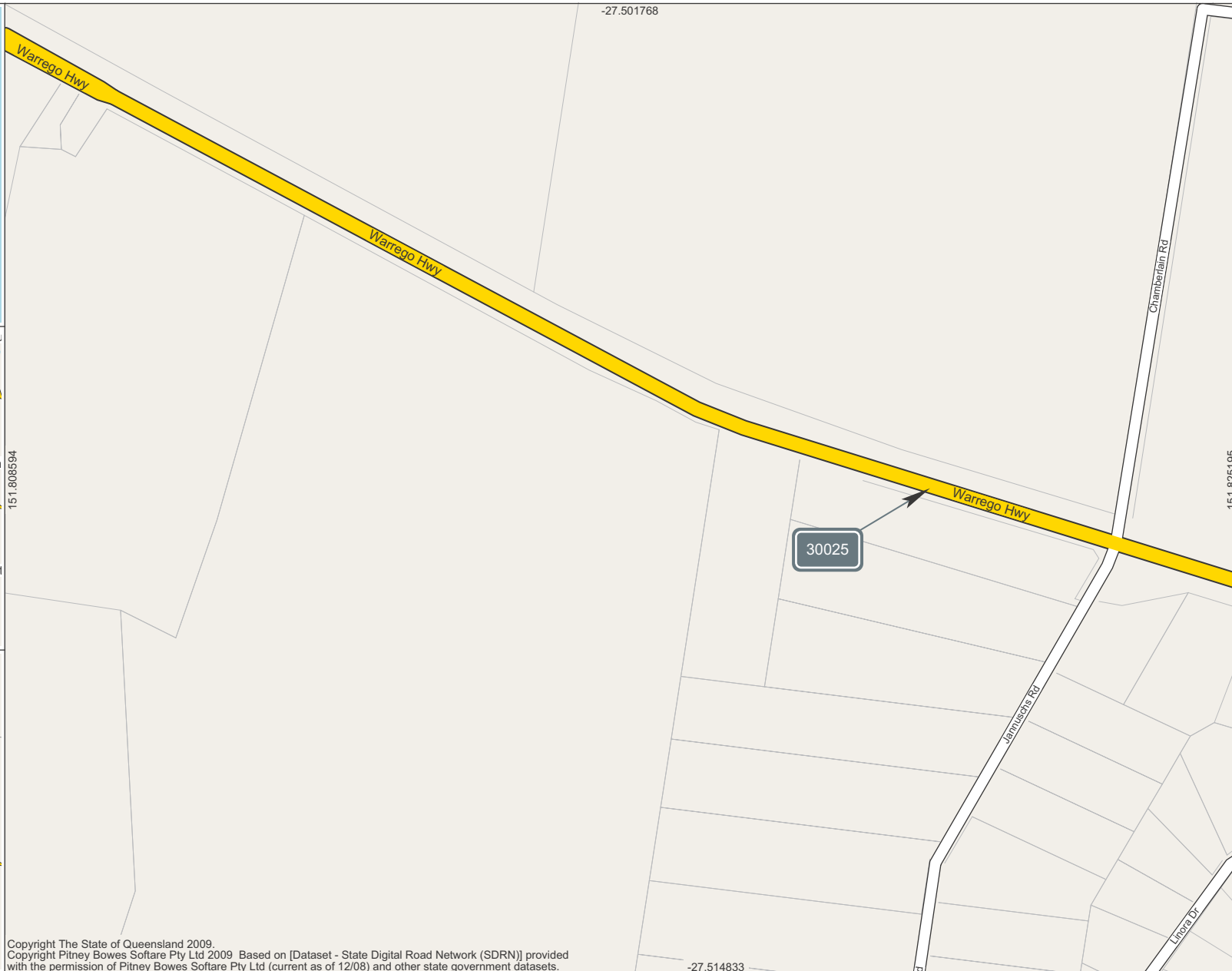
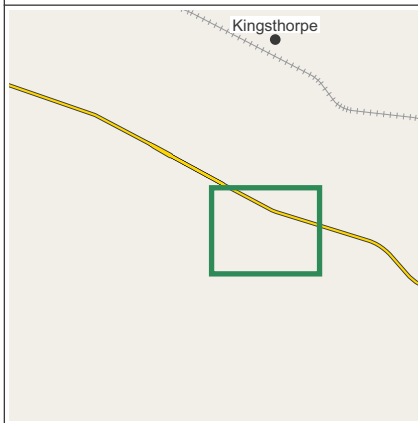
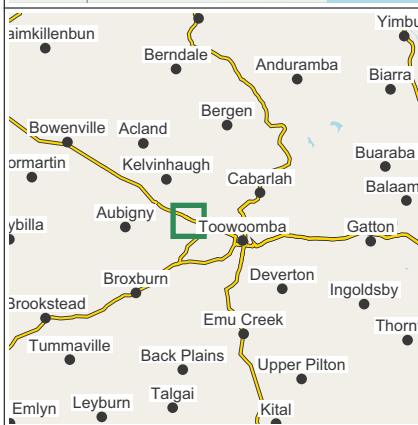
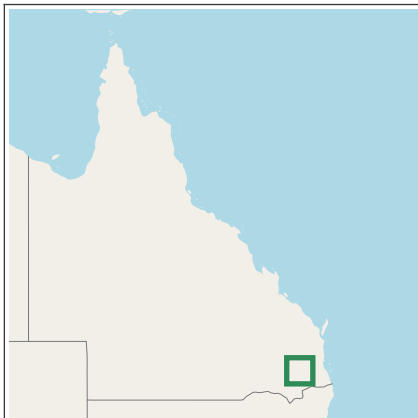
Area 402 - Darling Downs District

Road Section 18B - WARREGO HIGHWAY (TOOWOOMBA - DALBY)

Site 30025 - 18B-270m West of Jannuschs Rd (PS) Piezo

TDist 4.760km

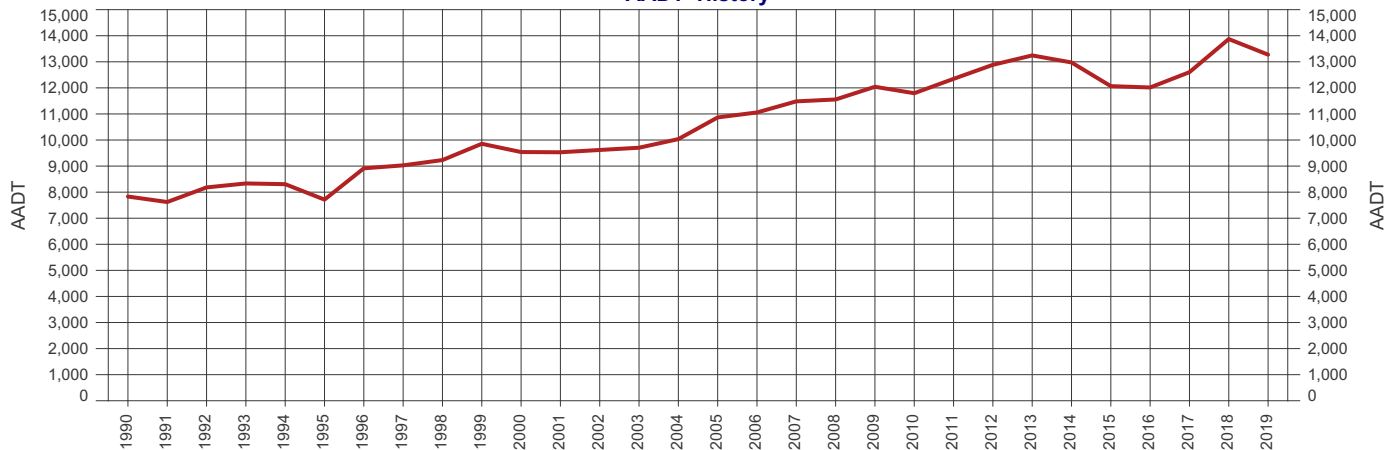
Speed Limit 100



Area 402 - Darling Downs District
Road Section 18B - WARREGO HIGHWAY (TOOWOOMBA - DALBY)
Site 30025 - 18B-270m West of Jannuschs Rd (PS) Piezo
Thru Dist 4.76
Type P - Permanent
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year -4.31%
AADT 13,274 Growth last 5 Yrs 1.57%
Avg Week Day 14,335 Growth last 10 Yrs 0.96%
Avg Weekend Day 10,220

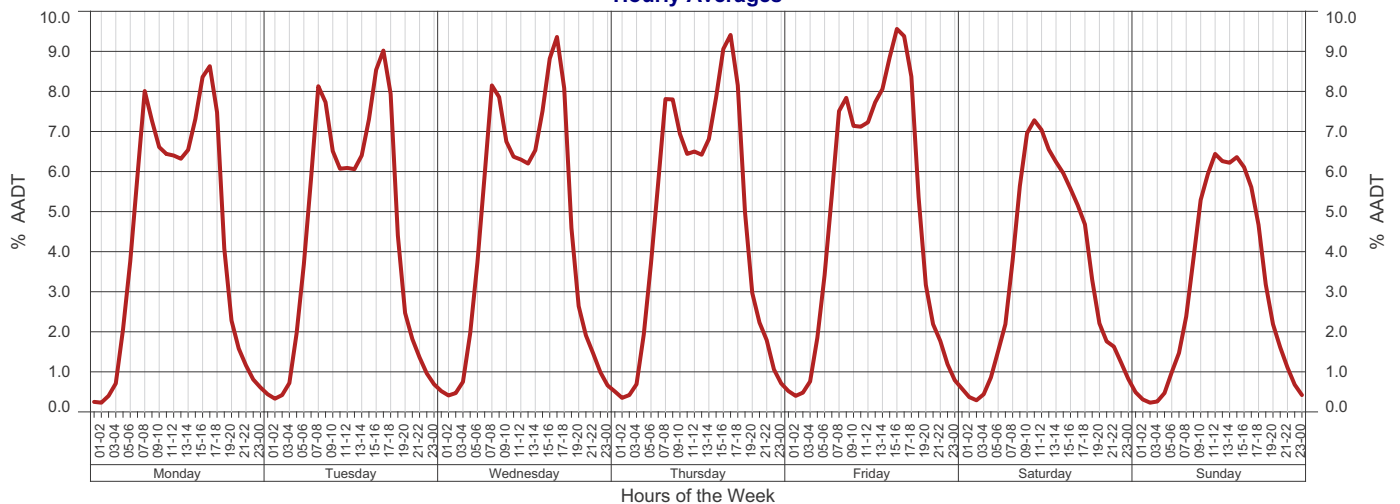
AADT History

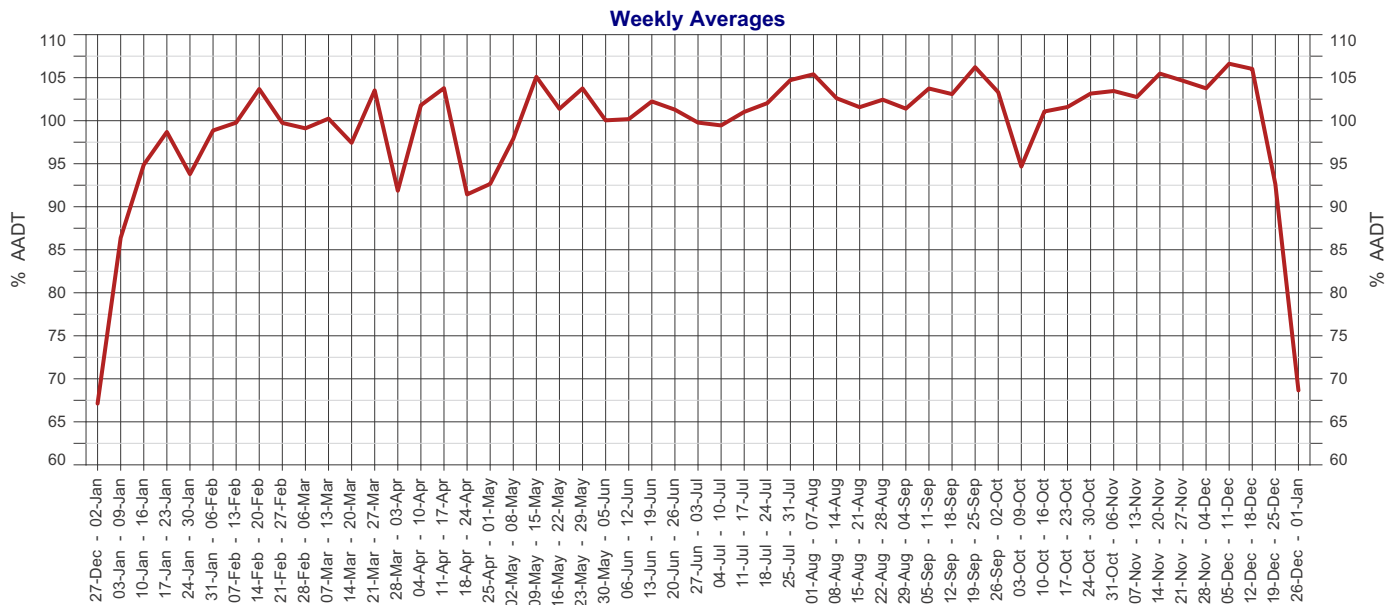
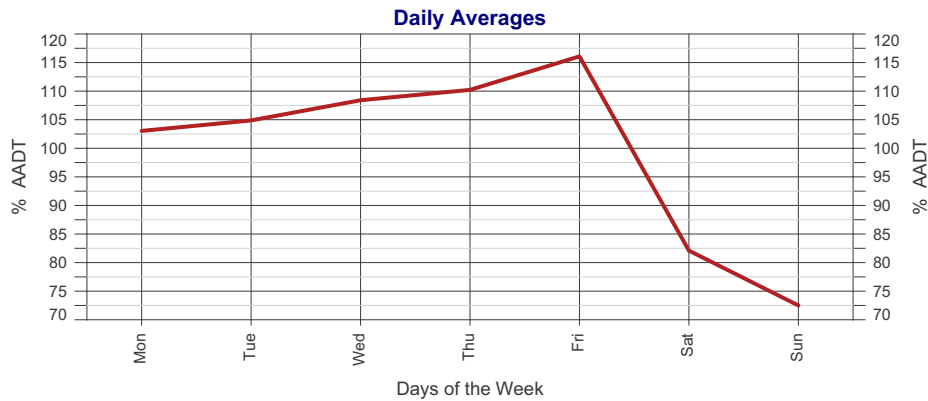


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	13,274	-4.31%	1.57%	0.96%
2018	13,872	10.08%	2.39%	1.82%
2017	12,602	4.89%	-0.48%	0.63%
2016	12,015	-0.42%	-1.56%	0.20%
2015	12,066	-7.01%	-0.79%	0.55%
2014	12,975	-2.03%	1.65%	2.07%
2013	13,244	2.79%	2.91%	2.87%
2012	12,884	4.37%	2.64%	2.90%
2011	12,345	4.66%	2.08%	2.66%
2010	11,795	-2.04%	1.41%	2.31%
2009	12,041	4.21%	3.17%	2.78%
2008	11,555	0.64%	3.17%	2.47%
2007	11,482	3.84%	3.91%	2.66%
2006	11,057	1.76%	3.52%	2.37%
2005	10,866	8.28%	3.42%	2.70%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	10,035	3.41%	1.04%	1.84%
2003	9,704	0.89%	0.52%	1.59%
2002	9,618	0.92%	0.79%	1.71%
2001	9,530	-0.09%	1.06%	1.96%
2000	9,539	-3.21%	2.82%	2.24%
1999	9,855	6.76%	4.42%	2.82%
1998	9,231	2.25%	2.88%	2.21%
1997	9,028	1.28%	2.56%	
1996	8,914	15.56%	2.98%	2.68%
1995	7,714	-7.13%	-0.78%	
1994	8,306	-0.34%	1.11%	
1993	8,334	1.86%	2.10%	
1992	8,182	7.35%		
1991	7,622	-2.68%	2.34%	
1990	7,832	-4.00%		

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

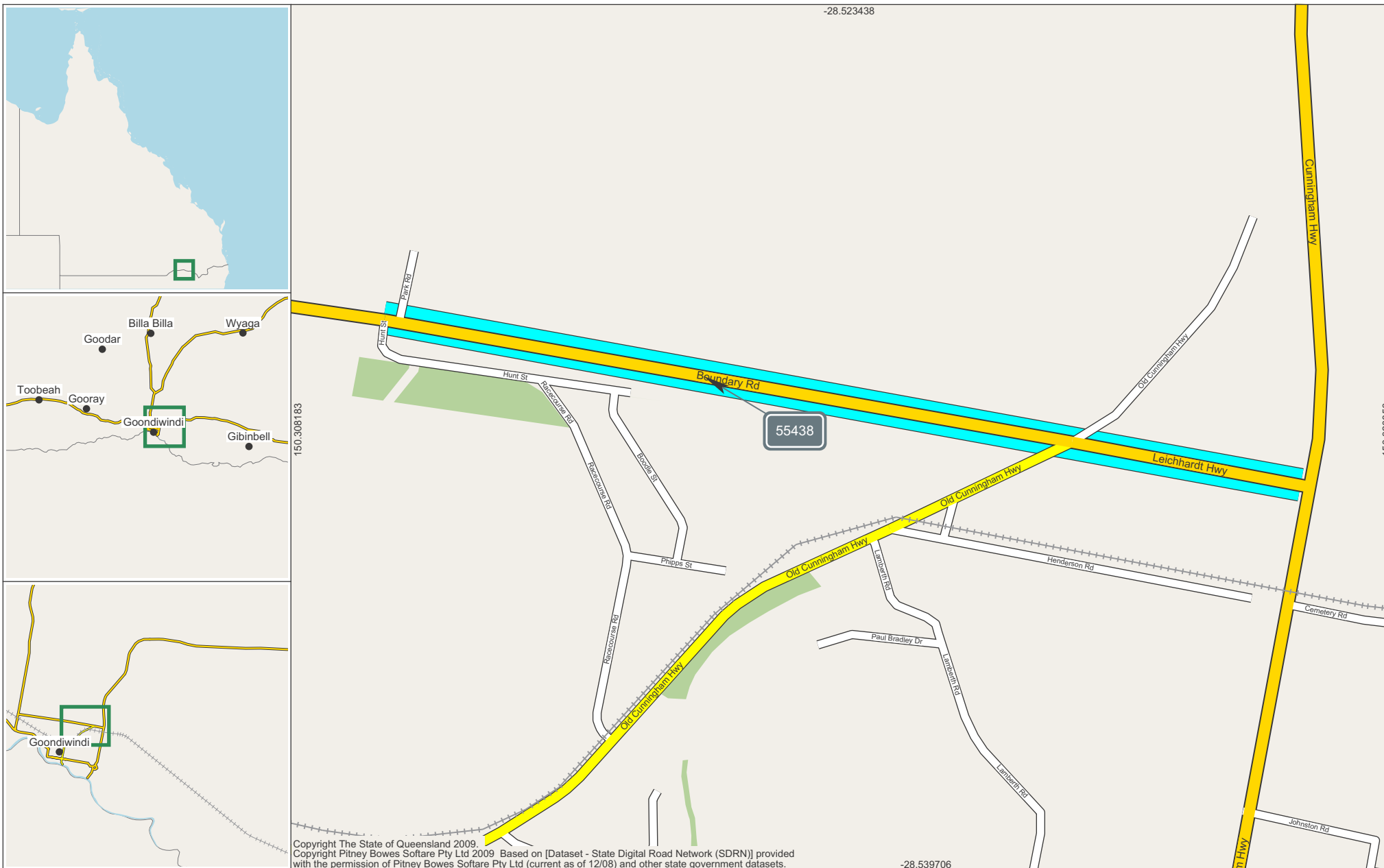
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

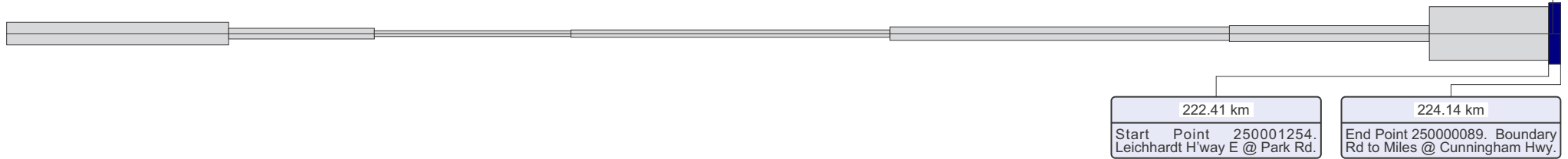
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



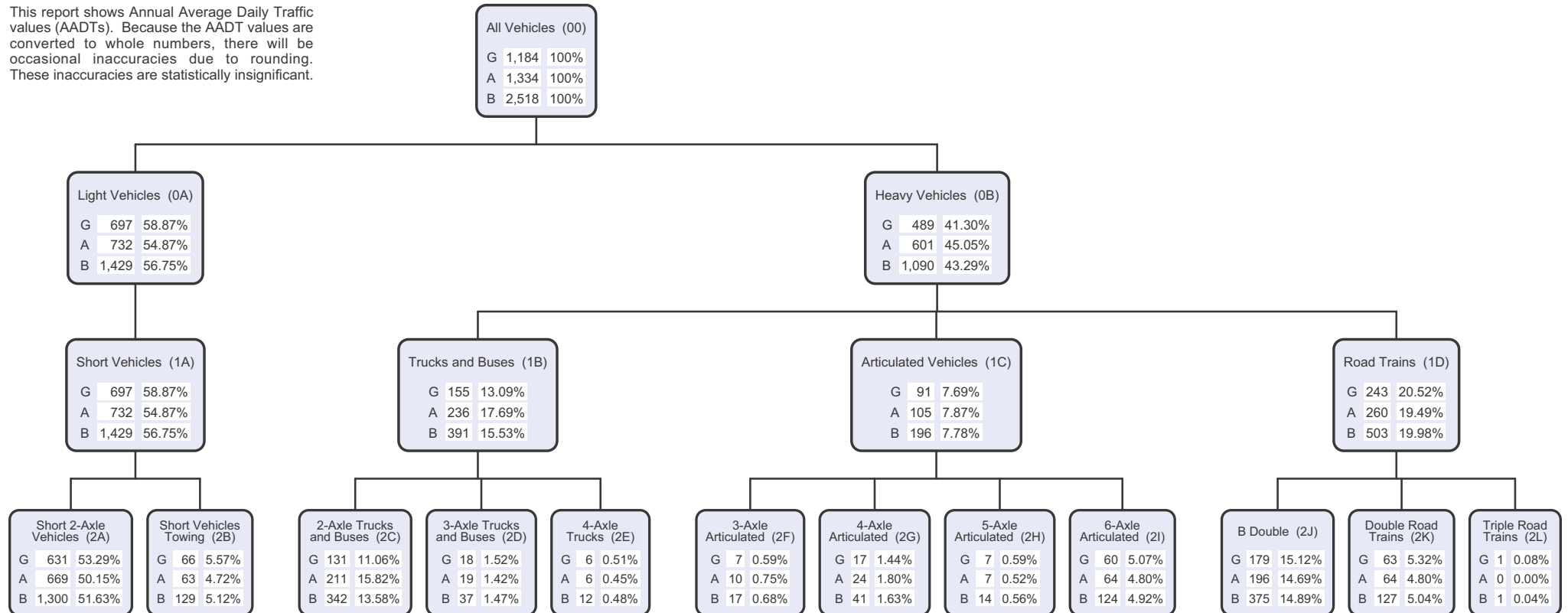
Site 55438. Point 250002789. Coverage Site 55438- 650m West of Old Cunningham Hwy.

223.01 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

Annual Volume Report

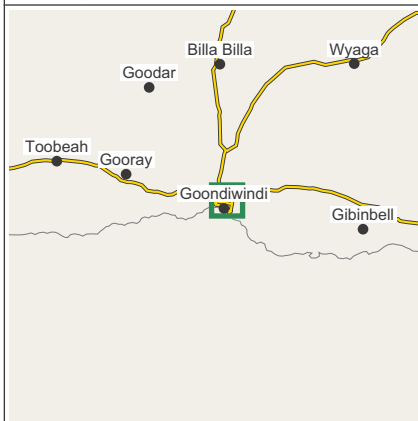
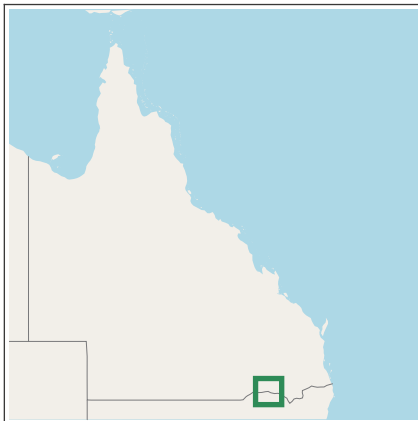
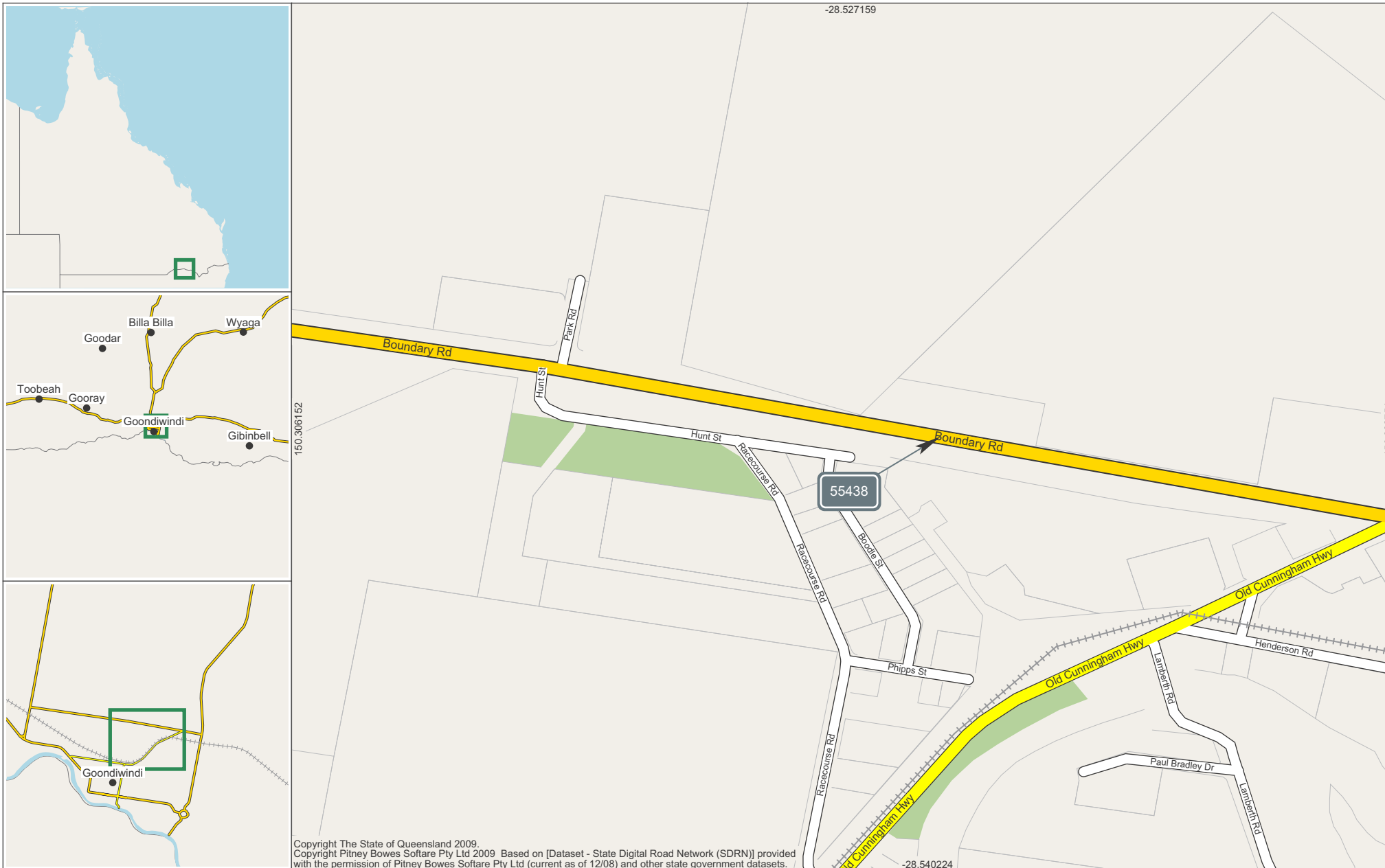
Area 402 - Darling Downs District

Road Section 26C - LEICHHARDT HIGHWAY (MILES - GOONDIWINDI)

Site 55438 - 26C-650m West of Cunningham Hwy 17D

TDist 223.010km

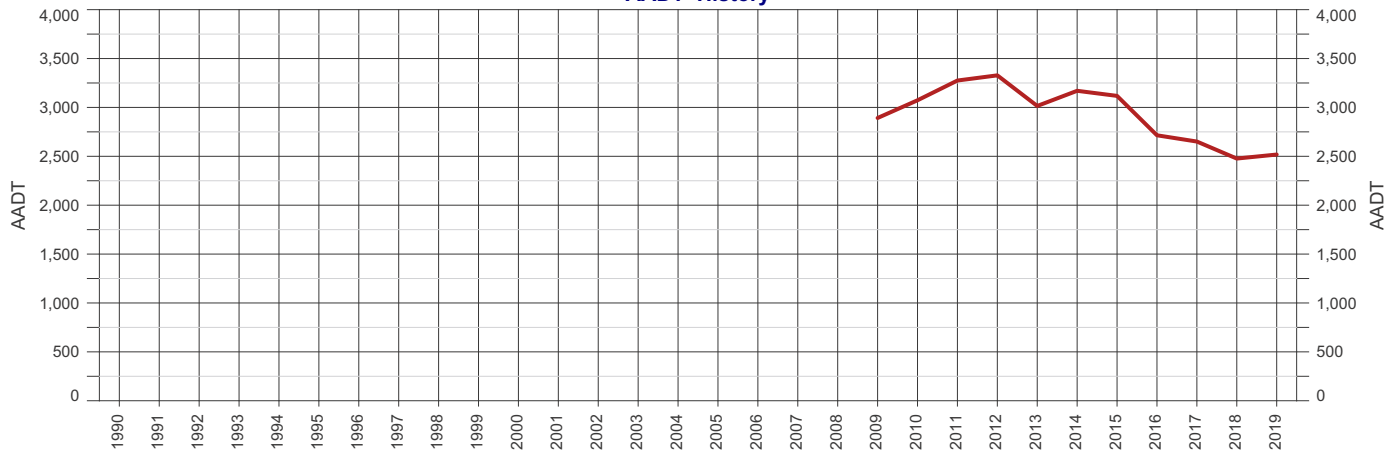
Speed Limit 80



Area 402 - Darling Downs District
Road Section 26C - LEICHHARDT HIGHWAY (MILES - GOONDIWINDI)
Site 55438 - 26C-650m West of Cunningham Hwy 17D
Thru Dist 223.01
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 1.66%
AADT 2,518 Growth last 5 Yrs -4.13%
Avg Week Day 2,568 Growth last 10 Yrs -2.72%
Avg Weekend Day 1,812

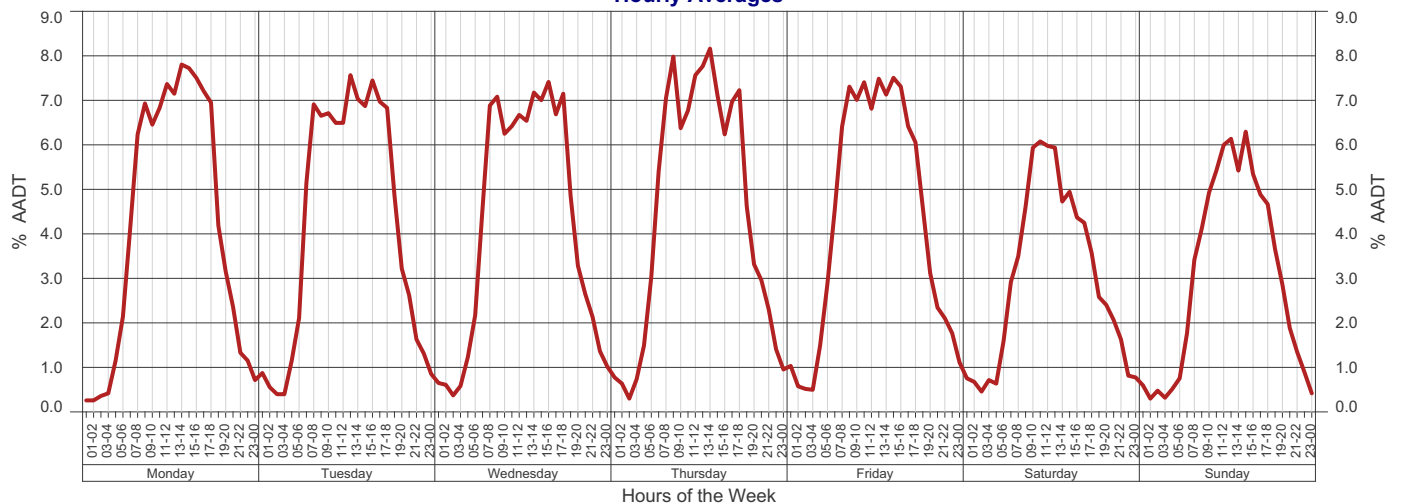
AADT History

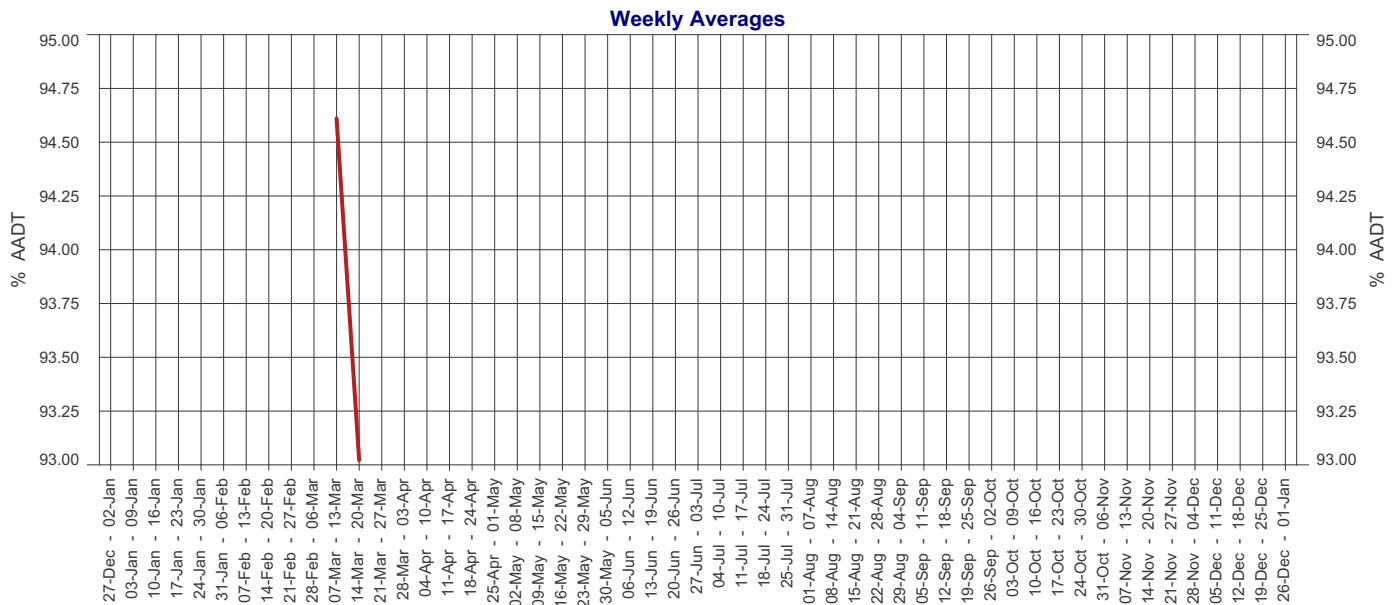
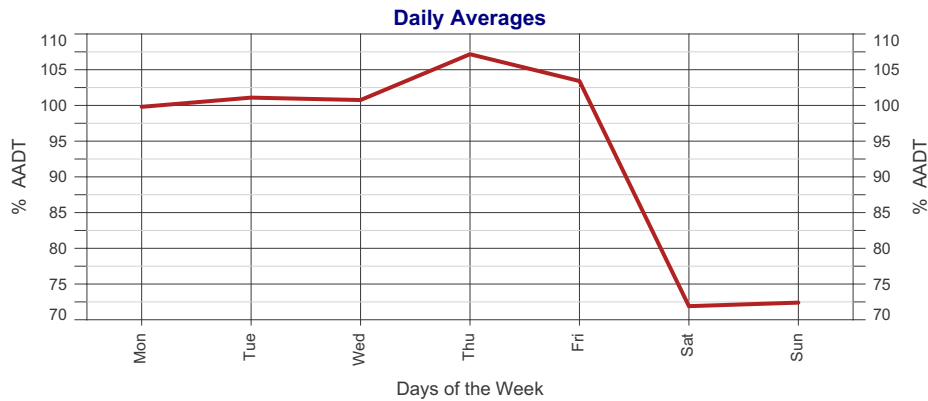


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	2,518	1.66%	-4.13%	-2.72%
2018	2,477	-6.56%	-5.16%	
2017	2,651	-2.36%	-4.51%	
2016	2,715	-12.92%	-4.47%	
2015	3,118	-1.64%	-0.49%	
2014	3,170	5.14%	0.80%	
2013	3,015	-9.41%		
2012	3,328	1.62%		
2011	3,275	6.57%		
2010	3,073	6.26%		
2009	2,892			
2008				
2007				
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004				
2003				
2002				
2001				
2000				
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

Hourly Averages





2019 Calendar

January M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	February M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	March M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	April M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
May M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	June M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	July M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	August M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
September M T W T F S S 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	October M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	November M T W T F S S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	December M T W T F S S 30 31 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

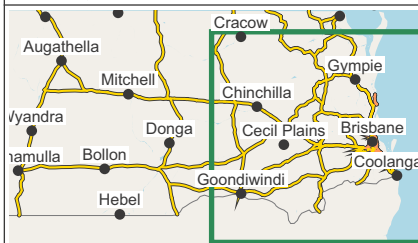
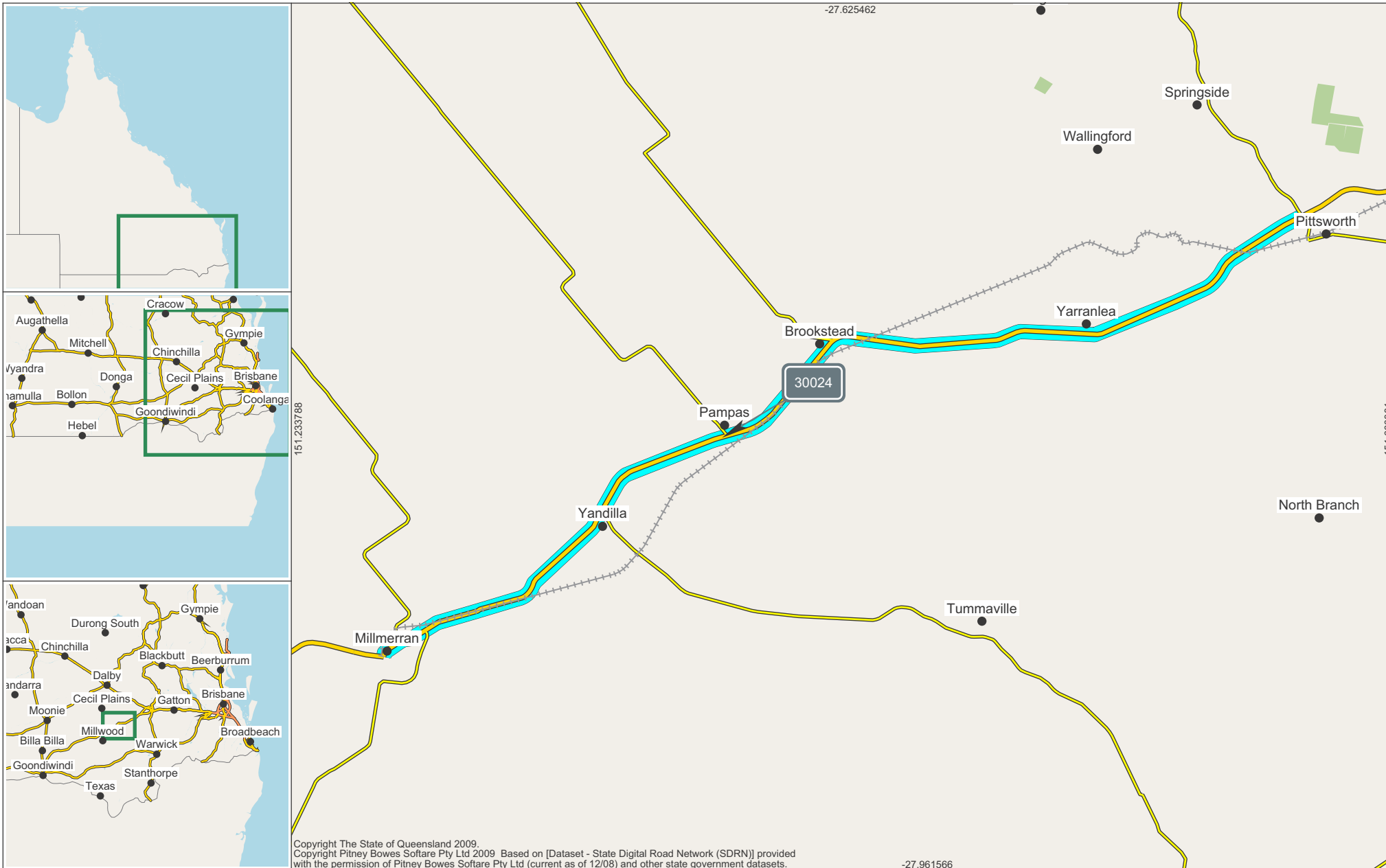
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 30024. Point 230000125.
PS-30024 230km West of
Pampas-Horrane Rd (Tubes).

46.15 km

The width of each Road Segment is proportional to its AADT.

20.26 km

Start Point 230019650. Int 28A &
323-Oakey-Pittsworth Rd (Rhs).

62.92 km

End Point 230000127. Int 28A-
Campbell St & 28B/Commens St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	1,360	100%
A	1,379	100%
B	2,739	100%

Light Vehicles (0A)

G	904	66.47%
A	944	68.46%
B	1,848	67.47%

Heavy Vehicles (0B)

G	457	33.60%
A	435	31.54%
B	892	32.57%

Short Vehicles (1A)

G	904	66.47%
A	944	68.46%
B	1,848	67.47%

Trucks and Buses (1B)

G	126	9.26%
A	80	5.80%
B	206	7.52%

Articulated Vehicles (1C)

G	90	6.62%
A	89	6.45%
B	179	6.54%

Road Trains (1D)

G	241	17.72%
A	266	19.29%
B	507	18.51%

Short 2-Axle
Vehicles (2A)

G	851	62.57%
A	888	64.39%
B	1,739	63.49%

Short Vehicles
Towing (2B)

G	53	3.90%
A	56	4.06%
B	109	3.98%

2-Axle Trucks
and Buses (2C)

G	107	7.87%
A	62	4.50%
B	169	6.17%

3-Axle Trucks
and Buses (2D)

G	13	0.96%
A	12	0.87%
B	25	0.91%

4-Axle
Trucks (2E)

G	6	0.44%
A	6	0.44%
B	12	0.44%

3-Axle
Articulated (2F)

G	5	0.37%
A	3	0.22%
B	8	0.29%

4-Axle
Articulated (2G)

G	9	0.66%
A	6	0.44%
B	15	0.55%

5-Axle
Articulated (2H)

G	7	0.51%
A	7	0.51%
B	14	0.51%

6-Axle
Articulated (2I)

G	69	5.07%
A	73	5.29%
B	142	5.18%

B Double (2J)

G	168	12.35%
A	197	14.29%
B	365	13.33%

Double Road
Trains (2K)

G	72	5.29%
A	68	4.93%
B	140	5.11%

Triple Road
Trains (2L)

G	1	0.07%
A	1	0.07%
B	2	0.07%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

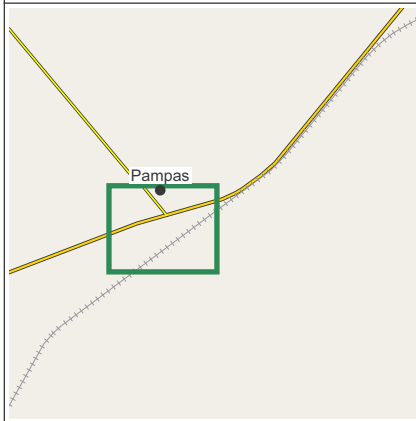
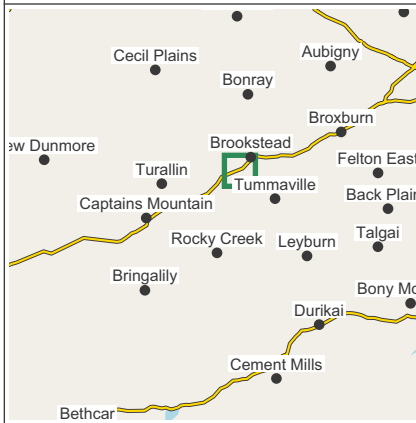
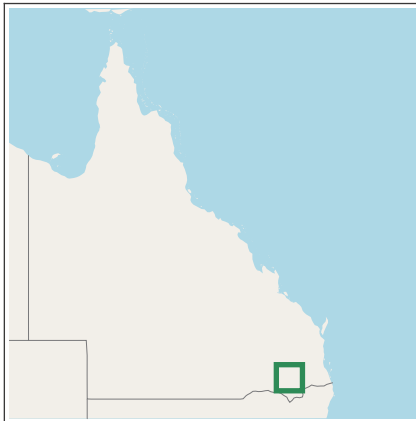
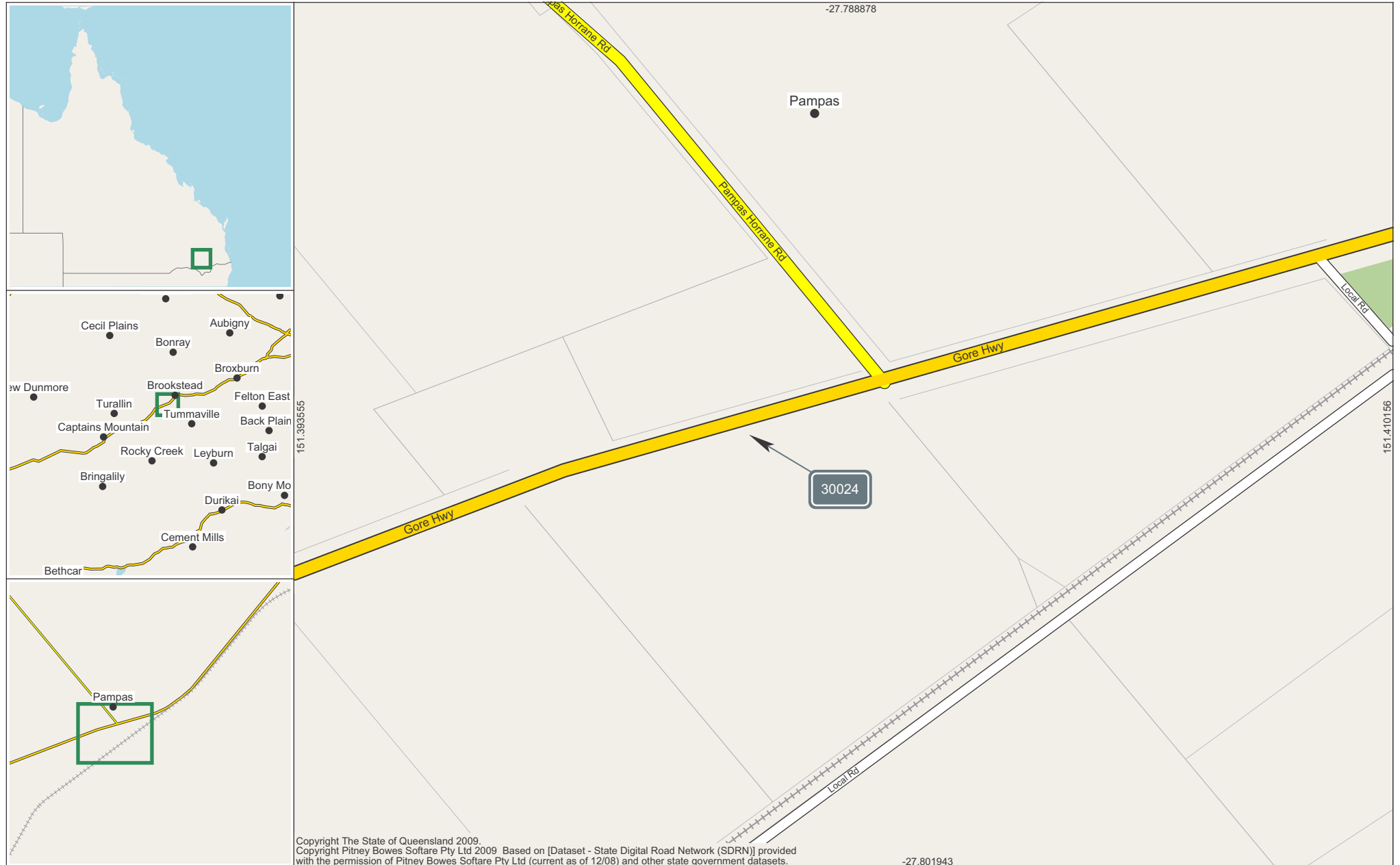
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

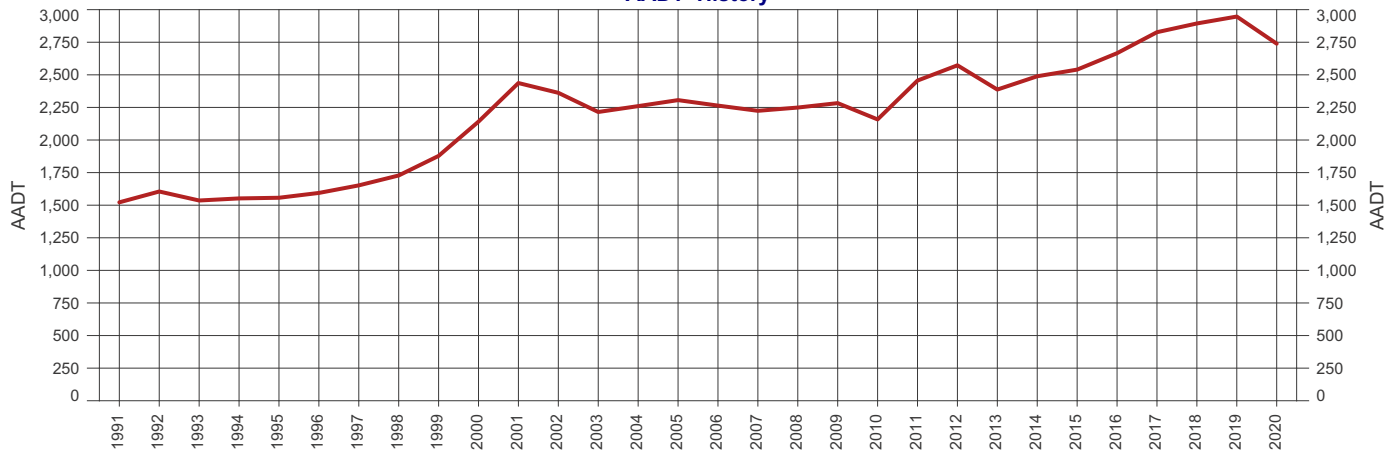
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 28A - GORE HIGHWAY (TOOWOOMBA-MILLMERRAN)
Site 30024 - 28A-230m West of Pampas-Horran Rd
Thru Dist 46.15
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2020
AADT 2,739
Avg Week Day 2,958
Avg Weekend Day 2,136
Growth last Year -7.06%
Growth last 5 Yrs 0.38%
Growth last 10 Yrs 1.47%

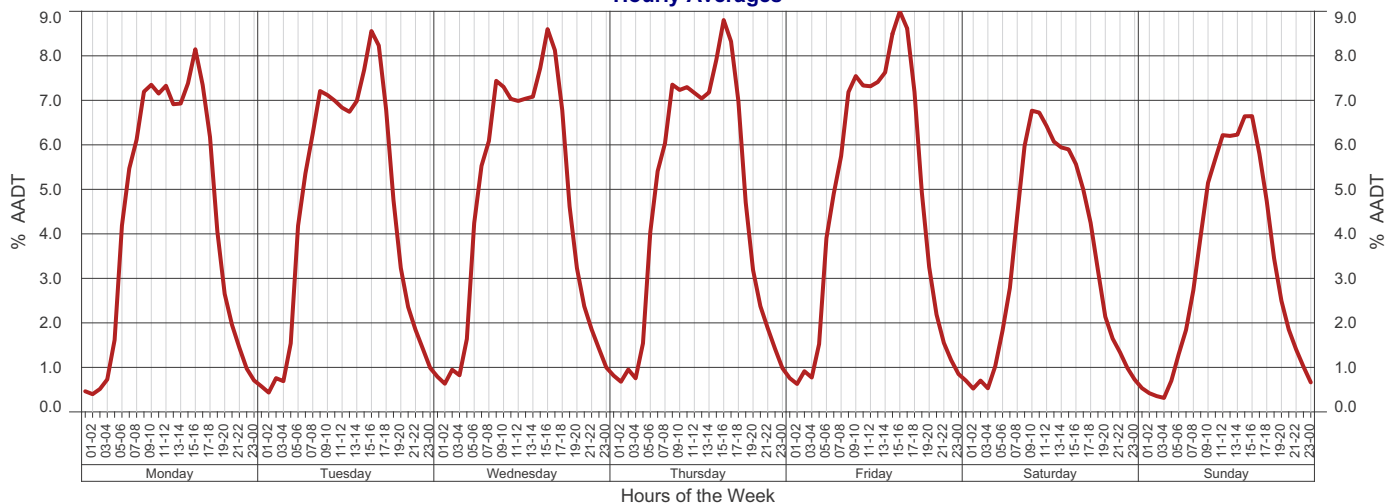
AADT History

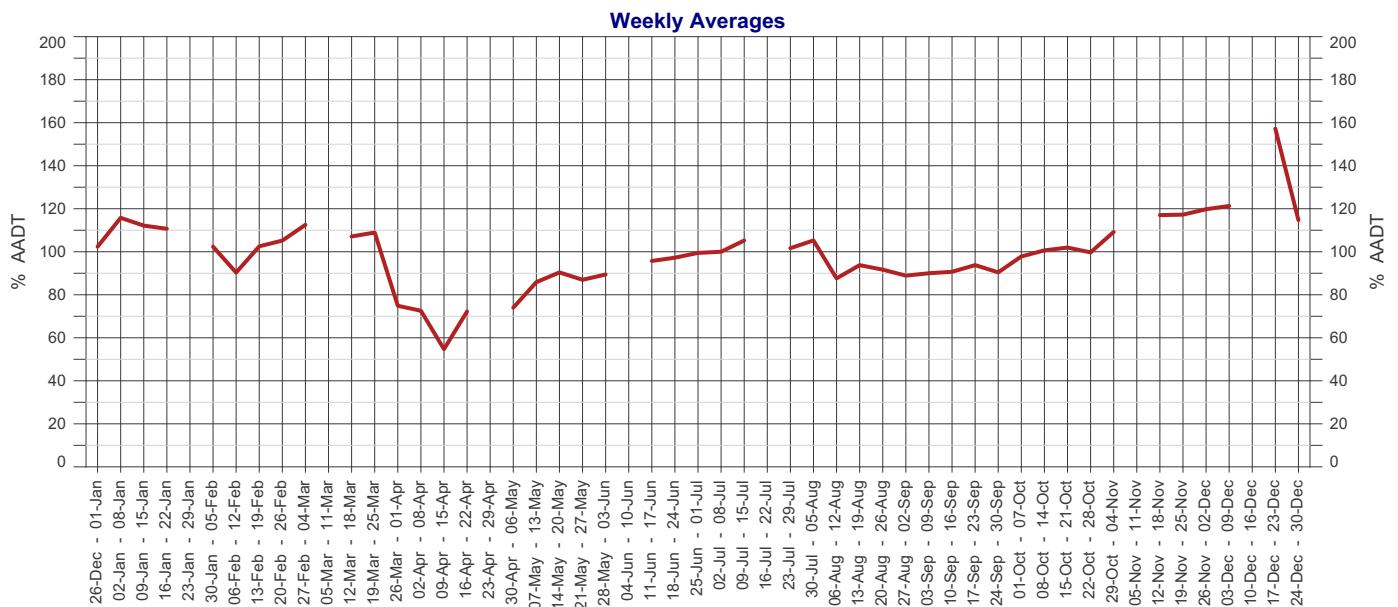
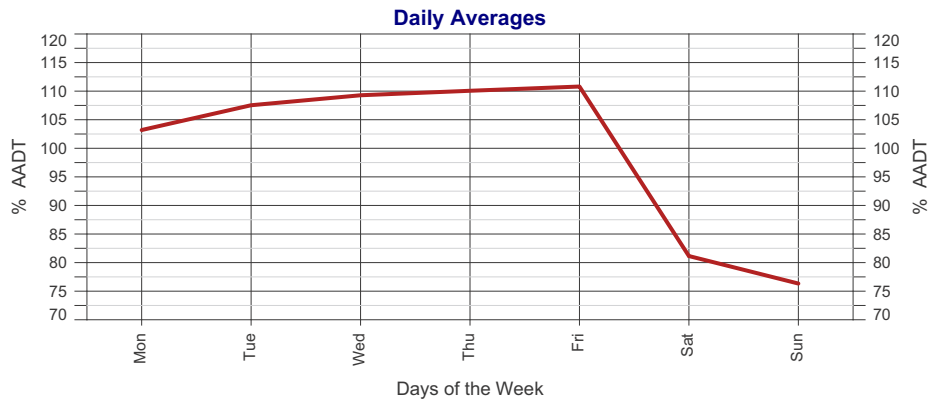


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2020	2,739	-7.06%	0.38%	1.47%
2019	2,947	1.83%	3.40%	2.86%
2018	2,894	2.37%	3.98%	2.90%
2017	2,827	6.04%	3.33%	2.82%
2016	2,666	4.96%	1.96%	2.11%
2015	2,540	2.05%	1.94%	1.47%
2014	2,489	4.27%	1.87%	1.26%
2013	2,387	-7.23%	1.18%	0.77%
2012	2,573	4.76%	3.75%	1.78%
2011	2,456	13.81%	2.47%	0.93%
2010	2,158	-5.48%	-1.36%	-0.76%
2009	2,283	1.51%	0.19%	0.54%
2008	2,249	1.12%	-0.04%	0.99%
2007	2,224	-1.77%	-0.77%	1.54%
2006	2,264	-1.82%	-0.88%	2.54%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2005	2,306	2.04%	0.33%	3.53%
2004	2,260	2.03%	1.55%	3.85%
2003	2,215	-6.22%	3.23%	4.11%
2002	2,362	-3.08%	7.33%	5.40%
2001	2,437	13.83%	10.24%	6.26%
2000	2,141	14.00%	7.76%	4.61%
1999	1,878	8.68%	4.72%	3.12%
1998	1,728	4.60%	2.84%	2.24%
1997	1,652	3.64%	1.42%	
1996	1,594	2.38%	0.71%	2.18%
1995	1,557	0.32%	0.45%	
1994	1,552	1.04%	1.52%	
1993	1,536	-4.30%	2.07%	
1992	1,605	5.45%		
1991	1,522	2.08%	5.39%	

Hourly Averages





2020 Calendar

January

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

February

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

March

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

April

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

May

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August

M	T	W	T	F	S	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

September

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

December

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

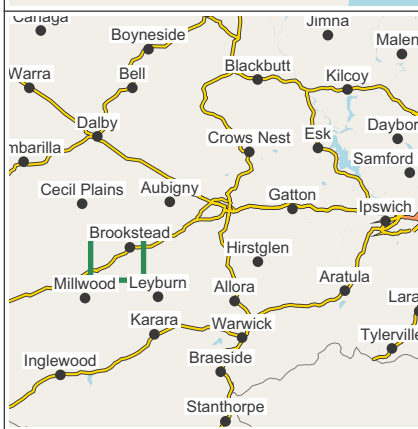
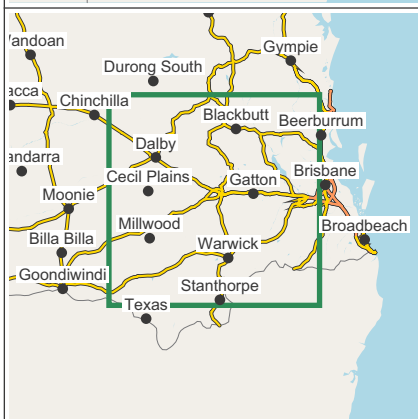
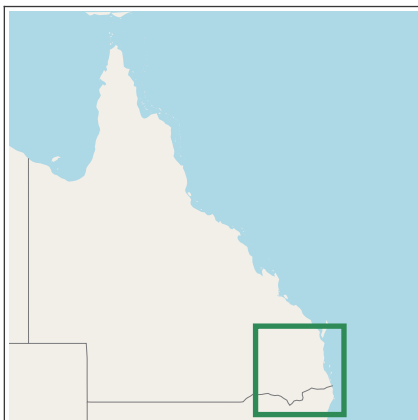
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 30024. Point 230000125.
PS-30024 230km West of
Pampas-Horrane Rd (Tubes).

46.15 km

The width of each Road Segment is proportional to its AADT.

20.26 km

Start Point 230019650. Int 28A &
323-Oakey-Pittsworth Rd (Rhs).

62.92 km

End Point 230000127. Int 28A-
Campbell St & 28B/Commens St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	1,468	100%
A	1,479	100%
B	2,947	100%

Light Vehicles (0A)

G	1,025	69.82%
A	1,070	72.35%
B	2,095	71.09%

Heavy Vehicles (0B)

G	443	30.18%
A	411	27.79%
B	854	28.98%

Short Vehicles (1A)

G	1,025	69.82%
A	1,070	72.35%
B	2,095	71.09%

Trucks and Buses (1B)

G	139	9.47%
A	92	6.22%
B	231	7.84%

Articulated Vehicles (1C)

G	88	5.99%
A	85	5.75%
B	173	5.87%

Road Trains (1D)

G	216	14.71%
A	234	15.82%
B	450	15.27%

Short 2-Axle
Vehicles (2A)

G	954	64.99%
A	993	67.14%
B	1,947	66.07%

Short Vehicles
Towing (2B)

G	71	4.84%
A	77	5.21%
B	148	5.02%

2-Axle Trucks
and Buses (2C)

G	121	8.24%
A	75	5.07%
B	196	6.65%

3-Axle Trucks
and Buses (2D)

G	12	0.82%
A	12	0.81%
B	24	0.81%

4-Axle
Trucks (2E)

G	6	0.41%
A	5	0.34%
B	11	0.37%

3-Axle
Articulated (2F)

G	7	0.48%
A	4	0.27%
B	11	0.37%

4-Axle
Articulated (2G)

G	11	0.75%
A	8	0.54%
B	19	0.64%

5-Axle
Articulated (2H)

G	7	0.48%
A	6	0.41%
B	13	0.44%

6-Axle
Articulated (2I)

G	63	4.29%
A	67	4.53%
B	130	4.41%

B Double (2J)

G	159	10.83%
A	178	12.04%
B	337	11.44%

Double Road
Trains (2K)

G	56	3.81%
A	55	3.72%
B	111	3.77%

Triple Road
Trains (2L)

G	1	0.07%
A	1	0.07%
B	2	0.07%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

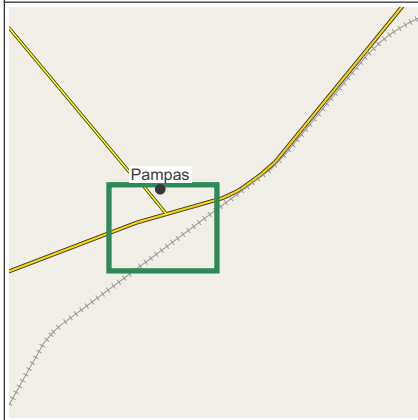
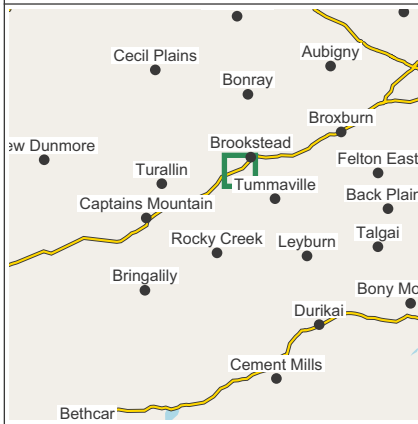
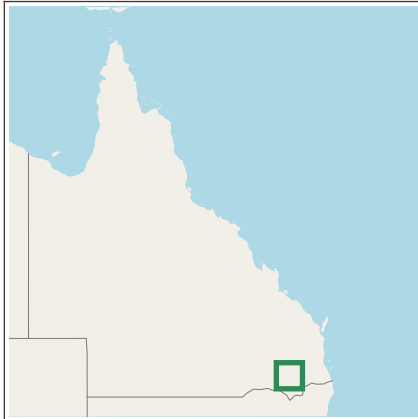
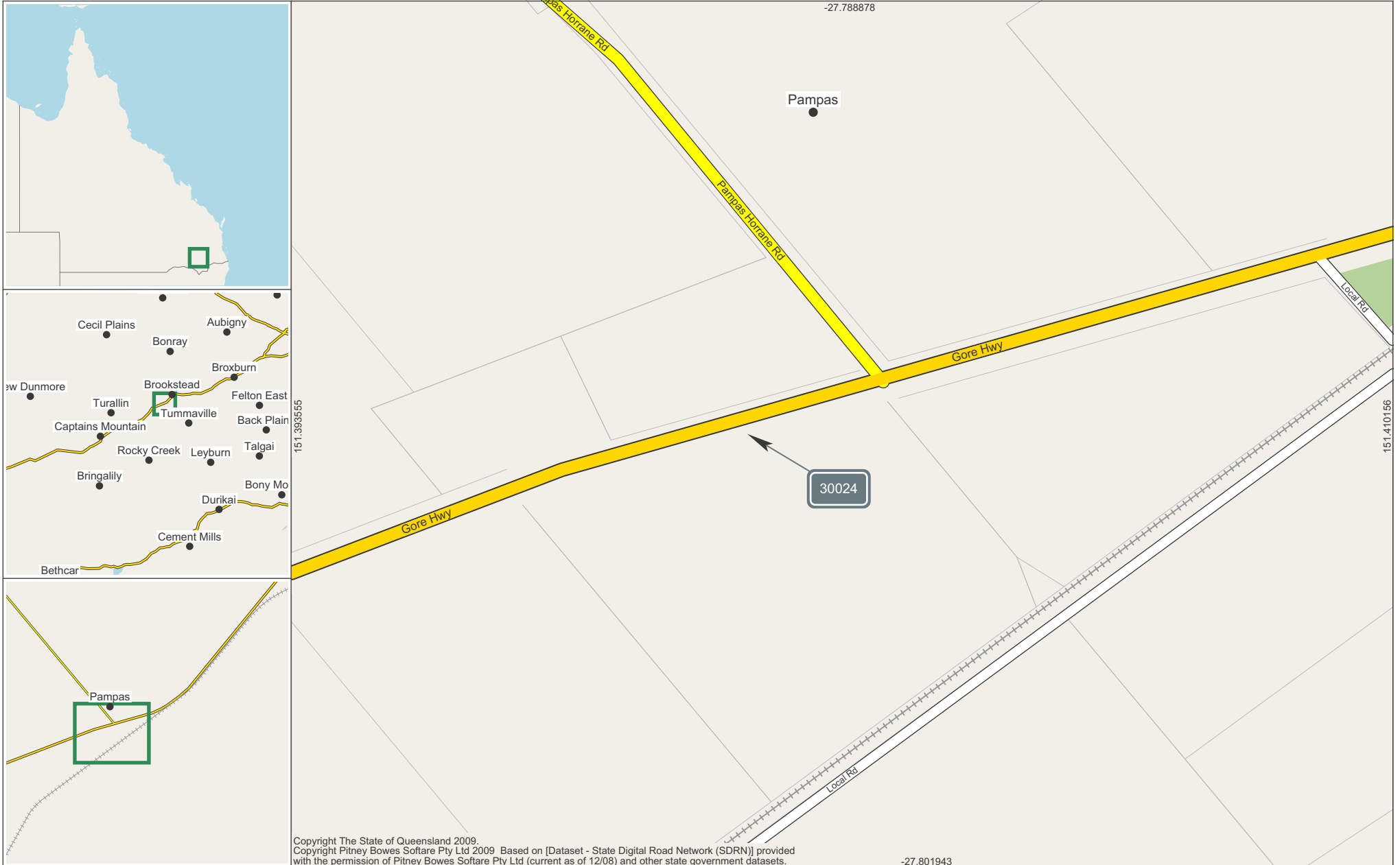
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

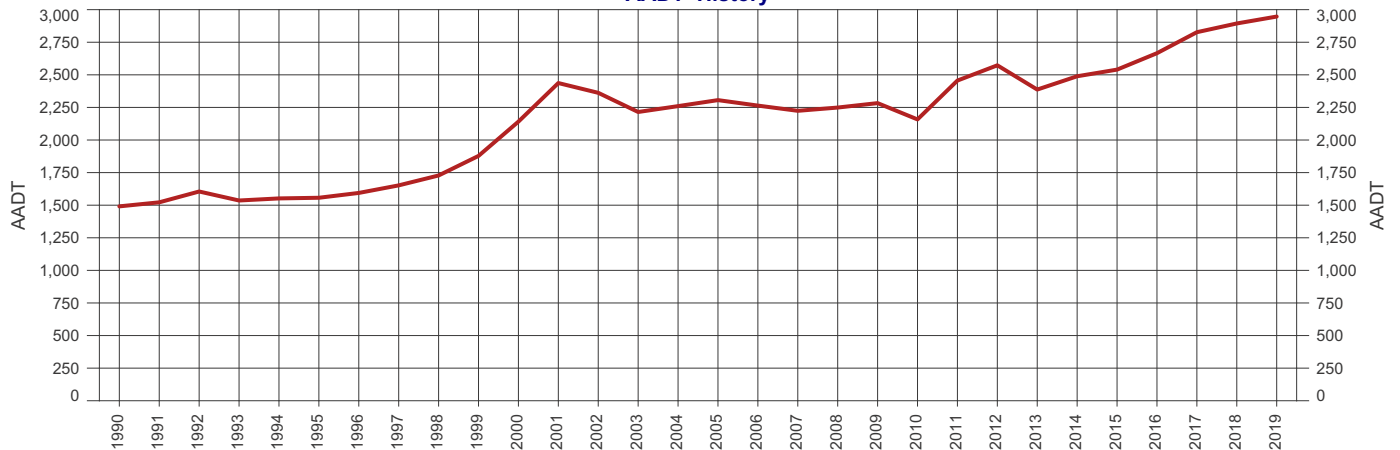
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 28A - GORE HIGHWAY (TOOWOOMBA-MILLMERRAN)
Site 30024 - 28A-230m West of Pampas-Horrane Rd
Thru Dist 46.15
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 1.83%
AADT 2,947 Growth last 5 Yrs 3.40%
Avg Week Day 3,123 Growth last 10 Yrs 2.86%
Avg Weekend Day 2,475

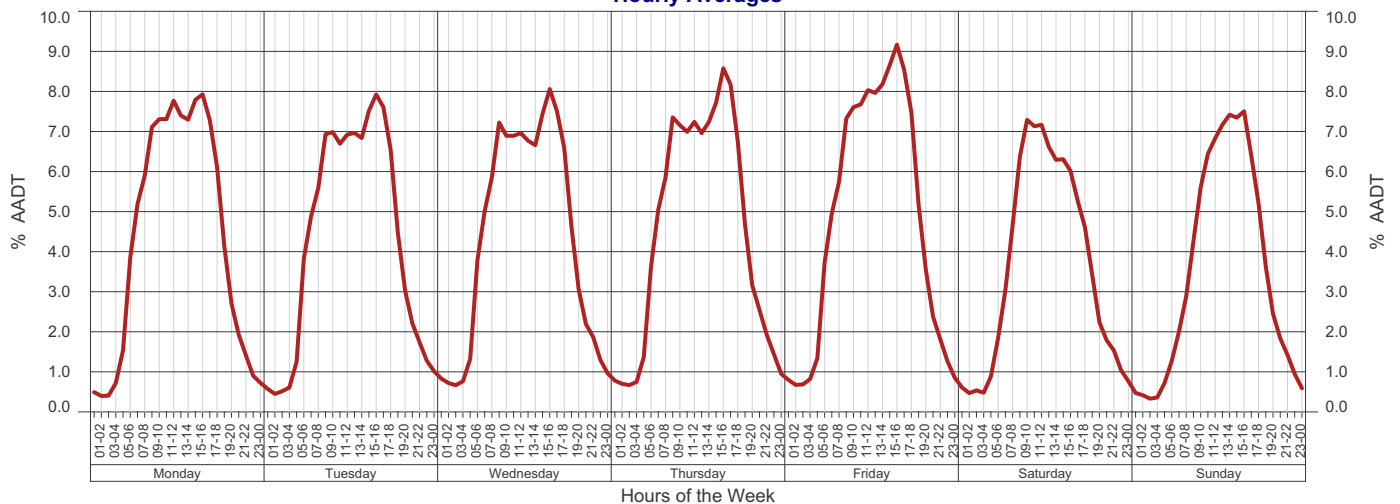
AADT History

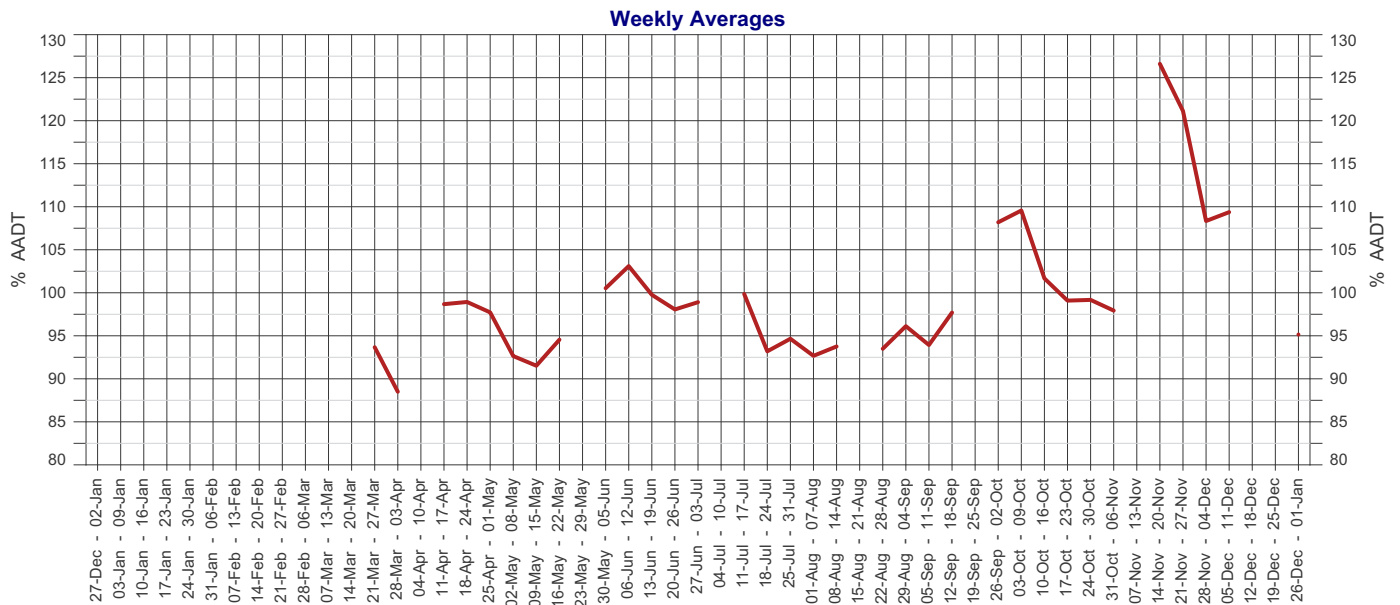
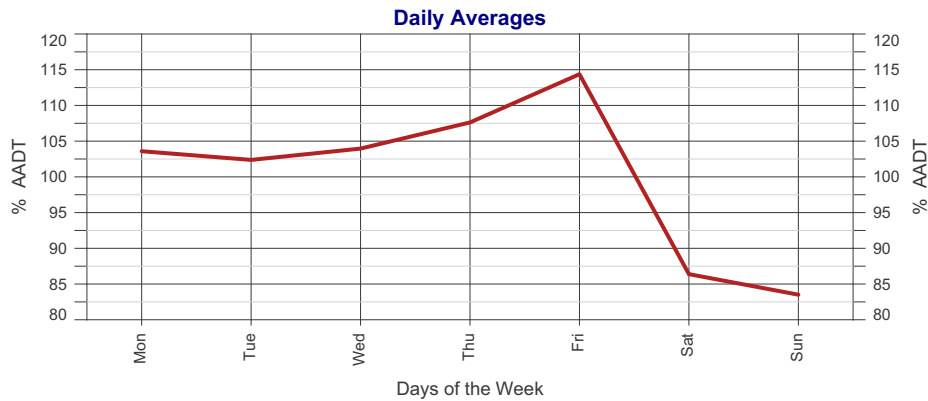


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	2,947	1.83%	3.40%	2.86%
2018	2,894	2.37%	3.98%	2.90%
2017	2,827	6.04%	3.33%	2.82%
2016	2,666	4.96%	1.96%	2.11%
2015	2,540	2.05%	1.94%	1.47%
2014	2,489	4.27%	1.87%	1.26%
2013	2,387	-7.23%	1.18%	0.77%
2012	2,573	4.76%	3.75%	1.78%
2011	2,456	13.81%	2.47%	0.93%
2010	2,158	-5.48%	-1.36%	-0.76%
2009	2,283	1.51%	0.19%	0.54%
2008	2,249	1.12%	-0.04%	0.99%
2007	2,224	-1.77%	-0.77%	1.54%
2006	2,264	-1.82%	-0.88%	2.54%
2005	2,306	2.04%	0.33%	3.53%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	2,260	2.03%	1.55%	3.85%
2003	2,215	-6.22%	3.23%	4.11%
2002	2,362	-3.08%	7.33%	5.40%
2001	2,437	13.83%	10.24%	6.26%
2000	2,141	14.00%	7.76%	4.61%
1999	1,878	8.68%	4.72%	3.12%
1998	1,728	4.60%	2.84%	2.24%
1997	1,652	3.64%	1.42%	
1996	1,594	2.38%	0.71%	2.18%
1995	1,557	0.32%	0.45%	
1994	1,552	1.04%	1.52%	
1993	1,536	-4.30%	2.07%	
1992	1,605	5.45%		
1991	1,522	2.08%	5.39%	
1990	1,491	9.79%		

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

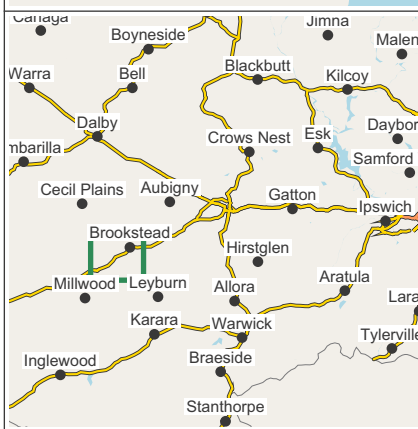
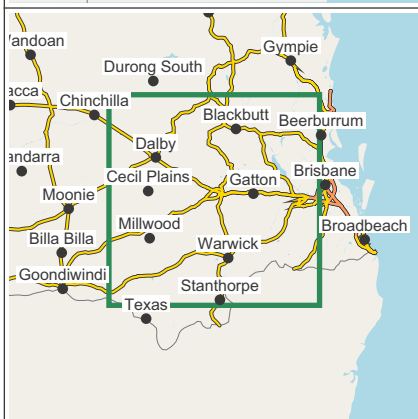
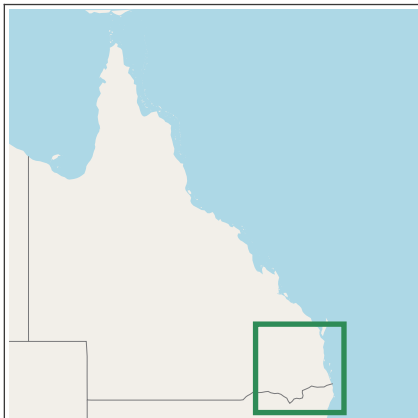
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Site 30024. Point 230000125.
PS-30024 230km West of
Pampas-Horrane Rd (Tubes).

46.15 km

The width of each Road Segment is proportional to its AADT.

20.26 km

Start Point 230019650. Int 28A &
323-Oakey-Pittsworth Rd (Rhs).

62.92 km

End Point 230000127. Int 28A-
Campbell St & 28B/Commens St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	1,468	100%
A	1,479	100%
B	2,947	100%

Light Vehicles (0A)

G	1,025	69.82%
A	1,070	72.35%
B	2,095	71.09%

Heavy Vehicles (0B)

G	443	30.18%
A	411	27.79%
B	854	28.98%

Short Vehicles (1A)

G	1,025	69.82%
A	1,070	72.35%
B	2,095	71.09%

Trucks and Buses (1B)

G	139	9.47%
A	92	6.22%
B	231	7.84%

Articulated Vehicles (1C)

G	88	5.99%
A	85	5.75%
B	173	5.87%

Road Trains (1D)

G	216	14.71%
A	234	15.82%
B	450	15.27%

Short 2-Axle
Vehicles (2A)

G	954	64.99%
A	993	67.14%
B	1,947	66.07%

Short Vehicles
Towing (2B)

G	71	4.84%
A	77	5.21%
B	148	5.02%

2-Axle Trucks
and Buses (2C)

G	121	8.24%
A	75	5.07%
B	196	6.65%

3-Axle Trucks
and Buses (2D)

G	12	0.82%
A	12	0.81%
B	24	0.81%

4-Axle
Trucks (2E)

G	6	0.41%
A	5	0.34%
B	11	0.37%

3-Axle
Articulated (2F)

G	7	0.48%
A	4	0.27%
B	11	0.37%

4-Axle
Articulated (2G)

G	11	0.75%
A	8	0.54%
B	19	0.64%

5-Axle
Articulated (2H)

G	7	0.48%
A	6	0.41%
B	13	0.44%

6-Axle
Articulated (2I)

G	63	4.29%
A	67	4.53%
B	130	4.41%

B Double (2J)

G	159	10.83%
A	178	12.04%
B	337	11.44%

Double Road
Trains (2K)

G	56	3.81%
A	55	3.72%
B	111	3.77%

Triple Road
Trains (2L)

G	1	0.07%
A	1	0.07%
B	2	0.07%

AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

Data Collection Year

Is the most recent year that data was collected at the data collection site.

Please Note:

- Due to location and/or departmental policy, some sites are not counted every year.

Gazetted Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazetted direction is from Brisbane to Gympie.

Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazetted Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

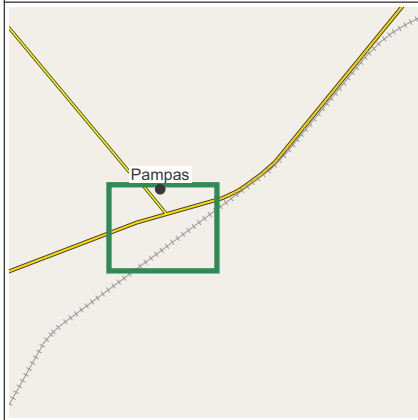
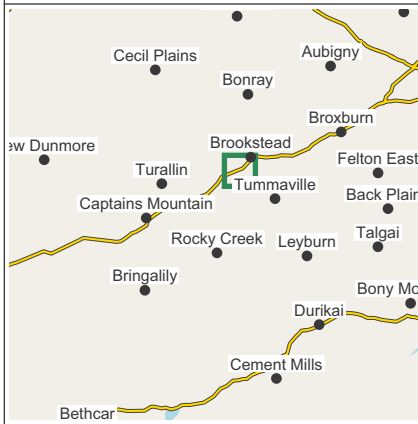
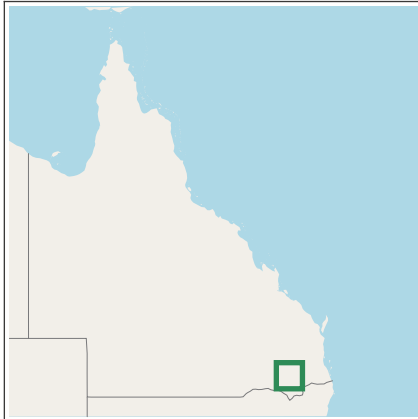
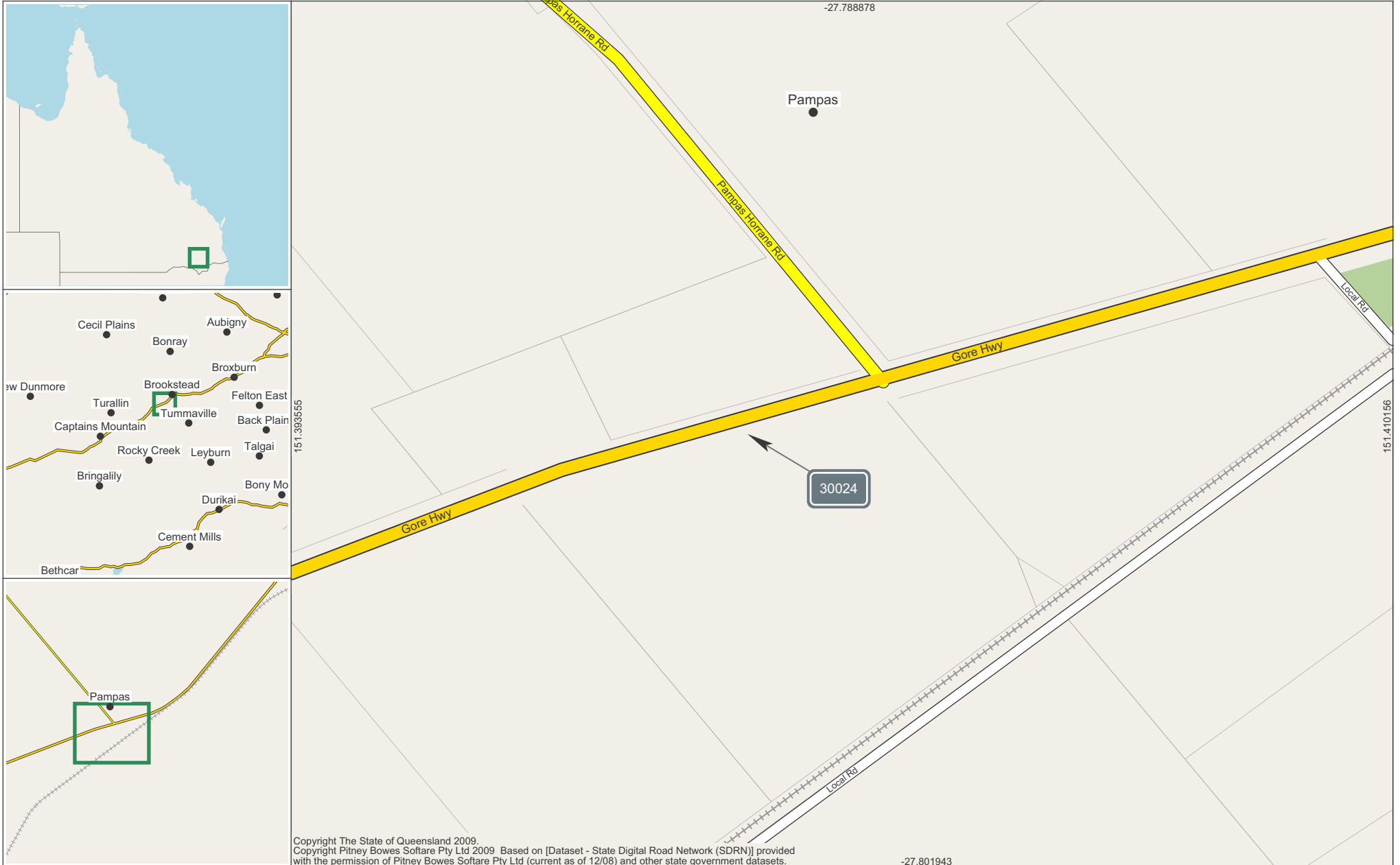
Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

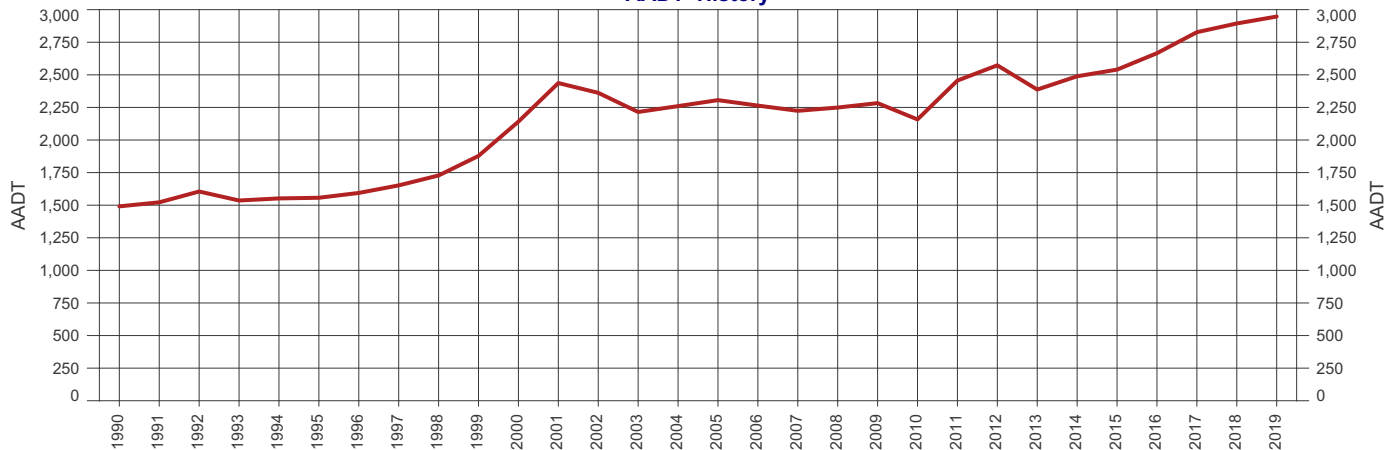
This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013



Area 402 - Darling Downs District
Road Section 28A - GORE HIGHWAY (TOOWOOMBA-MILLMERRAN)
Site 30024 - 28A-230m West of Pampas-Horrane Rd
Thru Dist 46.15
Type C - Coverage
Stream TB - Bi-directional traffic flow

Year 2019 Growth last Year 1.83%
AADT 2,947 Growth last 5 Yrs 3.40%
Avg Week Day 3,123 Growth last 10 Yrs 2.86%
Avg Weekend Day 2,475

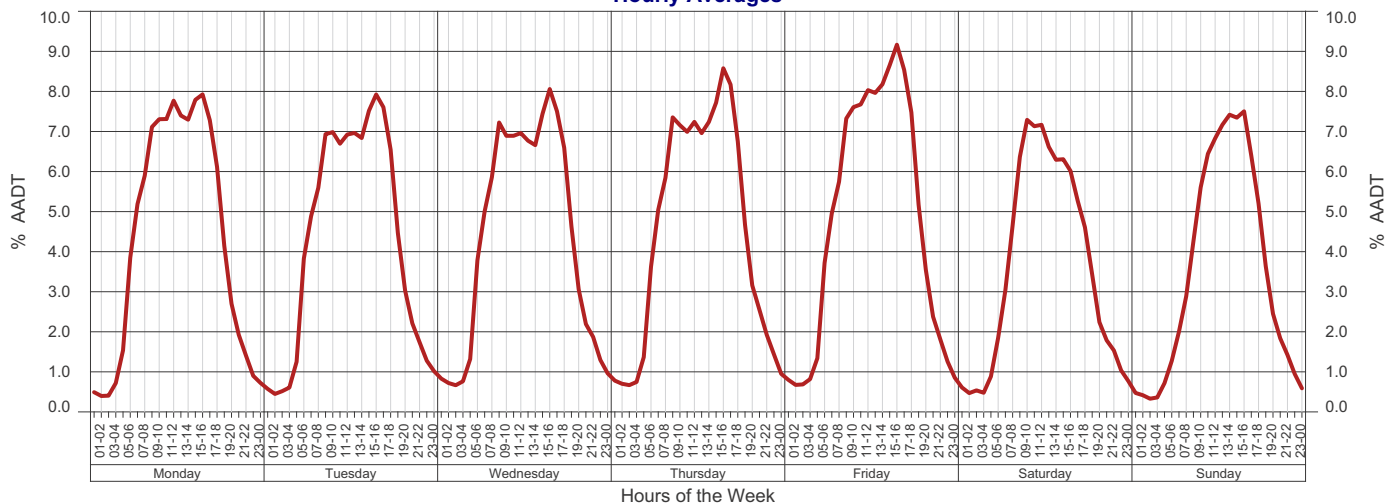
AADT History

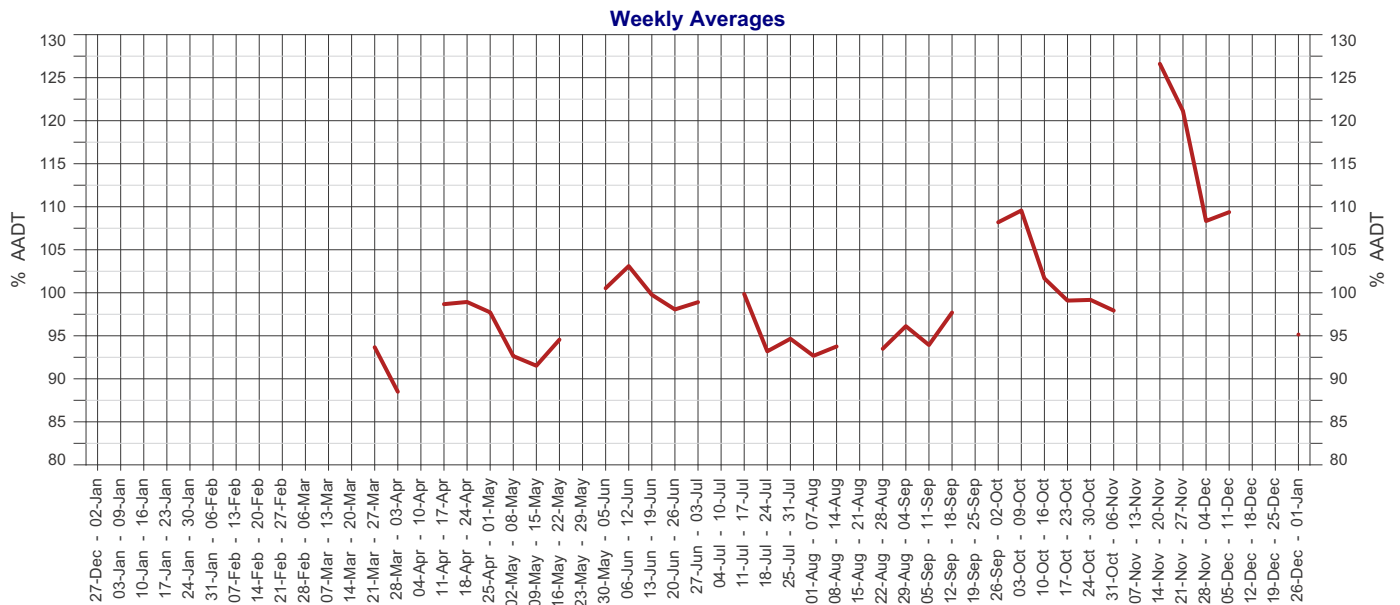
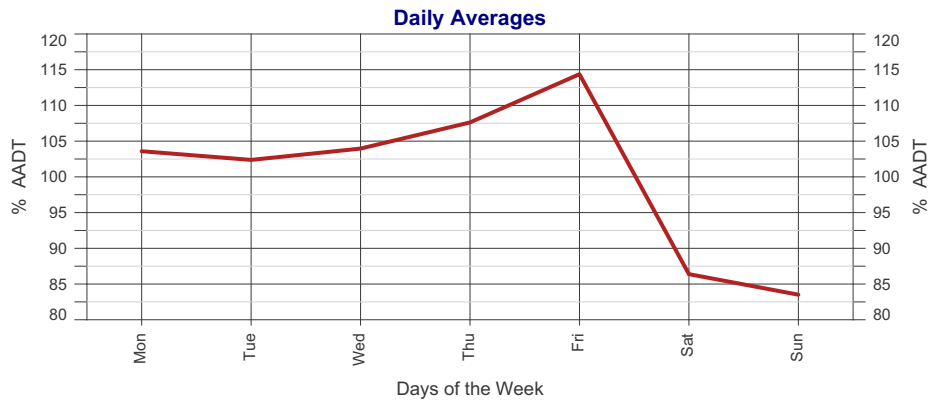


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	2,947	1.83%	3.40%	2.86%
2018	2,894	2.37%	3.98%	2.90%
2017	2,827	6.04%	3.33%	2.82%
2016	2,666	4.96%	1.96%	2.11%
2015	2,540	2.05%	1.94%	1.47%
2014	2,489	4.27%	1.87%	1.26%
2013	2,387	-7.23%	1.18%	0.77%
2012	2,573	4.76%	3.75%	1.78%
2011	2,456	13.81%	2.47%	0.93%
2010	2,158	-5.48%	-1.36%	-0.76%
2009	2,283	1.51%	0.19%	0.54%
2008	2,249	1.12%	-0.04%	0.99%
2007	2,224	-1.77%	-0.77%	1.54%
2006	2,264	-1.82%	-0.88%	2.54%
2005	2,306	2.04%	0.33%	3.53%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	2,260	2.03%	1.55%	3.85%
2003	2,215	-6.22%	3.23%	4.11%
2002	2,362	-3.08%	7.33%	5.40%
2001	2,437	13.83%	10.24%	6.26%
2000	2,141	14.00%	7.76%	4.61%
1999	1,878	8.68%	4.72%	3.12%
1998	1,728	4.60%	2.84%	2.24%
1997	1,652	3.64%	1.42%	
1996	1,594	2.38%	0.71%	2.18%
1995	1,557	0.32%	0.45%	
1994	1,552	1.04%	1.52%	
1993	1,536	-4.30%	2.07%	
1992	1,605	5.45%		
1991	1,522	2.08%	5.39%	
1990	1,491	9.79%		

Hourly Averages





2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History

Displays the years when traffic data was collected at this count site.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar

Days on which traffic data was collected are highlighted in green.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Copyright

Copyright The State of Queensland (Department of Transport and Main Roads) 2013

Licence

<http://creativecommons.org/licenses/by-nd/3.0/au>

This work is licensed under a Creative Commons Attribution 3.0 Australia (CC BY-ND) Licence. To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2013

APPENDIX

AA

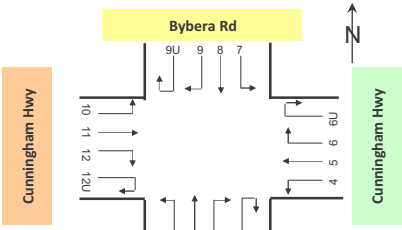
Traffic Impact Assessment

Appendix A1 Intersection count volume summaries

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 4. Cunningham Hwy / Bybera Rd
Day/Date	: Mon, 21st Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy											
Direction												
Time Period	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	1	1	0	2	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	1	1	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	1	0	1	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	1	2	0	3	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	1	2	0	3	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	2	0	0	2	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	4	1	0	5	0	0	0	0	0	0	0	0
4:45 to 5:00	3	1	0	4	0	0	0	0	0	0	0	0
5:00 to 5:15	2	1	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30	1	0	1	2	1	0	0	1	0	0	0	0
5:30 to 5:45	2	0	0	2	0	0	0	0	0	0	0	0
5:45 to 6:00	2	2	2	6	1	0	0	1	0	0	0	0
6:00 to 6:15	4	0	1	5	0	0	2	2	0	0	0	0
6:15 to 6:30	4	1	1	6	0	0	0	0	0	0	0	0
6:30 to 6:45	4	1	4	9	0	0	0	0	0	0	0	0
6:45 to 7:00	6	0	1	7	0	0	0	0	0	0	0	0
7:00 to 7:15	1	6	3	10	1	0	0	1	0	0	0	0
7:15 to 7:30	11	0	1	12	0	0	0	0	0	0	0	0
7:30 to 7:45	1	3	4	8	0	0	0	0	0	0	0	0
7:45 to 8:00	4	2	2	8	0	0	0	0	0	0	0	0
8:00 to 8:15	13	1	0	14	1	0	0	1	0	0	0	0
8:15 to 8:30	7	2	1	10	1	0	0	1	0	0	0	0
8:30 to 8:45	5	0	4	9	0	0	0	0	0	0	0	0
8:45 to 9:00	5	0	2	7	0	0	0	0	0	0	0	0
9:00 to 9:15	7	4	3	14	1	0	0	1	0	0	0	0
9:15 to 9:30	8	2	2	12	0	0	0	0	0	0	0	0
9:30 to 9:45	6	2	3	11	1	0	0	1	0	0	0	0
9:45 to 10:00	6	1	2	9	0	0	0	0	0	0	0	0
10:00 to 10:15	13	1	1	15	0	0	0	0	0	0	0	0
10:15 to 10:30	7	1	2	10	1	0	0	1	0	0	0	0
10:30 to 10:45	7	1	0	8	1	0	0	1	0	0	0	0
10:45 to 11:00	12	0	3	15	0	0	0	0	0	0	0	0
11:00 to 11:15	9	1	4	14	1	0	0	1	0	0	0	0
11:15 to 11:30	9	0	2	11	0	0	0	0	0	0	0	0
11:30 to 11:45	10	1	2	13	0	0	0	0	0	0	0	0
11:45 to 12:00	7	1	3	11	0	0	0	0	0	0	0	0
12:00 to 12:15	10	1	8	19	0	0	0	0	0	0	0	0
12:15 to 12:30	12	2	3	17	0	0	0	0	0	0	0	0
12:30 to 12:45	5	1	4	10	0	0	0	0	0	0	0	0
12:45 to 13:00	7	3	4	14	2	0	0	2	0	0	0	0
13:00 to 13:15	5	1	4	10	1	0	0	1	1	0	0	1
13:15 to 13:30	8	1	6	15	0	0	0	0	0	0	0	0
13:30 to 13:45	12	4	2	18	2	0	0	2	0	0	0	0
13:45 to 14:00	6	0	0	6	0	0	0	0	0	0	0	0
14:00 to 14:15	5	1	4	10	0	0	0	0	0	0	0	0
14:15 to 14:30	17	4	3	24	1	0	0	1	0	0	0	0
14:30 to 14:45	8	1	6	15	1	0	0	1	0	0	0	0
14:45 to 15:00	10	0	3	13	0	0	0	0	0	0	0	0
15:00 to 15:15	9	0	7	16	1	0	0	1	0	0	0	0
15:15 to 15:30	6	3	3	12	1	0	0	1	0	0	0	0
15:30 to 15:45	9	0	4	13	0	0	0	0	0	0	0	0
15:45 to 16:00	9	3	4	16	2	0	0	2	0	0	0	0
16:00 to 16:15	8	3	9	20	0	0	0	0	0	0	0	0
16:15 to 16:30	10	2	3	15	1	0	0	1	0	0	0	0
16:30 to 16:45	5	2	2	9	0	0	0	0	0	0	0	0
16:45 to 17:00	2	1	3	6	1	0	0	1	0	0	0	0
17:00 to 17:15	6	2	3	11	0	0	0	0	0	0	0	0
17:15 to 17:30	7	4	3	14	1	0	0	1	0	0	0	0
17:30 to 17:45	3	2	3	8	1	0	0	1	0	0	0	0
17:45 to 18:00	4	1	6	11	0	0	1	1	0	0	0	0
18:00 to 18:15	0	3	6	9	2	0	0	2	0	0	0	0
18:15 to 18:30	2	1	2	5	0	0	0	0	0	0	0	0
18:30 to 18:45	2	0	5	7	0	0	0	0	0	0	0	0
18:45 to 19:00	0	4	2	6	0	0	0	0	0	0	0	0
19:00 to 19:15	2	2	1	5	0	0	0	0	0	0	0	0
19:15 to 19:30	0	1	0	1	0	0	0	0	0	0	0	0
19:30 to 19:45	0	1	4	5	0	0	0	0	0	0	0	0
19:45 to 20:00	1	1	3	5	0	0	0	0	0	0	0	0
20:00 to 20:15	0	3	4	7	0	0	0	0	0	0	0	0
20:15 to 20:30	1	0	2	3	0	0	0	0	0	0	0	0
20:30 to 20:45	1	0	2	3	0	0	0	0	0	0	0	0
20:45 to 21:00	0	2	1	3	0	0	0	0	0	0	0	0
21:00 to 21:15	0	1	3	4	0	0	0	0	0	0	0	0
21:15 to 21:30	0	2	3	5	0	0	0	0	0	0	0	0
21:30 to 21:45	0	2	3	5	0	0	0	0	0	0	0	0
21:45 to 22:00	1	0	2	3	0	0	0	0	0	0	0	0
22:00 to 22:15	1	0	2	3	1	0	0	1	0	0	0	0

23:45 to 0:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	28	1	0	29		4	0	0	4	0	0	0	0	5	0	0	5	363	74	160	597		1	0	0	1	

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	1	1	0	0	0	0	0	0	0
24hr Totals				331	75	221	627	22	2	0	24	0	0	0

Approach	Bybera Rd												Cunningham Hwy											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
3:00 to 3:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0
5:45 to 6:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	0	0	0	1	0	0	0	1	2	0	2	0	2	4	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0
6:30 to 6:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	1	6	0	0	0	0	0
6:45 to 7:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	5	3	12	0	0	0	0	0
7:00 to 7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	6	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
7:45 to 8:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	2	2	7	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	2	9	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	4	11	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	4	12	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	9	0	0	0	0	0
9:00 to 9:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16	3	1	20	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	1	1	7	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	2	12	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	2	13	0	0	0	0	0
10:00 to 10:15	1	1	0	2	1	0	0	0	0	1	0	0	0	1	12	1	2	15	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	7	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	8	17	0	0	0	0	0
10:45 to 11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	4	7	0	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	7	17	0	0	0	0	0
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	9	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	5	15	0	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	7	13	0	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	4	12	0	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	1	10	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	13	0	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
13:00 to 13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	5	2	3	10	0	0	0	0

23:30 to 23:45				0	0	2	2	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	1	0	0	1	0	0	0
24hr Totals				380	87	209	676	36	2	0	38	0	0	0

Approach	Bybera Rd																Cunningham Hwy																															
Direction	Direction 7 (Left Turn)																Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)																Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total												
0:00 to 0:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0											
0:15 to 0:30	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0											
0:30 to 0:45	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0											
0:45 to 1:00	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1:00 to 1:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1:15 to 1:30	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1:30 to 1:45	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0											
1:45 to 2:00	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0											
2:00 to 2:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0											
2:15 to 2:30	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0											
2:30 to 2:45	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
2:45 to 3:00	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0											
3:00 to 3:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0											
3:15 to 3:30	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0											
3:30 to 3:45	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0											
3:45 to 4:00	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0											
4:00 to 4:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0											
4:15 to 4:30	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0											
4:30 to 4:45	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0											
4:45 to 5:00	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0											
5:00 to 5:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0											
5:15 to 5:30	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0											
5:30 to 5:45	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	9	0	0	0	0	0	0	0	0	0	0	0	0											
5:45 to 6:00	0	0	0	0					1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0											
6:00 to 6:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0											
6:15 to 6:30	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0											
6:30 to 6:45	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0											
6:45 to 7:00	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0											
7:00 to 7:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0											
7:15 to 7:30	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0											
7:30 to 7:45	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0											
7:45 to 8:00	1	1	0	2					0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	4	19	0	0	0	0	0	0	0	0	0	0	0	0											
8:00 to 8:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0											
8:15 to 8:30	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	2	10	0	0	0	0	0	0	0	0	0	0	0	0											
8:30 to 8:45	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	3	11	0	0	0	0	0	0	0	0	0	0	0	0											
8:45 to 9:00	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	2	10	0	0	0	0	0	0	0	0	0	0	0	0											
9:00 to 9:15	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	3	10	0	0	0	0	0	0	0	0	0	0	0	0											
9:15 to 9:30	1	0	0	1					0	0	0	0	0	0	0	0	0	0	0	0	0</																											

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0
24hr Totals				301	46	88	435	30	2	0	32	1	0	1

Approach	Bybera Rd												Cunningham Hwy											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0
6:15 to 6:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
6:30 to 6:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	7	0	0	0	0
6:45 to 7:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	7	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0
7:15 to 7:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1	2	11	0	0	0	0
7:30 to 7:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	2	12	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0
8:45 to 9:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	2	15	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	10	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	1	16	0	0	0	0
9:30 to 9:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	1	0	0	1	12	1	0	13	1	0	13	0	0	0	0
10:00 to 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	0	11	0	0	0	0
10:15 to 10:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5	0	0	0	0
10:30 to 10:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	8	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	14	0	0	0	0
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	2	10	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	16	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0
12:00 to 12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	10	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	1	0	0	1	5	1	2	8				0	0	0	0
12:45 to 13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0
13:00 to 13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	8	0	0	0	0
13:1																								

23:30 to 23:45					0	0	1	1	0	0	0	0	0	0	0
23:45 to 0:00					0	0	1	1	0	0	0	0	0	0	0
24hr Totals					418	48	77	543	21	2	0	23	0	0	0

Approach	Bybera Rd												Cunningham Hwy											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
6:00 to 6:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
6:15 to 6:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	1	2	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	9	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0
8:00 to 8:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0
8:30 to 8:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	4	11	0	0	0	0
9:00 to 9:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	11	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	2	11	0	0	0	0
9:30 to 9:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15	2	2	19	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	2	11	0	0	0	0
10:00 to 10:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	1	14	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3	2	19	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	8	0	0	0	0
11:15 to 11:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12	0	5	17	0	0	0	0
11:30 to 11:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	11	0	0	0	0
11:45 to 12:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	1	1	11	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	14	0	0	0	0
12:15 to 12:30	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	14	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	1	0	0	1	5	1	2	8				0	0	0	0
12:45 to 13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	10	0	0	0	0
13:00 to 13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10	1	1	12	0	0	0	0
13:15 to 5																								

23:45 to 0:00	0	0	0	0																	0	0	0	0				
24hr Totals	15	0	0	15	14	4	0	18	0	0	0	0	12	3	0	15	310	74	163	547					0	1	0	1

23:30 to 23:45				0	0	1	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0
24hr Totals				305	67	261	633	15	0	0	15	0	0	0

Approach	East Sawmill Rd												Cunningham Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	4	5		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	2	4		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	1	5		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	2	5	10		0	0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	1	3	8		0	0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	1	2	7		0	0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	1	2	8		0	0	0	0	0	
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	1	5	11		0	0	0	0	0	
7:45 to 8:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6	1	5	12		0	0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	2	5	11		0	0	0	0	0	
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6	2	1	9		0	0	0	0	0	
8:45 to 9:00	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	13	0	4	17		0	0	0	0
9:00 to 9:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	6	1	1	8		0	0	0	0	
9:15 to 9:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	5	1	2	8		0	0	0	0	0	
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	10	1	0	11		0	0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	7	2	3	12		0	0	0	0	0	
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	2	5	11		0	0	0	0	0	
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	1	6	12		0	0	0	0	0	
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6	1	7	14		0	0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	11	2	4	17		0	0	0	0	0	
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	1	0	4	5		0	0	0	0	0	
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	0	8	13		1	0	0	1		
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	3	8	12		1	0	0	1		
11:45 to 12:00	0	1	0	1		0	0	0	0	0	0	0	0	1	0	1	5	1	5	11		2	0	0	2	
12:00 to 12:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	5	1	3	9		0	0	0	0	
12:15 to 12:30	0	1	0	1		0	0	0	0	0	0	0	0	1	0	1	5	2	1	8		0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	1	1	7		0	0	0	0		
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	1	6	12		0	0	0	0		
13:00 to 13:15	1	0	0																							

23:30 to 23:45				0	3	5	8	0	0	0	0	0	0	0
23:45 to 0:00				1	0	2	3	0	0	0	0	0	0	0
24hr Totals				295	95	225	615	5	0	0	5	0	0	0

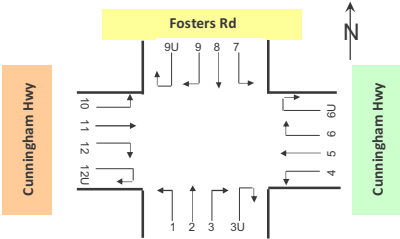
Approach	East Sawmill Rd												Cunningham Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	3	5		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	1	6		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	1	6		0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	3	7		0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	1	5	16		0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	3	12		0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	1	0	0	1	10	1	4	15				0	0	0	0	
7:30 to 7:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	2	3	0	5		0	0	0	0	
7:45 to 8:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	12	1	4	17		0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	2	9		0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	1	2	8		0	0	0	0	
8:30 to 8:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	12	0	2	14		0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	0	3	14		0	0	0	0	
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	1	4	12		0	0	0	0	
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	7	16		0	0	0	0	
9:30 to 9:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	7	2	3	12		0	0	0	0	
9:45 to 10:00	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	9	0	2	11		0	0	0	0
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	3	2	10		0	0	0	0	
10:15 to 10:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	11	0	5	16		0	0	0	0	
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	7	11		0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	4	0	3	7		0	0	0	0
11:00 to 11:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	9	3	3	15		0	0	0	0
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	2	3	2	7		0	0	0	0
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	7	2	2	11		0	0	0	0
12:00 to 12:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	3	0	5	8		0	0	0	0
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	6	8		0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	5	0	4	9		0	0	0	0
12:45 to 13:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	6	2	3	11		0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	1	1	0	0	0	0	0	0	0
24hr Totals				376	42	66	484	9	0	0	9	1	0	1

Approach	East Sawmill Rd												Cunningham Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	3			0	0	0	0		
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1			0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1			0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	2			0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1			0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2			0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1			0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1			0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	1			0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0			0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0			0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1			0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0			0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0			0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0			0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	3	0			0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0			0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	1			0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	2	0			0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0			0	0	0	0	
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	1			0	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0			0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	1	0			0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	2			0	0	0	0	
8:30 to 8:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	5	0	2			1	0	0	1	
8:45 to 9:00	0	0	0	0		0	0	0	1	0	0	0	1	0	0	0	9	0	0			0	0	0	0	
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	4	2			0	0	0	0	
9:15 to 9:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	9	0	3			0	0	0	0	
9:30 to 9:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	12	1	0			0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	0			0	0	0	0	
10:00 to 10:15	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	13	2	1			0	0	0	0	
10:15 to 10:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	5	2	0			0	0	0	0	
10:30 to 10:45	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0	11	1	1			0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	5	0			0	0	0	0	
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	0	3			0	0	0	0	
11:15 to 11:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	9	2	2			0	0	0	0	
11:30 to 11:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	5	0	0			0	0	0	0	
11:45 to 12:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	4	0	1			0	0	0	0	
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	1	2			0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	2	6	0			0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	1			0	0	0	0	
12:45 to 13:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	6	1	2			0	0	0	0	
13:00 to 13:15	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	9	0			0	0	0	0	
1																										

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9. Cunningham Hwy / Fosters Rd
Day/Date	: Wed, 23rd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

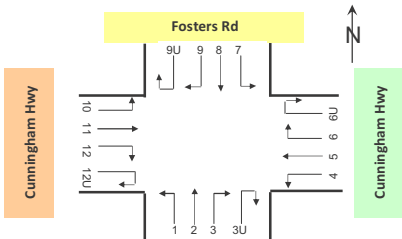
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy															
Direction																
Time Period																
0:00 to 0:15																
0:15 to 0:30																
0:30 to 0:45																
0:45 to 1:00																
1:00 to 1:15																
1:15 to 1:30																
1:30 to 1:45																
1:45 to 2:00																
2:00 to 2:15																
2:15 to 2:30																
2:30 to 2:45																
2:45 to 3:00																
3:00 to 3:15																
3:15 to 3:30																
3:30 to 3:45																
3:45 to 4:00																
4:00 to 4:15																
4:15 to 4:30																
4:30 to 4:45																
4:45 to 5:00																
5:00 to 5:15																
5:15 to 5:30																
5:30 to 5:45																
5:45 to 6:00																
6:00 to 6:15																
6:15 to 6:30																
6:30 to 6:45																
6:45 to 7:00																
7:00 to 7:15																
7:15 to 7:30																
7:30 to 7:45																
7:45 to 8:00																
8:00 to 8:15																
8:15 to 8:30																
8:30 to 8:45																
8:45 to 9:00																
9:00 to 9:15																
9:15 to 9:30																
9:30 to 9:45																
9:45 to 10:00																
10:00 to 10:15																
10:15 to 10:30																
10:30 to 10:45																
10:45 to 11:00																
11:00 to 11:15																
11:15 to 11:30																
11:30 to 11:45																
11:45 to 12:00																
12:00 to 12:15																
12:15 to 12:30																
12:30 to 12:45																
12:45 to 13:00																
13:00 to 13:15																
13:15 to 13:30																
13:30 to 13:45																
13:45 to 14:00																
14:00 to 14:15																
14:15 to 14:30																
14:30 to 14:45																
14:45 to 15:00																
15:00 to 15:15																
15:15 to 15:30																
15:30 to 15:45																
15:45 to 16:00																
16:00 to 16:15																
16:15 to 16:30																
16:30 to 16:45																
16:45 to 17:00																
17:00 to 17:15																
17:15 to 17:30																
17:30 to 17:45																
17:45 to 18:00																
18:00 to 18:15																
18:15 to 18:30																
18:30 to 18:45																
18:45 to 19:00																
19:00 to 19:15																
19:15 to 19:30																
19:30 to 19:45																
19:45 to 20:00																
20:00 to 20:15																
20:15 to 20:30																
20:30 to 20:45																
20:45 to 21:00																
21:00 to 21:15																
21:15 to 21:30																
21:30 to 21:45																
21:45 to 22:00																
22:00 to 22:15																
22:15 to 22:30																
22:30 to 22:45																
22:45 to 23:00																
23:00 to 23:15																
23:15 to 23:30																

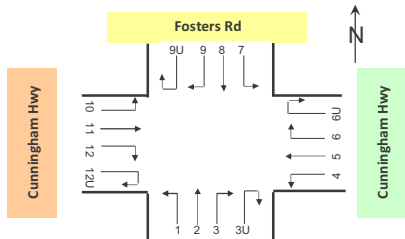
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0
1	0	1	2	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	2	3	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0
1	1	0	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	2	3	0	0	0	0	0	0	0	0	0
0	1	2	3	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	3	6	0	0	0	0	0	0	0	0	0
3	0	2	5	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0
1	1	1	3	0	0	0	0	0	0	0	0	0
3	0	0	3	0	0	0	0	0	0	0	0	0
2	2	2	6	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	0	0	0	0
9	1	2	12	0	0	0	0	0	0	0	0	0
3	1	0	4	0	0	0	0	0	0	0	0	0
5	1	0	6	0	0	0	0	0	0	0	0	0
5	0	3	8	0	0	0	0	0	0	0	0	0
5	1	2	8	0	0	0	0	0	0	0	0	0
5	1	3	9	0	0	0	0	0	0	0	0	0
11	2	0	13	0	0	0	0	0	0	0	0	0
4	2	1	7	0	0	0	0	0	0	0	0	0
8	2	2	12	0	0	0	0	0	0	0	0	0
7	2	2	11	0	0	0	0	0	0	0	0	0
8	0	1	9	0	0	0	0	0	0	0	0	0
6	0	4	10	0	0	0	0	0	0	0	0	0
8	1	1	10	0	0	0	0	0	0	0	0	0
7	3	4	14	1	0	0	1	0	0	0	0	0
7	1	1	9	0	0	0	0	0	0	0	0	0
6	2	2	10	0	0	0	0	0	0	0	0	0
7	0	3	10	0	0	0	0	0	0	0	0	0
6	1	2	9	0	0	0	0	0	0	0	0	0
3	0	3	6	0	0	0	0	0	0	0	0	0
7	1	2	10	0	0	0	0	0	0	0	0	0
9	1	3	13	0	0	0	0	0	0	0	0	0
1	1	3	5	0	0	0	0	0	0	0	0	0
5	3	1	9	0	0	0	0	0	0	0	0	0
5	0	3	8	0	0	0	0	0	0	0	0	0
7	1	1	9	0	0	0	0	0	0	0	0	0
8	1	3	12	0	0	0	0	0	0	0	0	0
7	0	6	13	0	0	0	0	0	0	0	0	0
6	0	4	10	0	0	0	0	0	0	0	0	0
15	1	2	18	1	0	0	1	0	0	0	0	0
6	3	1	10	0	0	0	0	0	0	0	0	0
4	3	5	12	0	0	0	0	0	0	0	0	0
9	3	7	19	0	0	0	0	0	0	0	0	0
11	1	1	13	0	0	0	0	0	0	0	0	0
7	4	4	15	0	0	0	0	0	0	0	0	0
6	0	7	13	0	0	0	0	0	0	0	0	0
9	1	4	14	0	0	0	0	0	0	0	0	0
4	0	2	6	0	0	0	0	0	0	0	0	0
5	0	0	5	0	0	0	0	0	0	0	0	0
12	3	4	19	0	0	0	0	0	0	0	0	0
4	0	4	8	0	0	0	0	0	0	0	0	0
5	3	7	15	0	0	0	0	0	0	0	0	0
4	0	2	6	1	0	0	1	0	0	0	0	0
8	1	3	12	1	0	0	1	0	0	0	0	0
2	1	4	7	0	0	0	0	0	0	0	0	0
0	2	3	5	0	0	0	0	0	0	0	0	0
3	1	2	6	0	0	0	0	0	0	0	0	0
7	1	6	14	0	0	0	0	0	0	0	0	0
1	1	2	4	0	0	0	0	0	0	0	0	0
4	0	1	5	0	0	0	0	0	0	0	0	0
4	2	1	7	0	0	0	0	0	0	0	0	0
2	0	3	5	0	0	0	0	0	0	0	0	0
1	0	4	5	0	0	0	0	0	0	0	0	0
0	2	1	3	0	0	0						

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy															
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	1	3	4	8	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	3	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	5	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	4	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	10	1	2	13	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	6	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	7	2	2	11	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	14	0	2	16	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	11	2	0	13	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	15	3	4	22	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	12	2	4	18	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	8	2	1	11	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	4	2	3	9	1	0	0	1	0	0	0	0	0	0	0	0
10:15 to 10:30	6	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	4	1	5	10	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	10	3	4	17	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	6	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	11	2	2	15	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	4	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	13	4	2	19	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	6	2	5	13	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	8	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	7	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	9	1	3	13	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	6	2	2	10	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	10	0	7	17	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00	6	1	4	11	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	7	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	10	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	4	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	5	3	1	9	1	0	0	1	0	0	0	0	0	0	0	0
15:00 to 15:15	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	8	3	2	13	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	6	2	4	12	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	5	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	5	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	4	1	3	8	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	7	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	2	1	3	6	1	0	0	1	0	0	0	0	0	0	0	0
17:15 to 17:30	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	2	1	3	6	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	3	0	2	5	1	0	0	1	0	0	0	0	0	0	0	0
18:15 to 18:30	5	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	3	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0
20:00 to 20:15	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0
20:15 to 20:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
20:30 to 20:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

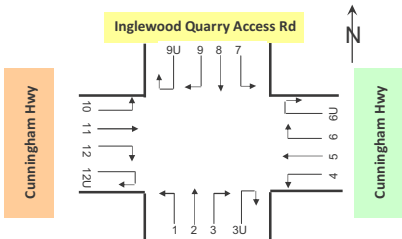


Approach	Cunningham Hwy											
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	1	0	0	1	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	1	0	1	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	0	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	1	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	1	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	1	1	2	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15	3	0	0	3	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	1	1	0	0	0	0	0	0	0	0
4:30 to 4:45	3	0	0	3	0	0	0	0	0	0	0	0
4:45 to 5:00	2	1	0	3	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	0	0	0	0	0	0	0	0
5:15 to 5:30	1	0	0	1	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0
5:45 to 6:00	5	1	0	6	0	0	0	0	0	0	0	0
6:00 to 6:15	1	1	3	5	0	0	0	0	0	0	0	0
6:15 to 6:30	1	3	0	4	0	0	0	0	0	0	0	0
6:30 to 6:45	2	0	1	3	0	0	0	0	0	0	0	0
6:45 to 7:00	3	1	0	4	0	0	0	0	0	0	0	0
7:00 to 7:15	4	1	1	6	0	0	0	0	0	0	0	0
7:15 to 7:30	2	0	1	3	0	0	0	0	0	0	0	0
7:30 to 7:45	3	1	1	5	0	0	0	0	0	0	0	0
7:45 to 8:00	8	1	1	10	0	0	0	0	0	0	0	0
8:00 to 8:15	10	0	3	13	0	0	0	0	0	0	0	0
8:15 to 8:30	6	2	0	8	0	0	0	0	0	0	0	0
8:30 to 8:45	3	1	0	4	0	0	0	0	0	0	0	0
8:45 to 9:00	11	3	1	15	0	0	0	0	0	0	0	0
9:00 to 9:15	7	0	3	10	0	0	0	0	0	0	0	0
9:15 to 9:30	7	3	1	11	0	0	0	0	0	0	0	0
9:30 to 9:45	11	0	1	12	0	0	0	0	0	0	0	0
9:45 to 10:00	2	0	2	4	0	0	0	0	0	0	0	0
10:00 to 10:15	8	0	1	9	0	0	0	0	0	0	0	0
10:15 to 10:30	7	1	3	11	0	0	0	0	0	0	0	0
10:30 to 10:45	5	0	2	7	0	0	0	0	0	0	0	0
10:45 to 11:00	8	1	1	10	0	0	0	0	0	0	0	0
11:00 to 11:15	9	0	0	9	1	1	0	2	0	0	0	0
11:15 to 11:30	8	2	2	12	0	0	0	0	0	0	0	0
11:30 to 11:45	3	2	0	5	0	0	0	0	0	0	0	0
11:45 to 12:00	9	2	6	17	0	0	0	0	0	0	0	0
12:00 to 12:15	4	1	1	6	0	0	0	0	0	0	0	0
12:15 to 12:30	4	0	4	8	0	0	0	0	0	0	0	0
12:30 to 12:45	5	2	4	11	0	0	0	0	0	0	0	0
12:45 to 13:00	5	0	1	6	0	0	0	0	0	0	0	0
13:00 to 13:15	11	1	1	13	0	0	0	0	0	0	0	0
13:15 to 13:30	5	3	3	11	0	0	0	0	0	0	0	0
13:30 to 13:45	7	1	0	8	1	0	0	1	0	0	0	0
13:45 to 14:00	7	1	2	10	0	0	0	0	0	0	0	0
14:00 to 14:15	9	4	1	14	0	0	0	0	0	0	0	0
14:15 to 14:30	7	0	0	7	0	0	0	0	0	0	0	0
14:30 to 14:45	13	2	1	16	0	0	0	0	0	0	0	0
14:45 to 15:00	4	1	1	6	0	1	0	1	0	0	0	0
15:00 to 15:15	12	2	2	16	0	0	0	0	0	0	0	0
15:15 to 15:30	3	3	2	8	0	0	0	0	0	0	0	0
15:30 to 15:45	9	0	3	12	0	0	0	0	0	0	0	0
15:45 to 16:00	8	1	0	9	1	0	0	1	0	0	0	0
16:00 to 16:15	9	1	5	15	0	0	0	0	0	0	0	0
16:15 to 16:30	9	0	3	12	0	0	0	0	0	0	0	0
16:30 to 16:45	7	2	1	10	0	0	0	0	0	0	0	0
16:45 to 17:00	5	0	0	5	0	0	0	0	0	0	0	0
17:00 to 17:15	6	0	5	11	0	0	0	0	0	0	0	0
17:15 to 17:30	3	0	2	5	0	0	0	0	0	0	0	0
17:30 to 17:45	2	0	2	4	0	0	0	0	0	0	0	0
17:45 to 18:00	5	1	1	7	0	0	0	0	0	0	0	0
18:00 to 18:15	5	2	0	7	0	0	0	0	0	0	0	0
18:15 to 18:30	2	0	1	3	0	0	0	0	0	0	0	0
18:30 to 18:45	5	1	2	8	0	0	0	0	0	0	0	0
18:45 to 19:00	5	1	1	7	1	0	0	1	0	0	0	0
19:00 to 19:15	3	0	1	4	1	0	0	1	0	0	0	0
19:15 to 19:30	2	3	0	5	0	0	0	0	0	0	0	0
19:30 to 19:45	6	1	2	9	0	0	0	0	0	0	0	0
19:45 to 20:00	4	0	1	5	0	0	0	0	0	0	0	0
20:00 to 20:15	1	0	0	1	0	0	0	0	0	0	0	0
20:15 to 20:30	2	0	2	4	0	0	0	0	0	0	0	0
20:30 to 20:45	1	0	1	2	0	0	0	0	0	0	0	0
20:45 to 21:00	3	1	1	5	0	0	0	0	0	0	0	0
21:00 to 21:15	0	0	2	2	0	0	0	0	0	0	0	0
21:15 to 21:30	0	0	8	8	0	0	0	0	0	0	0	0
21:30 to 21:45	1	0	0	1	0	0	0	0	0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	2	0	1	3	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	1	1	0	0	0	0	0	0	0	0
22:30 to 22:45	1	0	1	2	0	0	0	0	0	0	0	0
22:45 to 23:00	0	1	0	1	0	0	0	0	0	0	0	0
23:00 to 23:15	1	0	2	3	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	4	4	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	1	1	2	0	0	0	0	0	0
24hr Totals				445	49	68	562	5	0	0	5	0	0

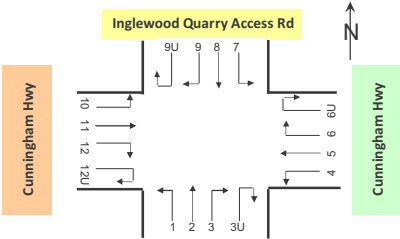
Approach	Fosters Rd												Cunningham Hwy											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0
7:30 to 7:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0
7:45 to 8:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	11	0	0	0	0
8:00 to 8:15	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0
8:45 to 9:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	9	0	3	12	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3	1	13	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	9	0	0	0	0
9:30 to 9:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	11	1	3	15	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	10	0	0	0	0
10:00 to 10:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	15	2	0	17	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3	0	17	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	11	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	2	16	0	0	0	0
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3	8	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13	0	4	17	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	11	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	9	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	16	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	5	17	0	0	0	0
13:00 to 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	1	15				

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	1	1	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	1	1	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	1	1	0	0	0	0	0	0	0	0	
3:00 to 3:15	1	0	1	2	0	0	0	0	0	0	0	0	
3:15 to 3:30	1	1	0	2	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	1	1	0	2	0	0	0	0	0	0	0	0	
4:30 to 4:45	2	0	1	3	0	0	0	0	0	0	0	0	
4:45 to 5:00	2	0	0	2	0	0	0	0	0	0	0	0	
5:00 to 5:15	0	0	1	1	0	0	0	0	0	0	0	0	
5:15 to 5:30	3	0	0	3	0	0	0	0	0	0	0	0	
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0	
5:45 to 6:00	0	1	1	2	0	0	0	0	0	0	0	0	
6:00 to 6:15	5	1	2	8	0	0	0	0	0	0	0	0	
6:15 to 6:30	8	2	1	11	0	0	0	0	0	0	0	0	
6:30 to 6:45	5	0	0	5	0	1	0	1	0	0	0	0	
6:45 to 7:00	0	4	2	6	0	0	0	0	0	0	0	0	
7:00 to 7:15	4	0	1	5	0	0	0	0	0	0	0	0	
7:15 to 7:30	6	1	1	8	0	0	0	0	0	0	0	0	
7:30 to 7:45	5	3	2	10	0	1	0	1	0	0	0	0	
7:45 to 8:00	8	1	1	10	0	0	0	0	0	0	0	0	
8:00 to 8:15	9	2	1	12	0	0	0	0	0	0	0	0	
8:15 to 8:30	11	0	2	13	0	0	0	0	0	0	0	0	
8:30 to 8:45	7	1	1	9	1	1	0	2	0	0	0	0	
8:45 to 9:00	10	3	1	14	0	0	0	0	0	0	0	0	
9:00 to 9:15	8	2	0	10	0	0	0	0	0	0	0	0	
9:15 to 9:30	9	4	1	14	1	1	0	2	0	0	0	0	
9:30 to 9:45	5	1	2	8	0	0	0	0	0	0	0	0	
9:45 to 10:00	7	2	1	10	0	2	0	2	0	0	0	0	
10:00 to 10:15	7	4	1	12	0	0	0	0	0	0	0	0	
10:15 to 10:30	6	0	2	8	0	0	0	0	0	0	0	0	
10:30 to 10:45	6	1	0	7	0	2	0	2	0	0	0	0	
10:45 to 11:00	12	0	3	15	0	0	0	0	0	0	0	0	
11:00 to 11:15	12	0	4	16	0	0	0	0	0	0	0	0	
11:15 to 11:30	8	1	1	10	0	1	0	1	0	0	0	0	
11:30 to 11:45	6	3	4	13	0	2	0	2	0	0	0	0	
11:45 to 12:00	3	2	6	11	0	0	0	0	0	0	0	0	
12:00 to 12:15	12	2	0	14	0	0	0	0	0	0	0	0	
12:15 to 12:30	8	0	1	9	0	1	0	1	0	0	0	0	
12:30 to 12:45	9	1	2	12	0	0	0	0	0	0	0	0	
12:45 to 13:00	5	3	2	10	0	0	0	0	0	0	0	0	
13:00 to 13:15	7	0	4	11	0	1	0	1	0	0	0	0	
13:15 to 13:30	12	4	0	16	0	1	0	1	0	0	0	0	
13:30 to 13:45	6	0	2	8	0	0	0	0	0	0	0	0	
13:45 to 14:00	10	2	1	13	0	1	0	1	0	0	0	0	
14:00 to 14:15	13	3	2	18	0	0	0	0	0	0	0	0	
14:15 to 14:30	6	2	4	12	0	0	0	0	0	0	0	0	
14:30 to 14:45	6	0	3	9	0	1	0	1	0	0	0	0	
14:45 to 15:00	6	4	6	16	0	1	0	1	0	0	0	0	
15:00 to 15:15	10	1	6	17	0	1	0	1	0	0	0	0	
15:15 to 15:30	2	0	1	3	0	0	0	0	0	0	0	0	
15:30 to 15:45	8	4	2	14	0	0	0	0	0	0	0	0	
15:45 to 16:00	3	3	3	9	0	0	0	0	0	0	0	0	
16:00 to 16:15	6	4	4	14	0	0	0	0	0	0	0	0	
16:15 to 16:30	4	2	2	8	0	0	0	0	0	0	0	0	
16:30 to 16:45	6	2	2	10	0	1	0	1	0	0	0	0	
16:45 to 17:00	1	1	2	4	0	0	0	0	0	0	0	0	
17:00 to 17:15	4	5	3	12	0	0	0	0	1	0	0	1	
17:15 to 17:30	9	0	5	14	0	0	0	0	0	0	0	0	
17:30 to 17:45	3	4	2	9	0	0	0	0	0	0	0	0	
17:45 to 18:00	0	2	7	9	0	0	0	0	0	0	0	0	
18:00 to 18:15	3	1	3	7	0	0	0	0	0	0	0	0	
18:15 to 18:30	2	0	2	4	0	0	0	0	0	0	0	0	
18:30 to 18:45	1	1	5	7	0	0	0	0	0	0	0	0	
18:45 to 19:00	3	1	4	8	0	0	0	0	0	0	0	0	
19:00 to 19:15	2	1	1	4	0	0	0	0	0	0	0	0	
19:15 to 19:30	1	0	5	6	0	0	0	0	0	0	0	0	
19:30 to 19:45	1	1	3	5	0	0	0	0	0	0	0	0	
19:45 to 20:00	0	0	4	4	0	0	0	0	0	0	0	0	
20:00 to 20:15	0	0	3	3	0	0	0	0	0	0	0	0	
20:15 to 20:30	1	1	1	3	0	0	0	0	0	0	0	0	
20:30 to 20:45	1	0	2	3	0	0	0	0	0	0	0	0	
20:45 to 21:00	0	0	5	5	0	0	0	0	0	0	0	0	
21:00 to 21:15	0	0	5	5	0	0	0	0	0	0	0	0	
21:15 to 21:30	2	0	4	6	0	0	0	0	0	0	0	0	
21:30 to 21:45	1	0	2	3	0	0	0	0	0	0	0	0	
21:45 to 22:00	0	0	3	3	0	0	0	0	0	0	0	0	
22:00 to 22:15	1	0	2	3	0	0	0	0	0	0	0	0	
22:15 to 22:30	1	2	2	5	0	0	0	0	0	0	0	0	
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0	
22:45 to 23:00	1	0	2	3	0	0	0	0	0	0	0	0	
23:00 to 23:15	1	0	4	5	0	0	0	0	0	0	0	0	
23:15 to 23:30	0	0	2	2	0	0	0	0	0	0	0	0	

Job No.	: AUQLD3222		
Client	: AECOM Australia Pty Ltd		
Suburb	: Inland Rail B2G		
Location	: 10. Cunningham Hwy / Inglewood Quarry Access Rd		
Day/Date	: Tue, 22nd Mar 2022		
Weather	: Fine		
Description	: Classified Intersection Count		
	: 15 mins Data		
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

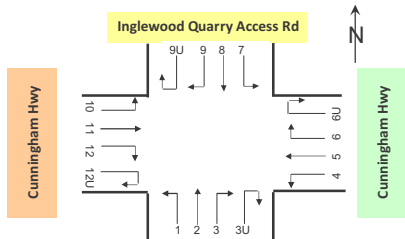


Approach	Cunningham Hwy															
Direction																
Time Period																
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:30 to 0:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	4	1	1	6	1	0	0	1	0	0	0	0	0	0	0	0
6:00 to 6:15	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	3	0	1	4	0	1	0	1	0	0	0	0	0	0	0	0
6:30 to 6:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	3	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0
7:45 to 8:00	12	4	0	16	1	0	0	1	0	0	0	0	0	0	0	0
8:00 to 8:15	8	1	2	11	0	2	0	2	0	0	0	0	0	0	0	0
8:15 to 8:30	9	2	1	12	1	0	0	1	0	0	0	0	0	0	0	0
8:30 to 8:45	4	2	0	6	0	1	0	1	0	0	0	0	0	0	0	0
8:45 to 9:00	5	0	1	6	0	1	0	1	0	0	0	0	0	0	0	0
9:00 to 9:15	5	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	3	2	1	6	0	1	0	1	0	0	0	0	0	0	0	0
9:30 to 9:45	10	1	3	14	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	8	2	0	10	0	1	0	1	0	0	0	0	0	0	0	0
10:00 to 10:15	9	2	0	11	1	1	0	2	0	0	0	0	0	0	0	0
10:15 to 10:30	14	2	2	18	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	8	0	1	9	0	1	0	1	0	0	0	0	0	0	0	0
10:45 to 11:00	9	1	3	13	0	2	0	2	0	0	0	0	0	0	0	0
11:00 to 11:15	5	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	7	2	2	11	1	0	0	1	0	0	0	0	0	0	0	0
11:30 to 11:45	3	1	2	6	0	2	0	2	0	0	0	0	0	0	0	0
11:45 to 12:00	5	0	1	6	0	1	0	1	0	0	0	0	0	0	0	0
12:00 to 12:15	6	1	4	11	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	6	2	3	11	0	2	0	2	0	0	0	0	0	0	0	0
12:30 to 12:45	9	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	8	1	3	12	0	1	0	1	0	0	0	0	0	0	0	0
13:00 to 13:15	6	0	4	10	1	1	0	2	0	0	0	0	0	0	0	0
13:15 to 13:30	6	1	4	11	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	10	1	2	13	0	1	0	1	0	0	0	0	0	0	0	0
13:45 to 14:00	6	3	3	12	0	1	0	1	0	0	0	0	0	0	0	0
14:00 to 14:15	4	2	3	9	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	7	0	0	7	0	2	0	2	0	0	0	0	0	0	0	0
14:30 to 14:45	5	4	2	11	0	1	0	1	0	0	0	0	0	0	0	0
14:45 to 15:00	9	4	1	14	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	4	3	2	9	0	2	0	2	0	0	0	0	0	0	0	0
15:15 to 15:30	11	3	1	15	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	1	3	3	7	1	0	0	1	0	0	0	0	0	0	0	0
15:45 to 16:00	3	2	3	8	0	1	0	1	0	0	0	0	0	0	0	0
16:00 to 16:15	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	3	2	3	8	0	1	0	1	0	0	0	0	0	0	0	0
16:30 to 16:45	4	2	2	8	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	7	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	6	1	2	9	0	1	0	1	0	0	0	0	0	0	0	0
17:45 to 18:00	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30	3	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45	2	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00	6	2	1	9	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	4	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	3	2	5	10	0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45	2	2	5	9	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
20:00 to 20:15	3	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0
20:15 to 20:30	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0
20:30 to 20:45	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	1	1	0	0	0	0	0	0	0
24hr Totals				320	91	156	567	7	29	1	37	0	0	0

Approach	Inglewood Quarry Access Rd																Cunningham Hwy																															
Direction	Direction 7 (Left Turn)																Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)																Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total												
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0												
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0													
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0												
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0												
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0												
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
5:00 to 5:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
5:15 to 5:30	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
5:30 to 5:45	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
5:45 to 6:00	0	0	0	0	0	0	1	1	0	0	0	0	0	4	0	1	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
6:00 to 6:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
6:15 to 6:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	2	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
6:30 to 6:45	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
7:00 to 7:15	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	2	6	2	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
7:45 to 8:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
8:00 to 8:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	6	2	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
8:15 to 8:30	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
8:30 to 8:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
8:45 to 9:00	1	1	0	2	0	0	1	0	0	0	0	0	0	0	0	2	2	6	2	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
9:00 to 9:15	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	3	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
9:15 to 9:30	0																																															

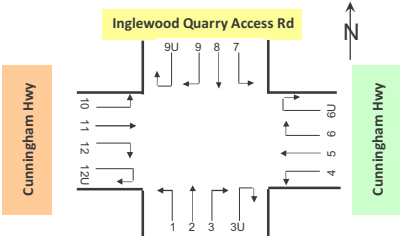
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	2	2	0	0	0	0	0	0	0	0	
0:15 to 0:30	1	0	3	4	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	1	2	3	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	1	1	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	1	2	3	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0	
1:30 to 1:45	1	0	0	1	0	0	0	0	0	0	0	0	
1:45 to 2:00	1	0	0	1	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	2	2	0	0	0	0	0	0	0	0	
4:15 to 4:30	1	0	1	2	0	0	0	0	0	0	0	0	
4:30 to 4:45	2	0	2	4	0	0	0	0	0	0	0	0	
4:45 to 5:00	1	0	1	2	0	0	0	0	0	0	0	0	
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	0	0	1	1	0	0	0	0	0	0	0	0	
5:30 to 5:45	2	2	1	5	0	0	0	0	0	0	0	0	
5:45 to 6:00	2	0	2	4	2	0	0	2	0	0	0	0	
6:00 to 6:15	0	1	1	2	0	0	0	0	0	0	0	0	
6:15 to 6:30	1	2	3	6	0	0	0	0	0	0	0	0	
6:30 to 6:45	3	2	3	8	1	0	0	1	0	0	0	0	
6:45 to 7:00	5	0	1	6	0	0	0	0	0	0	0	0	
7:00 to 7:15	2	2	1	5	0	0	0	0	0	0	0	0	
7:15 to 7:30	10	1	2	13	0	0	0	0	0	0	0	0	
7:30 to 7:45	6	0	2	8	0	2	0	2	0	0	0	0	
7:45 to 8:00	7	1	2	10	0	0	0	0	0	0	0	0	
8:00 to 8:15	14	0	1	15	0	0	0	0	0	0	0	0	
8:15 to 8:30	11	2	0	13	0	0	0	0	0	0	0	0	
8:30 to 8:45	6	1	1	8	0	0	0	0	0	0	0	0	
8:45 to 9:00	2	1	2	5	0	0	0	0	0	0	0	0	
9:00 to 9:15	15	3	3	21	0	0	0	0	0	0	0	0	
9:15 to 9:30	12	1	4	17	0	0	0	0	0	0	0	0	
9:30 to 9:45	8	2	1	11	0	0	0	0	0	0	0	0	
9:45 to 10:00	6	0	2	8	0	2	0	2	0	0	0	0	
10:00 to 10:15	5	2	2	9	0	0	0	0	0	0	0	0	
10:15 to 10:30	6	0	3	9	0	0	0	0	0	0	0	0	
10:30 to 10:45	4	1	5	10	0	0	0	0	0	0	0	0	
10:45 to 11:00	10	3	3	16	0	0	0	0	0	0	0	0	
11:00 to 11:15	4	0	2	6	0	1	0	1	0	0	0	0	
11:15 to 11:30	6	0	3	9	0	0	0	0	0	0	0	0	
11:30 to 11:45	11	2	1	14	0	0	0	0	0	0	0	0	
11:45 to 12:00	4	1	2	7	0	0	0	0	0	0	0	0	
12:00 to 12:15	13	4	2	19	0	0	0	0	0	0	0	0	
12:15 to 12:30	6	2	3	11	0	0	0	0	0	0	0	0	
12:30 to 12:45	8	2	1	11	0	2	0	2	0	0	0	0	
12:45 to 13:00	7	3	0	10	0	0	0	0	0	0	0	0	
13:00 to 13:15	9	1	3	13	0	0	0	0	0	0	0	0	
13:15 to 13:30	6	2	1	9	1	0	0	1	0	0	0	0	
13:30 to 13:45	10	0	5	15	0	0	0	0	0	0	0	0	
13:45 to 14:00	6	1	4	11	0	0	0	0	0	0	0	0	
14:00 to 14:15	7	0	1	8	0	0	0	0	0	0	0	0	
14:15 to 14:30	10	0	3	13	0	0	0	0	0	0	0	0	
14:30 to 14:45	4	2	1	7	0	0	0	0	0	0	0	0	
14:45 to 15:00	6	2	1	9	0	0	0	0	0	0	0	0	
15:00 to 15:15	5	1	2	8	0	0	0	0	0	0	0	0	
15:15 to 15:30	8	2	2	12	0	0	0	0	0	0	0	0	
15:30 to 15:45	7	3	2	12	0	0	0	0	0	0	0	0	
15:45 to 16:00	5	1	3	9	0	0	0	0	0	0	0	0	
16:00 to 16:15	3	1	2	6	0	0	0	0	0	0	0	0	
16:15 to 16:30	5	1	1	7	0	0	0	0	0	0	0	0	
16:30 to 16:45	4	0	3	7	0	0	0	0	0	0	0	0	
16:45 to 17:00	7	0	4	11	0	0	0	0	0	0	0	0	
17:00 to 17:15	3	1	2	6	0	0	0	0	0	0	0	0	
17:15 to 17:30	1	1	1	3	0	0	0	0	0	0	0	0	
17:30 to 17:45	2	1	2	5	0	0	0	0	0	0	0	0	
17:45 to 18:00	4	0	0	4	0	0	1	1	0	0	0	0	
18:00 to 18:15	4	0	2	6	0	0	0	0	0	0	0	0	
18:15 to 18:30	5	0	3	8	0	0	0	0	0	0	0	0	
18:30 to 18:45	2	0	2	4	0	0	0	0	0	0	0	0	
18:45 to 19:00	1	0	1	2	0	0	0	0	0	0	0	0	
19:00 to 19:15	3	1	1	5	0	0	0	0	0	0	0	0	
19:15 to 19:30	0	1	1	2	0	0	0	0	0	0	0	0	
19:30 to 19:45	2	1	2	5	0	0	0	0	0	0	0	0	
19:45 to 20:00	1	0	4	5	0	0	0	0	0	0	0	0	
20:00 to 20:15	0	1	4	5	0	0	0	0	0	0	0	0	
20:15 to 20:30	5	0	0	5	0	0	0	0	0	0	0	0	
20:30 to 20:45	0	0	1	1	0	0	0	0	0	0	0	0	
20:45 to 21:00	1	0	2	3	0	0	0	0	0	0	0	0	
21:00 to 21:15	1	1	0	2	0	0	0	0	0	0	0	0	
21:15 to 21:30	1	0	3	4	0	0	0	0	0	0	0	0	
21:30 to 21:45	0	2	2	4	0	0	0	0	0	0	0	0	
21:45 to 22:00	0	0	2	2	0	0	0	0	0	0	0	0	
22:00 to 22:15	0	0	1	1	0	0	0	0	0	0	0	0	
22:15 to 22:30	0	0	3	3	0	0	0	0	0	0	0	0	
22:30 to 22:45	0	0	1	1	0	0	0	0	0	0	0	0	
22:45 to 23:00	1	0	1	2	0	0	0	0	0	0	0	0	
23:00 to 23:15	2	0	0	2	0	0	0	0	0	0	0	0	
23:15 to 23:30	0	1	1	2	0	0	0	0	0	0	0	0	

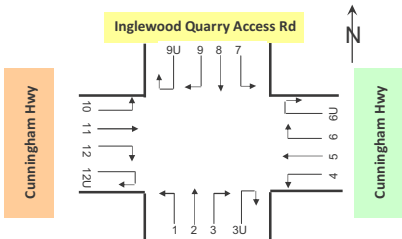
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 10. Cunningham Hwy / Inglewood Quarry Access Rd
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy															
Direction																
Time Period																
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:30 to 0:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	5	1	0	6	1	0	0	1	0	0	0	0	0	0	0	0
6:00 to 6:15	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	9	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	6	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	12	2	1	15	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	8	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	6	2	0	8	0	1	0	1	0	0	0	0	0	0	0	0
9:30 to 9:45	11	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	7	1	3	11	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	6	0	2	8	0	1	0	1	0	0	0	0	0	0	0	0
10:45 to 11:00	7	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	8	2	2	12	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	9	1	6	16	0	1	0	1	0	0	0	0	0	0	0	0
12:00 to 12:15	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	4	1	3	8	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	5	1	4	10	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	5	0	1	6	0	1	0	1	0	0	0	0	0	0	0	0
13:00 to 13:15	12	1	1	14	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	4	3	3	10	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	9	3	1	13	0	1	0	1	0	0	0	0	0	0	0	0
14:15 to 14:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	12	3	1	16	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	4	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	12	2	2	16	0	1	0	1	0	0	0	0	0	0	0	0
15:15 to 15:30	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	9	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	5	1	4	10	0	1	0	1	0	0	0	0	0	0	0	0
16:15 to 16:30	8	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	6	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00	5	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	4	3	1	8	0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45	5	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
20:00 to 20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

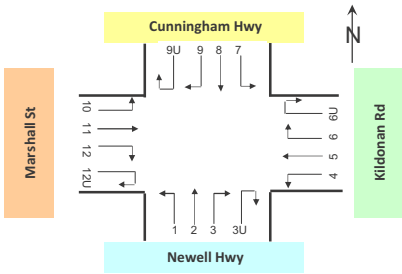


Approach	Cunningham Hwy											
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	2	1	1	4	0	0	0	0	0	0	0	0
0:45 to 1:00	1	0	0	1	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	0	1	0	0	0	0	0	0	0	0
1:30 to 1:45	2	0	0	2	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	1	1	0	0	0	0	0	0	0	0
3:45 to 4:00	1	1	0	2	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	0	0	1	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0
4:45 to 5:00	1	0	0	1	0	0	0	0	0	0	0	0
5:00 to 5:15	3	0	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30	2	0	0	2	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	1	2	0	0	0	0	0	0	0	0
5:45 to 6:00	1	0	0	1	0	0	0	0	0	0	0	0
6:00 to 6:15	1	0	0	1	0	0	0	0	0	0	0	0
6:15 to 6:30	1	1	0	2	0	0	0	0	0	0	0	0
6:30 to 6:45	3	0	2	5	0	0	0	0	0	0	0	0
6:45 to 7:00	3	0	2	5	0	0	0	0	0	0	0	0
7:00 to 7:15	5	0	4	9	0	0	0	0	0	0	0	0
7:15 to 7:30	1	0	3	4	0	0	0	0	0	0	0	0
7:30 to 7:45	3	1	0	4	0	0	0	0	0	0	0	0
7:45 to 8:00	3	1	1	5	0	0	0	0	0	0	0	0
8:00 to 8:15	4	0	0	4	0	0	0	0	0	0	0	0
8:15 to 8:30	6	0	0	6	0	0	0	0	0	0	0	0
8:30 to 8:45	5	2	2	9	0	0	0	0	0	0	0	0
8:45 to 9:00	5	0	1	6	0	0	0	0	0	0	0	0
9:00 to 9:15	5	3	0	8	0	0	0	0	0	0	0	0
9:15 to 9:30	4	1	0	5	0	0	0	0	0	0	0	0
9:30 to 9:45	6	1	1	8	0	0	0	0	0	0	0	0
9:45 to 10:00	6	1	0	7	0	0	0	0	0	0	0	0
10:00 to 10:15	6	0	0	6	0	0	0	0	0	0	0	0
10:15 to 10:30	11	0	0	11	0	0	0	0	0	0	0	0
10:30 to 10:45	9	0	0	9	0	0	0	0	0	0	0	0
10:45 to 11:00	11	0	1	12	0	0	0	0	0	0	0	0
11:00 to 11:15	30	0	0	30	0	0	0	0	0	0	0	0
11:15 to 11:30	7	0	0	7	0	0	0	0	0	0	0	0
11:30 to 11:45	8	0	2	10	0	0	0	0	0	0	0	0
11:45 to 12:00	18	0	2	20	0	0	0	0	0	0	0	0
12:00 to 12:15	14	0	2	16	0	0	0	0	0	0	0	0
12:15 to 12:30	15	3	0	18	0	0	0	0	0	0	0	0
12:30 to 12:45	16	0	0	16	0	0	0	0	0	0	0	0
12:45 to 13:00	9	0	1	10	0	0	0	0	0	0	0	0
13:00 to 13:15	17	2	1	20	0	0	0	0	0	0	0	0
13:15 to 13:30	13	1	1	15	0	0	0	0	0	0	0	0
13:30 to 13:45	6	0	0	6	0	0	0	0	0	0	0	0
13:45 to 14:00	6	1	0	7	0	0	0	0	0	0	0	0
14:00 to 14:15	15	0	2	17	0	0	0	0	0	0	0	0
14:15 to 14:30	6	1	0	7	0	0	0	0	0	0	0	0
14:30 to 14:45	11	1	0	12	0	0	0	0	0	0	0	0
14:45 to 15:00	11	3	2	16	0	0	0	0	0	0	0	0
15:00 to 15:15	5	0	0	5	0	0	0	0	0	0	0	0
15:15 to 15:30	7	0	3	10	0	0	0	0	0	0	0	0
15:30 to 15:45	11	2	0	13	0	0	0	0	0	0	0	0
15:45 to 16:00	14	0	0	14	0	0	0	0	0	0	0	0
16:00 to 16:15	9	3	2	14	0	0	0	0	0	0	0	0
16:15 to 16:30	4	2	2	8	0	0	0	0	0	0	0	0
16:30 to 16:45	11	3	1	15	0	0	0	0	0	0	0	0
16:45 to 17:00	10	1	2	13	0	0	0	0	0	0	0	0
17:00 to 17:15	8	2	0	10	0	0	0	0	0	0	0	0
17:15 to 17:30	9	1	0	10	0	0	0	0	0	0	0	0
17:30 to 17:45	4	1	1	6	0	0	0	0	0	0	0	0
17:45 to 18:00	5	1	2	8	0	0	0	0	0	0	0	0
18:00 to 18:15	2	0	3	5	0	0	0	0	0	0	0	0
18:15 to 18:30	4	0	1	5	0	0	0	0	0	0	0	0
18:30 to 18:45	4	0	2	6	0	0	0	0	0	0	0	0
18:45 to 19:00	4	0	1	5	0	0	0	0	0	0	0	0
19:00 to 19:15	1	2	2	5	0	0	0	0	0	0	0	0
19:15 to 19:30	6	0	2	8	0	0	0	0	0	0	0	0
19:30 to 19:45	3	0	0	3	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	1	2	0	0	0	0	0	0	0	0
20:00 to 20:15	0	0	1	1	0	0	0	0	0	0	0	0
20:15 to 20:30	2	1	1	4	1	0	0	1	0	0	0	0
20:30 to 20:45	2	0	1	3	0	0	0	0	0	0	0	0
20:45 to 21:00	3	0	1	4	0	0	0	0	0	0	0	0
21:00 to 21:15	1	0	0	1	0	0	0	0	0	0	0	0
21:15 to 21:30	3	0	0	3	0	0	0	0	0	0	0	0
21:30 to 21:45	1	0	1	2	0	0	0	0	0	0	0	0
21:45 to 22:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	1	1	1	3	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	2	2	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	1	1	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	1	1	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	1	1	2	0	0	0	0	0	0	0
24hr Totals				453	46	69	568	1	0	0	1	0	0	0

Approach	Inglewood Quarry Access Rd												Cunningham Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		0	0	0	0
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0		0	0	0	0
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0		0	0	0	0
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0		0	0	0	0
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0		0	0	0	0
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0		0	0	0	0
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0		0	0	0	0
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0		0	0	0	0
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0		0	0	0	0
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0		0	0	0	0
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0		0	0	0	0
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0		0	0	0	0
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0		0	0	0	0
8:00 to 8:15	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0		0	0	0	0
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0		0	0	0	0
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0		0	0	0	0
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	0	3	11	0		0	0	0	0
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	0		0	0	0	0
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	2	11	0		0	0	0	0
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	1	3	15	0		0	0	0	0
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	0	2	10	0		0	0	0	0
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	2	0	17	0		0	0	0	0
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	3	0	15	0		0	0	0	0
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	1	1	10	0		0	0	0	0
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0		0	0	0	0
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	3	1	14	0		0	0	0	0
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	3	9	0		0	0	0	0
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	0	4	15	0		0	0	0	0
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	0	1	14	0		0	0	0	0
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	1	2	10	0		0	0	0	0
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0		0	0	0	0
12:30 to 12:45	0	0	0	0		0	0	0	0	0																

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12. Cunningham Hwy / Kildonan Rd / Newell Hwy / Marshall St
Day/Date	: Mon, 21st Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



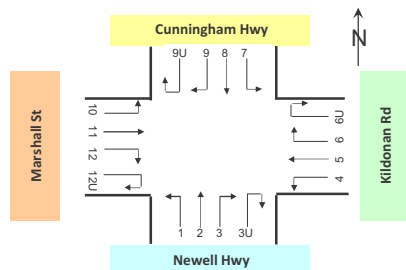
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Newell Hwy																Kildonan Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	1	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
0:45 to 1:00	1	0	0	1	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:45 to 5:00	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
5:15 to 5:30	1	0	0	1	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	0	1	6	0	1	7	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0
5:45 to 6:00	1	1	0	2	5	3	1	9	0	1	0	1	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	1	0	0	0	0
6:00 to 6:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	0	0	4	0	0	0	0	0	0	0	0
6:15 to 6:30	3	0	0	3	1	1	2	4	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	4	0	0	0	0
6:30 to 6:45	1	0	0	1	4	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	2	0	0	0	0
6:45 to 7:00	1	0	0	1	5	0	2	7	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	2	0	0	0	0
7:00 to 7:15	0	0	0	0	5	1	2	8	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	1	0	0	0	0
7:15 to 7:30	3	0	0	3	11	2	3	16	2	0	2	4	0	0	0	0	1	0	0	1	10	0	0	10	1	0	0	1	0	0	0	0
7:30 to 7:45	3	0	0	3	14	4	4	22	0	0	0	0	0	0	0	0	0	1	0	1	10	0	0	10	1	1	0	2	0	0	0	0
7:45 to 8:00	3	0	0	3	6	2	3	11	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	6	0	0	6	0	0	0	0
8:00 to 8:15	4	1	0	5	6	3	1	10	3	0	0	3	0	0	0	0	0	0	0	0	12	2	0	14	6	1	0	7	0	0	0	0
8:15 to 8:30	5	2	0	7	5	2	6	13	1	0	0	1	0	0	0	0	0	0	0	0	13	4	0	17	2	0	0	2	0	0	0	0
8:30 to 8:45	7	0	0	7	10	1	3	14	1	1	0	2	0	0	0	0	0	0	0	0	10	0	0	10	2	0	0	2	0	0	0	0
8:45 to 9:00	4	1	0	5	12	2	10	24	1	0	0	1	0	0	0	0	0	0	0	0	11	0	0	11	5	1	0	6	0	0	0	0
9:00 to 9:15	5	1	0	6	11	2	1	14	0	0	1	1	0	0	0	0	1	0	0	1	7	0	0	7	4	0	0	4	0	0	0	0
9:15 to 9:30	9	0	0	9	10	2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	1	1	0	0	0	0
9:30 to 9:45	7	0	0	7	12	7	8	27	2	0	1	3	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	4	0	0	0	0
9:45 to 10:00	11	0	0	11	10	1	7	18	0	0	0	0	0	0	0	0	1	0	0	1	8	0	0	8	1	1	0	2	0	0	0	0
10:00 to 10:15	6	0	0	6	15	2	10	27	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	14	2	0	0	2	0	0	0	0
10:15 to 10:30	5	0	0	5	12	1	5	18	0	0	0	0	0	0	0	0	2	0	0	2	8	1	1	10	1	0	2	3	0	0		

23:30 to 23:45	0	0	0	0	1	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
23:45 to 0:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	348	22	1	371	531	157	414	1,102	49	11	14	74	0	0	1	1	20	3	4	27	465	28	1	494	122	19	7	148	0

Approach	Cunningham Hwy																Marshall St															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	
4:00 to 4:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
4:15 to 4:30	0	0	0	0	1	0	1	2	2	0	0	2	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	
4:30 to 4:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	
4:45 to 5:00	2	0	0	2	0	1	2	3	3	0	0	3	0	0	0	0	5	0	0	5	5	2	0	7	2	0	0	2	0	0	0	
5:00 to 5:15	0	0	0	0	1	1	1	3	0	0	1	1	0	0	0	0	7	0	0	7	2	0	0	2	3	0	0	3	0	0	0	
5:15 to 5:30	1	1	0	2	2	1	2	5	5	1	0	6	0	0	0	0	4	0	0	4	4	0	0	4	1	0	0	1	0	0	0	
5:30 to 5:45	2	0	0	2	2	1	0	3	3	1	0	4	0	0	0	0	6	0	0	6	5	0	0	5	7	0	0	7	0	0	0	
5:45 to 6:00	0	0	0	0	8	1	8	17	2	1	0	3	0	0	0	0	11	2	0	13	2	0	0	2	9	0	0	9	0	0	0	
6:00 to 6:15	1	0	0	1	2	1	5	8	4	0	0	4	0	0	0	0	13	1	0	14	7	0	0	7	5	0	0	5	0	0	0	
6:15 to 6:30	4	0	0	4	13	9	5	27	6	0	0	6	0	0	0	0	10	0	0	10	6	0	0	6	7	0	0	7	0	0	0	
6:30 to 6:45	2	2	0	4	15	4	3	22	5	0	0	5	0	0	0	0	10	1	0	11	14	0	0	14	3	0	0	3	0	0	0	
6:45 to 7:00	1	0	0	1	5	4	9	18	5	0	0	5	0	0	0	0	13	0	1	14	6	1	0	7	8	0	0	8	0	0	0	
7:00 to 7:15	3	0	0	3	4	2	3	9	11	0	0	11	0	0	0	0	7	0	1	8	7	2	0	9	5	2	0	7	0	0	0	
7:15 to 7:30	1	0	0	1	3	3	3	9	7	0	0	7	0	0	0	0	15	2	1	18	5	0	0	5	7	0	0	7	0	0	0	
7:30 to 7:45	0	1	0	1	8	1	3	12	18	0	0	18	0	0	0	0	11	1	1	13	7	0	0	7	1	0	0	1	0	0	0	
7:45 to 8:00	3	2	0	5	6	0	8	14	15	1	0	16	0	0	0	0	20	0	0	20	13	2	0	15	7	2	0	9	0	0	0	
8:00 to 8:15	3	0	1	4	7	3	2	12	18	0	0	18	0	0	0	0	12	1	1	14	4	1	0	5	3	0	0	3	0	0	0	
8:15 to 8:30	3	0	0	3	16	4	5	25	13	0	1	14	0	0	0	0	12	0	1	13	9	0	0	9	8	0	0	8	0	0	0	
8:30 to 8:45	2	0	0	2	21	7	7	35	6	1	1	8	0	0	0	0	28	0	0	28	12	1	0	13	5	0	0	5	0	0	0	
8:45 to 9:00	2	1	0	3	13	5	7	25	14	0	0	14	0	0	0	0	16	1	0	17	9	0	0	9	2	0	0	2	0	0	0	
9:00 to 9:15	2	0	0	2	5	2	1	8	15	1	1	17	0	0	0	0	14	1	0	15	5	0	0	5	5	1	0	6	0	0	0	
9:15 to 9:30	2	1	0	3	14	5	3	22	15	0	1	16	0	0	0	0	13	1	0	14	7	0	0	7	5	0	0	5	0	0	0	
9:30 to 9:45	1	0	0	1	10	1	9	20	12	1	0	13	0	0	0	0	19	1	0	20	2	0	1	3	5	0	0	5	0	0	0	
9:45 to 10:00	1	0	0	1	11	2	4	17	17	0	0	17	0	0	0	0	13	0	0	13	6	0	0	6	10	0	0	10	0	0	0	
10:00 to 10:15	5	1	0	6	9	2	10	21	11	0	1	12	0	0	0	0	12	1	1	14	11	0	0	11	7	1	0	8	0	0	0	
10:15 to 10:30	5	2	0	7	15	2	5	22	16	0	0	16	0	0	0	0	20	1	1	22	11	1	0	12	12	2	0	14	0	0	0	
10:30 to 10:45	4	0	0	4	10	2	10	22	5	0	0	5	0	0	0	0	18	1	1	20	7	0	0	7	5	0	0	5	0	0	0	
10:45 to 11:00</																																

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12. Cunningham Hwy / Kildonan Rd / Newell Hwy / Marshall St
Day/Date	: Tue, 22nd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



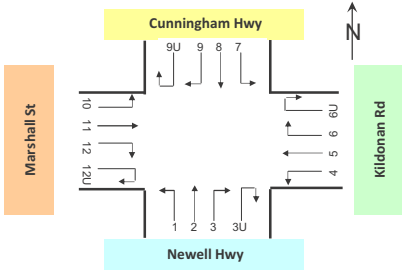
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

23:30 to 23:45	0	0	0	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
23:45 to 0:00	2	0	0	2	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	374	26	1	401	501	204	626	1,331	36	10	5	51	0	0	0	0	36	4	4	44	483	22	0	505	117	26	7	150	0

Approach	Cunningham Hwy																Marshall St																
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	1	0	4	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	2	1	3	6	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	1	0	0	1	0	0	3	3	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0	
4:45 to 5:00	2	0	0	2	1	1	1	3	0	0	0	0	0	0	0	0	5	0	0	5	2	0	0	2	1	1	0	2	0	0	0	0	
5:00 to 5:15	3	2	0	5	2	0	5	7	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	3	0	0	3	0	0	0	0	
5:15 to 5:30	1	0	0	1	5	1	4	10	0	0	0	0	0	0	0	0	3	0	0	3	1	1	0	2	0	1	0	1	0	0	0	0	
5:30 to 5:45	1	0	0	1	2	1	8	11	2	0	0	2	0	0	0	0	5	1	0	6	6	0	0	6	3	0	0	3	0	0	0	0	
5:45 to 6:00	1	0	0	1	4	0	8	12	6	0	0	6	0	0	0	0	10	0	0	10	6	1	0	7	4	0	0	4	0	0	0	0	
6:00 to 6:15	1	0	0	1	2	5	6	13	7	0	0	7	0	0	0	0	10	0	0	10	3	0	0	3	2	0	0	2	0	0	0	0	
6:15 to 6:30	1	0	1	2	11	7	1	19	6	0	0	6	0	0	0	0	9	0	1	10	10	1	1	12	4	2	0	6	0	0	0	0	
6:30 to 6:45	1	0	1	2	3	7	6	16	9	0	0	9	0	0	0	0	6	0	0	6	10	1	0	11	6	1	0	7	0	0	0	0	
6:45 to 7:00	1	0	0	1	5	4	5	14	2	0	1	3	0	0	0	0	14	1	0	15	3	0	0	3	7	2	0	9	0	0	0	0	
7:00 to 7:15	2	0	1	3	3	2	2	7	10	2	0	12	0	0	0	0	4	1	1	6	3	1	0	4	12	0	0	12	0	0	0	0	
7:15 to 7:30	3	0	0	3	7	2	1	10	4	1	1	6	0	0	0	0	14	1	0	15	5	0	0	5	5	0	0	5	0	0	0	0	
7:30 to 7:45	3	0	0	3	8	4	6	18	13	0	1	14	0	0	0	0	13	1	2	16	3	1	0	4	6	0	0	6	0	0	0	0	
7:45 to 8:00	2	0	0	2	6	3	4	13	10	0	0	10	0	0	0	0	21	0	1	22	9	0	0	9	6	1	0	7	0	0	0	0	
8:00 to 8:15	2	0	0	2	7	5	5	17	15	0	0	15	0	0	0	0	17	0	1	18	7	1	0	8	8	1	0	9	0	0	0	0	
8:15 to 8:30	2	0	0	2	17	1	6	24	15	1	0	16	0	0	0	0	16	1	0	17	6	1	0	7	11	1	0	12	0	0	0	0	
8:30 to 8:45	3	0	1	4	14	10	4	28	7	0	0	7	0	0	0	0	15	0	0	15	8	0	0	8	8	1	0	9	0	0	0	0	
8:45 to 9:00	4	0	0	4	9	2	4	15	11	0	0	11	0	0	0	0	17	0	0	17	10	1	0	11	5	1	0	6	0	0	0	0	
9:00 to 9:15	1	0	0	1	18	1	7	26	6	0	0	6	0	0	0	0	13	0	1	14	7	1	0	8	1	0	1	2	0	0	0	0	
9:15 to 9:30	5	0	0	5	14	8	14	36	11	0	0	11	0	0	0	0	6	2	1	9	10	1	0	11	5	1	0	6	0	0	0	0	
9:30 to 9:45	3	0	0	3	10	1	10	21	11	3	0	14	0	0	0	0	14	2	0	16	9	0	0	9	4	1	0	5	0	0	0	0	
9:45 to 10:00	5	1	0	6	9	2	7	18	16	0	0	16	0	0	0	0	15	1	1	17	4	0	0	4	7	0	0	7	0	0	0	0	
10:00 to 10:15	2	0	0	2	8	6	5	19	14	0	0	14	0	0	0	0	8	0	0	8	9	1	0	10	6	0	0	6	0	0	0	0	
10:15 to 10:30	7	1	0	8	9	2	5	16	14	0	0	14	0	0	0	0	19	0	0	19	6	0	0	6	7	0	0	7	0	0	0	0	
10:30 to 10:45	5	1	0	6																													

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12. Cunningham Hwy / Kildonan Rd / Newell Hwy / Marshall St
Day/Date	: Wed, 23rd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



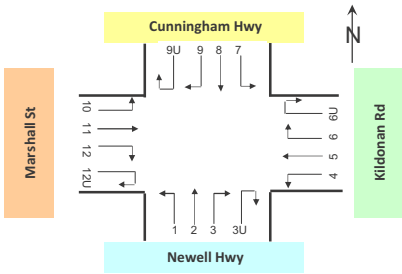
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Newell Hwy																Kildonan Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	1	0	0	1	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	2	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	2	1	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	1	0	1	1	0	3	4	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	1	2	0	0	0	0
5:15 to 5:30	2	0	0	2	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0
5:30 to 5:45	1	0	0	1	2	1	2	5	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	4	0	0	1	1	0	0	0	0
5:45 to 6:00	2	0	0	2	2	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	0	1	3	0	0	0	0
6:00 to 6:15	3	0	0	3	1	1	2	4	0	0	0	0	0	0	0	0	0	1	0	1	5	0	0	5	1	0	1	2	0	0	0	0
6:15 to 6:30	2	0	0	2	2	2	2	6	1	0	0	1	0	0	0	0	1	0	0	1	7	2	0	9	0	0	0	0	0	0	0	0
6:30 to 6:45	5	0	0	5	4	1	3	8	1	0	1	2	0	0	0	0	1	1	0	2	2	0	0	2	3	0	0	3	0	0	0	0
6:45 to 7:00	5	0	0	5	5	2	3	10	3	0	0	3	0	0	0	0	0	0	0	0	6	2	0	8	3	0	0	3	0	0	0	0
7:00 to 7:15	0	1	0	1	3	2	5	10	1	1	0	2	0	0	0	0	0	0	0	0	3	1	0	4	2	0	1	3	0	0	0	0
7:15 to 7:30	4	0	0	4	13	1	2	16	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	0	0	1	0	0	0	0
7:30 to 7:45	5	1	0	6	6	1	3	10	0	1	0	1	0	0	0	0	0	0	0	0	9	2	0	11	3	2	1	6	0	0	0	0
7:45 to 8:00	7	1	0	8	6	2	4	12	1	1	0	2	0	0	0	0	0	1	0	1	12	0	0	12	2	0	0	2	0	0	0	0
8:00 to 8:15	6	0	0	6	15	5	2	22	1	0	0	1	0	0	0	0	1	0	0	1	12	0	0	12	1	0	0	1	0	0	0	0
8:15 to 8:30	8	2	0	10	2	2	7	11	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	2	0	0	2	0	0	0	0
8:30 to 8:45	8	1	0	9	9	2	7	18	0	0	0	0	0	0	0	0	1	0	0	1	7	1	0	8	0	0	0	0	0	0	0	0
8:45 to 9:00	9	0	0	9	7	2	4	13	0	0	0	0	0	0	0	0	2	0	0	2	10	0	0	10	2	0	0	2	0	0	0	0
9:00 to 9:15	7	2	0	9	8	2	8	18	1	0	0	1	0	0	0	0	0	0	0	0	7	3	0	10	2	1	1	4	0	0	0	0
9:15 to 9:30	3	0	0	3	8	1	5	14	0	1	0	1	0	0	0	0	0	0	0	0	9	0	0	9	2	0	0	2	0	0	0	0
9:30 to 9:45	6	1	0	7	3	1	10	14	0	0	0	0	0	0	0	0	0	1	0	1	11	1	0	12	0	0	0	0	0	0	0	0
9:45 to 10:00	8	0	1	9	15	1	13	29	0	1	0	1	0	0	0	0	1	0	0	1	9	0	0	9	5	0	0	5	0	0	0	0
10:00 to 10:15	2	2	0	4	14	3	8	25	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	2	0	0	2	0	0	0	0
10:15 to 10:30	3	0	0	3	7	1	8	16	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	2	0	0	2	0	0	0	

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
24hr Totals	332	27	3	362	474	191	583	1,248	36	9	4	49	0	0	0	0	31	10	4	45	460	41	0	501	133	14	9	156

Approach	Cunningham Hwy																Marshall St																
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	2	0	3	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	3	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	1	0	1	2	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	1	1	1	0	2	3	1	0	0	1	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	5	2	7	0	0	0	0	0	0	0	0	1	2	0	3	2	0	0	2	2	0	0	2	0	0	0	0	
4:45 to 5:00	0	0	0	0	2	4	5	11	4	0	0	4	0	0	0	0	4	0	0	4	3	1	0	4	1	0	0	1	0	0	0	0	
5:00 to 5:15	1	1	0	2	3	2	7	12	1	0	0	1	0	0	0	0	5	2	0	7	4	0	0	4	0	0	0	0	0	0	0	0	
5:15 to 5:30	3	0	0	3	0	0	3	3	0	1	0	1	0	0	0	0	9	1	0	10	3	0	0	3	1	0	0	1	0	0	0	0	
5:30 to 5:45	4	0	0	4	2	2	5	9	4	0	0	4	0	0	0	0	3	3	0	6	5	0	0	5	4	1	0	5	0	0	0	0	
5:45 to 6:00	0	0	0	0	3	3	5	11	5	1	0	6	0	0	0	0	13	1	0	14	5	1	0	6	6	0	0	6	0	0	0	0	
6:00 to 6:15	1	0	0	1	4	5	7	16	3	0	0	3	0	0	0	0	11	1	0	12	3	1	0	4	9	0	0	9	0	0	0	0	
6:15 to 6:30	4	0	0	4	5	5	4	14	6	1	0	7	0	0	0	0	16	0	0	16	6	0	0	6	2	1	0	3	0	0	0	0	
6:30 to 6:45	1	0	0	1	9	3	7	19	7	0	0	7	0	0	0	0	12	0	0	12	10	2	0	12	5	0	0	5	0	0	0	0	
6:45 to 7:00	0	0	1	1	9	2	6	17	6	0	0	6	0	0	0	0	15	1	0	16	7	1	0	8	7	0	0	7	0	0	0	0	
7:00 to 7:15	3	0	0	3	9	3	3	15	11	0	0	11	0	0	0	0	17	1	0	18	4	2	0	6	4	0	0	4	0	0	0	0	
7:15 to 7:30	2	0	0	2	2	4	2	8	10	0	0	10	0	0	0	0	17	0	0	17	6	0	0	6	8	1	0	9	0	0	0	0	
7:30 to 7:45	2	1	0	3	8	2	5	15	22	1	0	23	0	0	0	0	18	1	0	19	7	1	0	8	5	0	0	5	0	0	0	0	
7:45 to 8:00	3	0	0	3	7	0	8	15	22	0	1	23	0	0	0	0	16	0	0	16	8	0	0	8	1	3	0	4	0	0	0	0	
8:00 to 8:15	1	0	0	1	13	0	9	22	12	0	0	12	0	0	0	0	15	0	0	15	2	1	0	3	2	2	0	4	0	0	0	0	
8:15 to 8:30	4	0	0	4	10	3	4	17	12	0	0	12	0	0	0	0	18	0	1	19	8	0	0	8	5	2	0	7	0	0	0	0	
8:30 to 8:45	1	0	0	1	10	2	7	19	14	2	0	16	0	0	0	0	13	0	0	13	6	1	0	7	5	3	0	8	0	0	0	0	
8:45 to 9:00	2	0	0	2	11	3	9	23	13	0	0	13	0	0	0	0	22	4	0	26	5	0	0	5	4	1	0	5	0	0	0	0	
9:00 to 9:15	3	1	0	4	8	5	4	17	11	0	0	11	0	0	0	0	13	1	1	15	10	0	0	10	4	0	0	4	0	0	0	0	
9:15 to 9:30	2	0	1	3	5	4	6	15	9	0	0	9	0	0	0	0	17	3	0	20	9	2	0	11	9	1	1	11	0	0	0	0	
9:30 to 9:45	1	0	0	1	9	4	3	16	7	0	0	7	0	0	0	0	17	1	0	18	9	0	0	9	5	2	0	7	0	0	0	0	
9:45 to 10:00	2	0	0	2	8	1	5	14	18	0	0	18	0	0	0	0	17	1	0	18	8	0	0	8	4	1	1	6	0	0	0	0	
10:00 to 10:15	5	0	0	5	16	4	5	25	16	2	0	18	0	0	0	0	12	0	0	12	6	1	0	7	4	1	0	5	0	0	0	0	
10:15 to 10:30	0	1	0	1	10	1	6	17	12	0	0	12	0	0	0	0	10	1	0	11	7	0	0	7	1	0	0						

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12. Cunningham Hwy / Kildonan Rd / Newell Hwy / Marshall St
Day/Date	: Thu, 24th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



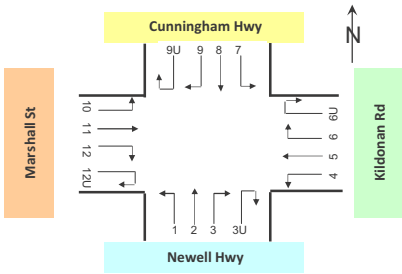
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Newell Hwy																Kildonan Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	1	0	0	1	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	1	0	0	1	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	1	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	1	3	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	2	0	0	2	2	1	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	4	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
5:15 to 5:30	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
5:30 to 5:45	6	1	0	7	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:45 to 6:00	1	1	0	2	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0	0	4	0	0	0	0
6:00 to 6:15	2	1	0	3	2	0	3	5	1	0	0	1	0	0	0	0	0	1	0	1	2	1	0	3	1	0	0	1	0	0	0	0
6:15 to 6:30	0	0	0	0	15	3	2	20	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	1	0	0	0	0
6:30 to 6:45	4	0	0	4	7	3	1	11	0	0	0	0	0	0	0	0	2	0	0	2	4	1	0	5	3	0	0	3	0	0	0	0
6:45 to 7:00	3	1	0	4	4	2	2	8	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	4	1	0	5	0	0	0	0
7:00 to 7:15	5	0	0	5	4	2	5	11	1	0	0	1	0	0	0	0	0	1	0	1	2	0	0	2	0	1	1	2	0	0	0	0
7:15 to 7:30	2	1	0	3	3	7	5	15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	1	0	0	1	0	0	0	0
7:30 to 7:45	2	0	0	2	7	0	7	14	0	1	0	1	0	0	0	0	0	0	0	0	11	0	0	11	4	0	0	4	0	0	0	0
7:45 to 8:00	5	0	0	5	6	3	3	12	0	0	0	0	0	0	0	0	1	0	0	1	7	0	0	7	2	2	0	4	0	0	0	0
8:00 to 8:15	2	0	0	2	11	0	1	12	0	0	0	0	0	0	0	0	1	0	0	1	17	1	0	18	1	1	0	2	0	0	0	0
8:15 to 8:30	5	3	0	8	13	3	5	21	0	0	0	0	0	0	0	0	0	0	1	1	10	2	0	12	5	0	1	6	0	0	0	0
8:30 to 8:45	5	0	0	5	9	1	7	17	0	0	0	0	0	0	0	0	0	1	0	1	13	0	0	13	4	0	0	4	0	0	0	0
8:45 to 9:00	4	1	0	5	15	3	7	25	2	0	0	2	0	0	0	0	0	0	0	1	12	1	0	13	3	0	0	3	0	0	0	0
9:00 to 9:15	4	2	0	6	15	3	8	26	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	1	0	2	0	0	0	0
9:15 to 9:30	5	0	0	5	7	3	10	20	2	0	0	2	0	0	0	0	1	0	1	2	9	1	0	10	2	1	0	3	0	0	0	0
9:30 to 9:45	4	0	0	4	8	8	11	27	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	3	0	0	3	0	0	0	0
9:45 to 10:00	3	0	0	3	15	4	5	24	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	2	1	0	3	0	0	0	0
10:00 to 10:15	5	0	0	5	11	3	11	25	0	0	0	0	0	0	0	0	0	0	0	0	11	4	0	15	0	1	0	1	0	0	0	0
10:15 to 10:30	11	0	0	11	21	4	7	32	0	0	1	1	0	0	0	0	0	0	0	0	10	0	0	10	1	1	0	2	0	0	0	0
10:30 to 10:45	7	0	0	7	7	3	7	17	0	0	0	0	0	0	0																	

23:30 to 23:45	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45 to 0:00	2	0	0	2	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
24hr Totals	343	24	0	367	606	213	634	1,453	29	7	2	38	0	0	0	0	24	5	5	34	459	26	0	485	136	33	3	172	0	0	0

Approach	Cunningham Hwy																Marshall St															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	2	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	2	0	4	6	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	1	0	0	1	3	0	6	9	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	1	2	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	2	0	2	4	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	1	1	2	4	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	
4:15 to 4:30	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	
4:30 to 4:45	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	5	0	0	5	1	1	0	2	1	0	0	1	0	0	0	
4:45 to 5:00	1	0	0	1	1	2	2	5	3	0	0	3	0	0	0	0	2	0	0	2	4	1	0	5	3	0	0	3	0	0	0	
5:00 to 5:15	1	0	0	1	1	2	2	5	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	3	0	4	0	0	0	
5:15 to 5:30	2	0	0	2	1	0	5	6	2	1	0	3	0	0	0	0	5	1	0	6	1	0	0	1	4	0	0	4	0	0	0	
5:30 to 5:45	5	1	0	6	4	2	6	12	0	0	0	0	0	0	0	0	10	1	0	11	6	1	0	7	5	0	0	5	0	0	0	
5:45 to 6:00	1	0	0	1	2	3	4	9	5	2	0	7	0	0	0	0	16	3	0	19	11	2	0	13	7	1	0	8	0	0	0	
6:00 to 6:15	3	2	1	6	8	4	7	19	5	0	0	5	0	0	0	0	11	0	0	11	6	0	0	6	4	1	0	5	0	0	0	
6:15 to 6:30	3	1	0	4	4	5	3	12	4	0	0	4	0	0	0	0	9	1	0	10	13	2	0	15	6	0	0	6	0	0	0	
6:30 to 6:45	4	0	3	7	9	4	10	23	4	0	0	4	0	0	0	0	15	0	0	15	10	0	0	10	2	0	0	2	0	0	0	
6:45 to 7:00	1	0	0	1	5	1	4	10	11	1	0	12	0	0	0	0	15	1	0	16	2	0	0	2	5	0	0	5	0	0	0	
7:00 to 7:15	2	0	0	2	4	4	6	14	8	0	0	8	0	0	0	0	16	0	0	16	7	1	0	8	2	1	0	3	0	0	0	
7:15 to 7:30	1	1	0	2	4	5	1	10	9	0	1	10	0	0	0	0	6	0	0	6	1	0	0	1	6	0	0	6	0	0	0	
7:30 to 7:45	1	0	0	1	9	5	8	22	9	0	0	9	0	0	0	0	12	3	0	15	3	0	0	3	4	0	0	4	0	0	0	
7:45 to 8:00	2	1	0	3	10	7	5	22	13	0	0	13	0	0	0	0	29	0	0	29	4	0	0	4	3	2	0	5	0	0	0	
8:00 to 8:15	2	0	0	2	13	6	9	28	18	0	0	18	0	0	0	0	14	0	0	14	5	0	0	5	4	0	0	4	0	0	0	
8:15 to 8:30	1	1	0	2	7	3	3	13	16	1	0	17	0	0	0	0	28	0	0	28	8	0	0	8	7	1	0	8	0	0	0	
8:30 to 8:45	0	1	0	1	12	0	2	14	13	1	0	14	0	0	0	0	17	1	0	18	7	0	0	7	3	1	0	4	0	0	0	
8:45 to 9:00	4	0	0	4	15	0	9	24	9	0	0	9	0	0	0	0	12	2	0	14	11	4	0	15	12	1	0	13	0	0	0	
9:00 to 9:15	2	0	0	2	18	5	5	28	13	0	1	14	0	0	0	0	18	2	0	20	6	1	0	7	6	2	0	8	0	0	0	
9:15 to 9:30	2	1	0	3	12	0	2	14	17	4	1	22	0	0	0	0	13	3	0	16	9	0	0	9	4	5	0	9	0	0	0	
9:30 to 9:45	2	0	0	2	5	2	5	12	10	0	0	10	0	0	0	0	7	0	0	7	7	0	0	7	6	0	0	6	0	0	0	
9:45 to 10:00	3	0	0	3	6	3	7	16	10	1	0	11	0	0	0	0	11	2	0	13	11	2	0	13	5	0	0	5	0	0	0	
10:00 to 10:15	0	1	0	1	12	3	6	21	14	0	0	14	0	0	0	0	13	0	0	13	10	1	0	11	3	1	0	4	0	0	0	
10:15 to 10:30	2	1	0	3	11	2	7	20	16	0	0	16	0	0	0	0	11	1	0	12	9	1	0	10	7	1	0	8	0	0	0	
10:30 to 10:45	1	1	0	2	17	2	8	27	13	0	0	13	0	0	0	0	15	0	0	15	11	0	0	11	6	0	0	6	0	0	0	
10:45 to 11:00	3	0	1	4	8	2																										

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12. Cunningham Hwy / Kildonan Rd / Newell Hwy / Marshall St
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



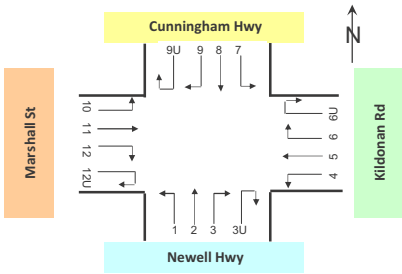
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Newell Hwy																Kildonan Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	1	0	0	1	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	6	6	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	1	0	1	2	0	4	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
4:45 to 5:00	2	0	0	2	2	1	2	5	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
5:00 to 5:15	2	1	0	3	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
5:15 to 5:30	4	0	0	4	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	3	1	1	5	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
5:45 to 6:00	0	1	0	1	4	1	3	8	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0
6:00 to 6:15	2	0	0	2	4	0	1	5	2	0	0	2	0	0	0	0	0	0	0	0	5	4	0	9	0	0	0	0	0	0	0	0
6:15 to 6:30	5	0	0	5	6	1	2	9	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	2	1	0	3	0	0	0	0
6:30 to 6:45	0	1	0	1	7	2	3	12	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	0	0	0	0
6:45 to 7:00	3	0	0	3	4	4	5	13	1	0	0	1	0	0	0	0	1	0	0	1	3	1	0	4	3	0	0	3	0	0	0	0
7:00 to 7:15	5	0	0	5	14	1	4	19	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	2	0	1	0	1	0	0	0	0
7:15 to 7:30	5	0	0	5	14	2	4	20	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0	5	1	0	0	1	0	0	0	0
7:30 to 7:45	9	0	0	9	5	3	8	16	0	0	0	0	0	0	0	0	1	0	0	1	10	0	0	10	3	1	0	4	0	0	0	0
7:45 to 8:00	8	0	0	8	12	3	2	17	0	0	0	0	0	0	0	0	1	0	0	1	9	0	0	9	1	0	0	1	0	0	0	0
8:00 to 8:15	12	0	0	12	11	4	5	20	1	0	0	1	0	0	0	0	0	0	0	0	11	2	0	13	3	1	0	4	0	0	0	0
8:15 to 8:30	12	2	0	14	35	11	12	58	3	0	0	3	0	0	0	0	0	0	0	0	13	2	0	15	3	2	0	5	0	0	0	0
8:30 to 8:45	5	0	0	5	11	2	9	22	0	0	0	0	0	0	0	0	1	0	0	1	16	1	0	17	1	0	0	1	0	0	0	0
8:45 to 9:00	14	1	0	15	13	1	9	23	3	0	1	4	0	0	0	0	0	0	0	0	11	0	0	11	4	0	0	4	0	0	0	0
9:00 to 9:15	8	0	0	8	10	3	8	21	2	0	0	2	0	0	0	0	0	1	0	1	6	0	0	6	2	1	0	3	0	0	0	0
9:15 to 9:30	6	0	0	6	9	4	11	24	0	0	0	0	0	0	0	0	2	0	0	2	11	1	0	12	1	0	1	2	0	0	0	0
9:30 to 9:45	10	1	0	11	19	1	16	36	3	0	0	3	0	0	0	0	0	0	0	0	16	0	0	16	2	1	0	3	0	0	0	0
9:45 to 10:00	7	0	0	7	29	8	9	46	0	0	0	0	0	0	0	0	1	0	0	1	12	4	0	16	2	1	0	3	0	0	0	0
10:00 to 10:15	2	0	0	2	11	1	8	20	0	0	0	0	0	0	0	0	2	0	0	2	8	1	0	9	1	0	0	1	0	0	0	0
10:15 to 10:30	9	0	0	9	17	2	9	28	0	0	0	0	0	0	0	0	0	0	1	1	5	1	0	6	3	0	0	3	0	0	0	0
10:30 to 10:45	8	0	0	8	17	3	9	29	2	0	0	2	0																			

23:30 to 23:45	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
23:45 to 0:00	0	0	0	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
24hr Totals	465	21	0	486	722	154	438	1,314	59	9	8	76	0	0	0	0	28	4	1	33	508	35	0	543	128	29	5	162	0	0	0	0

Approach	Cunningham Hwy																Marshall St																
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	4	4	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	1	1	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	1	0	2	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	3	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	1	0	1	2	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
2:30 to 2:45	1	0	0	1	2	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	3	0	3	6	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	1	0	0	1	1	2	0	3	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	1	1	1	3	1	1	0	2	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	3	3	1	0	0	1	0	0	0	0	6	0	0	6	4	0	0	4	1	0	0	1	0	0	0	0	0
4:45 to 5:00	0	0	0	0	3	0	1	4	2	0	0	2	0	0	0	0	4	0	0	4	3	1	0	4	1	0	0	1	0	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	2	3	4	0	0	4	0	0	0	0	6	0	0	6	1	0	0	1	4	0	0	4	0	0	0	0	0
5:15 to 5:30	0	0	0	0	4	0	0	4	2	1	0	3	0	0	0	0	5	1	0	6	0	0	0	0	2	0	0	2	0	0	0	0	0
5:30 to 5:45	1	0	0	1	6	1	3	10	4	0	0	4	0	0	0	0	9	1	0	10	7	0	0	7	4	0	0	4	0	0	0	0	0
5:45 to 6:00	1	0	0	1	1	5	5	11	7	1	0	8	0	0	0	0	14	1	0	15	8	0	0	8	7	0	0	7	0	0	0	0	0
6:00 to 6:15	2	0	0	2	5	7	5	17	4	0	0	4	0	0	0	0	9	1	0	10	2	1	0	3	1	0	0	1	0	0	0	0	0
6:15 to 6:30	4	1	0	5	5	2	8	15	3	0	0	3	0	0	0	0	10	1	0	11	9	0	0	9	4	0	0	4	0	0	0	0	0
6:30 to 6:45	2	0	0	2	9	3	4	16	11	0	0	11	0	0	0	0	12	1	0	13	11	0	0	11	5	1	0	6	0	0	0	0	0
6:45 to 7:00	1	0	0	1	8	0	2	10	5	0	0	5	0	0	0	0	18	2	0	20	1	0	0	1	5	0	0	5	0	0	0	0	0
7:00 to 7:15	2	0	0	2	5	2	8	15	5	0	0	5	0	0	0	0	18	0	0	18	4	1	0	5	4	0	0	4	0	0	0	0	0
7:15 to 7:30	1	1	0	2	5	4	2	11	6	0	0	6	0	0	0	0	22	0	0	22	4	1	0	5	6	2	0	8	0	0	0	0	0
7:30 to 7:45	3	0	0	3	10	2	3	15	15	1	0	16	0	0	0	0	15	0	0	15	6	0	0	6	8	0	0	8	0	0	0	0	0
7:45 to 8:00	3	0	0	3	10	1	5	16	8	1	0	9	0	0	0	0	24	1	0	25	4	3	0	7	7	2	0	9	0	0	0	0	0
8:00 to 8:15	3	1	0	4	11	2	2	15	11	0	0	11	0	0	0	0	11	0	0	11	5	1	0	6	2	0	0	2	0	0	0	0	0
8:15 to 8:30	3	1	0	4	13	2	6	21	12	0	0	12	0	0	0	0	15	0	0	15	10	2	0	12	8	1	0	9	0	0	0	0	0
8:30 to 8:45	2	2	0	4	11	0	4	15	6	0	0	6	0	0	0	0	26	2	0	28	6	1	0	7	5	4	0	9	0	0	0	0	0
8:45 to 9:00	4	2	0	6	10	1	9	20	7	1	0	8	0	0	0	0	12	0	0	12	12	1	0	13	6	0	0	6	0	0	0	0	0
9:00 to 9:15	1	0	0	1	14	1	3	18	7	0	0	7	0	0	0	0	15	2	0	17	10	0	0	10	2	0	0	2	0	0	0	0	0
9:15 to 9:30	0	1	0	1	9	4	5	18	6	0	0	6	0	0	0	0	12	0	0	12	6	2	0	8	3	0	0	3	0	0	0	0	0
9:30 to 9:45	4	0	0	4	10	2	4	16	9	1	0	10	0	0	0	0	21	2	0	23	9	2	0	11	5	0	0	5	0	0	0	0	0
9:45 to 10:00	2	0	0	2	14	2	6	22	19	0	0	19	0	0	0	0	19	2	0	21	10	0	0	10	6	0	0	6	0	0	0	0	0
10:00 to 10:15	3	0	0	3	14	4	5	23	14	0	0	14	0	0	0	0	18	1	0	19	5	1	0	6	5	0	0	5	0	0	0	0	0
10:15 to 10:30	2	0	0	2	6	1																											

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12. Cunningham Hwy / Kildonan Rd / Newell Hwy / Marshall St
Day/Date	: Sat, 19th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



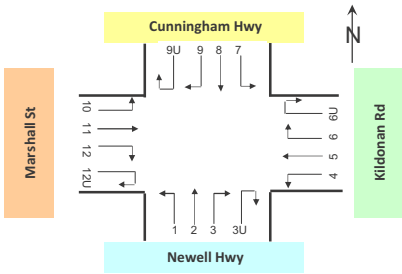
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Newell Hwy																Kildonan Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	2	0	0	2	2	1	2	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	0	1	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	2	1	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:15 to 5:30	1	0	0	1	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	3	3	2	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
6:00 to 6:15	0	1	0	1	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:15 to 6:30	3	0	0	3	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
6:30 to 6:45	2	1	0	3	4	0	2	6	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0
6:45 to 7:00	1	1	0	2	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0
7:00 to 7:15	3	0	0	3	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	5	0	0	5	9	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
7:30 to 7:45	4	1	0	5	7	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0
7:45 to 8:00	3	1	0	4	9	3	1	13	0	1	0	1	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0
8:00 to 8:15	7	0	0	7	9	1	4	14	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	1	0	0	0	0
8:15 to 8:30	5	0	0	5	7	1	3	11	2	0	1	3	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0
8:30 to 8:45	3	0	0	3	21	2	1	24	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	5	0	0	5	0	0	0	0
8:45 to 9:00	10	0	0	10	9	1	3	13	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	0	0	1	0	0	0	0
9:00 to 9:15	3	1	0	4	18	1	0	19	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	2	0	0	2	0	0	0	0
9:15 to 9:30	8	0	0	8	4	0	4	8	3	0	1	4	0	0	0	0	0	0	0	0	8	0	0	8	1	0	0	1	0	0	0	0
9:30 to 9:45	8	1	0	9	11	0	1	12	0	0	0	0	0	0	0	0	2	1	0	3	20	0	0	20	4	0	2	6	0	0	0	0
9:45 to 10:00	5	0	0	5	14	1	2	17	1	0	0	1	0	0	0	0	1	0	0	1	21	1	0	22	2	0	0	2	0	0	0	0
10:00 to 10:15	16	1	0	17	12	1	5	18	0	1	0	1	0	0	0	0	1	0	0	1	13	1	0	14	3	0	0	3	0	0	0	0
10:15 to 10:30	11	0	0	11	17	1	5	23	0	0	0	0	0	0	0	0	2	0	0	2	13	0	0	13	4	0	0	4	0	0	0	0
10:30 to 10:45	7	0	0	7	8	2	4	14	5	0	0	5	0	0	0	0	0</															

23:30 to 23:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	
23:45 to 0:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	332	12	0	344	479	89	284	852	39	9	12	60	0	0	1	1	34	3	1	38	464	8	0	472	139	6	3	148	0	0	0	0

Approach	Cunningham Hwy																Marshall St															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	2	0	2	4	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	3	0	4	7	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0
0:45 to 1:00	0	0	0	0	1	0	2	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	3	3	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	1	2	2	5	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	3	3	1	1	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	2	2	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	1	1	3	0	1	4	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	1	1	2	2	0	0	2	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1	0	0	0	0
3:30 to 3:45	0	0	0	0	2	0	2	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	0	0	1	0	1	1	2	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0
4:00 to 4:15	0	0	0	0	1	0	1	2	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0
4:15 to 4:30	0	0	0	0	2	0	3	5	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	2	0	0	2	0	0	0	0
4:30 to 4:45	1	0	0	1	2	1	3	6	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
4:45 to 5:00	1	0	0	1	5	1	1	7	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	2	0	0	2	0	0	0	0
5:00 to 5:15	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
5:15 to 5:30	0	0	0	0	1	0	3	4	1	0	0	1	0	0	0	0	3	1	0	4	0	0	0	0	1	0	0	1	0	0	0	0
5:30 to 5:45	0	0	0	0	5	2	0	7	1	0	0	1	0	0	0	0	2	0	0	2	3	0	0	3	3	0	0	3	0	0	0	0
5:45 to 6:00	1	0	0	1	2	0	5	7	2	1	0	3	0	0	0	0	9	0	0	9	3	0	0	3	1	0	0	1	0	0	0	0
6:00 to 6:15	1	0	0	1	2	2	4	8	5	0	0	5	0	0	0	0	6	0	0	6	1	0	0	1	1	0	0	1	0	0	0	0
6:15 to 6:30	0	0	0	0	6	1	6	13	6	0	1	7	0	0	0	0	7	0	0	7	1	0	0	1	2	1	0	3	0	0	0	0
6:30 to 6:45	0	0	0	0	0	2	1	3	4	0	1	5	0	0	0	0	9	0	0	9	2	2	0	4	4	3	0	7	0	0	0	0
6:45 to 7:00	1	0	0	1	9	1	1	11	1	0	0	1	0	0	0	0	10	0	0	10	6	0	0	6	3	0	0	3	0	0	0	0
7:00 to 7:15	0	0	0	0	4	0	1	5	5	0	0	5	0	0	0	0	12	0	0	12	1	0	0	1	2	1	0	3	0	0	0	0
7:15 to 7:30	0	0	0	0	4	2	3	9	6	0	1	7	0	0	0	0	12	1	0	13	4	0	0	4	1	0	0	1	0	0	0	0
7:30 to 7:45	1	1	0	2	8	1	3	12	7	0	0	7	0	0	0	0	12	0	0	12	2	0	0	2	3	0	0	3	0	0	0	0
7:45 to 8:00	2	0	0	2	11	0	2	13	12	1	2	15	0	0	0	0	15	1	0	16	4	0	0	4	3	2	0	5	0	0	0	0
8:00 to 8:15	1	0	0	1	13	3	5	21	14	0	0	14	0	0	0	0	16	1	0	17	3	0	0	3	4	1	0	5	0	0	0	0
8:15 to 8:30	0	0	0	0	15	3	3	21	5	0	0	5	0	0	0	0	14	0	0	14	5	0	0	5	7	0	0	7	0	0	0	0
8:30 to 8:45	0	0	0	0	8	2	3	13	10	1	0	11	0	0	0	0	9	0	0	9	6	0	0	6	5	1	0	6	0	0	0	0
8:45 to 9:00	2	0	0	2	8	0	1	9	13	1	3	17	0	0	0	0	15	0	0	15	8	0	0	8	4	0	0	4	0	0	0	0
9:00 to 9:15	3	0	0	3	12	1	5	18	10	0	0	10	0	0	0	0	16	0	0	16	6	0	0	6	7	0	0	7	0	0	0	0
9:15 to 9:30	4	2	0	6	7	5	4	16	6	2	0	8	0	0	0	0	26	1	0	27	17	1	0	18	6	0	0	6	0	0	0	0
9:30 to 9:45	4	0	0	4	11	1	5	17	12	0	0	12	0	0	0	0	16	1	0	17	12	0	0	12	3	0	0	3	0	0	0	0
9:45 to 10:00	3	0	0	3	4	0	4	8	23	2	1	26	0	0	0	0	31	0	0	31	14	0	0	14	7	0	0	7	0	0	0	0
10:00 to 10:15	15	0	0	15	7	2	1	10	19	0	1	20	0	0	0	0	23	1	0	24	14	0	0	14	3	0	0	3	0	0	0	0
10:15 to 10:30	5	1	0	6	11	1	4	16	10	0	0	10	0	0	0	0	30	0	0	30	9	0	0	9	4	0	0	4	0	0	0	0
10:30 to 10:45	4	0	0	4	22	1	4	27	15	2	0	17	0																			

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12. Cunningham Hwy / Kildonan Rd / Newell Hwy / Marshall St
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



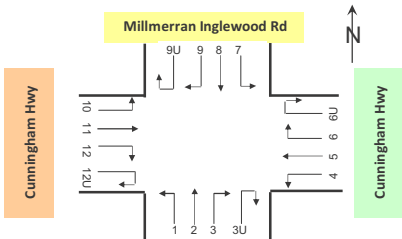
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Newell Hwy																Kildonan Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	1	0	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	1	0	0	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	5	2	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	2	0	0	2	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
5:30 to 5:45	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0
6:00 to 6:15	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0
6:15 to 6:30	1	0	0	1	3	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	4	1	1	6	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:45 to 7:00	2	0	0	2	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0
7:00 to 7:15	2	0	0	2	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
7:15 to 7:30	2	0	0	2	8	0	3	11	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	3	1	0	4	0	0	0	0
7:30 to 7:45	3	0	0	3	2	4	2	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
7:45 to 8:00	3	0	0	3	7	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0
8:00 to 8:15	4	0	0	4	9	2	1	12	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	0	0	0	0
8:15 to 8:30	3	0	0	3	9	2	2	13	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	0	0	1	0	0	0	0
8:30 to 8:45	3	0	0	3	8	2	1	11	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	4	0	0	0	0
8:45 to 9:00	10	0	0	10	12	0	3	15	2	0	0	2	0	0	0	0	1	0	0	1	4	0	0	4	4	0	0	4	0	0	0	0
9:00 to 9:15	6	0	0	6	4	4	3	11	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	1	0	0	1	0	0	0	0
9:15 to 9:30	3	0	0	3	7	1	4	12	1	1	0	2	0	0	0	0	1	0	0	1	6	0	0	6	1	0	0	1	0	0	0	0
9:30 to 9:45	8	0	0	8	18	1	4	23	2	0	1	3	0	0	0	0	1	0	0	1	19	1	0	20	2	0	0	2	0	0	0	0
9:45 to 10:00	13	1	0	14	19	2	3	24	1	0	0	1	0	0	0	0	0	0	0	0	18	0	0	18	8	0	0	8	0	0	0	0
10:00 to 10:15	0	1	0	1	7	2	1	10	2	0	0	2	0	0	0	0	1	0	0	1	12	0	0	12	2	0	0	2	0	0	0	0
10:15 to 10:30	3	0	0	3	9	0	3	12	0	0	0	0	0	0	0	0	1	0	0	1	12	0	0	12	0	0	0	0	0	0	0	0

23:30 to 23:45	0	0	0	0	3	0	2	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45 to 0:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	327	7	0	334	524	91	390	1,005	44	31	9	84	0	0	0	0	37	2	0	39	482	4	0	486	149	6	2	157	0	0

Approach	Cunningham Hwy																Marshall St															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	2	2	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	1	0	2	3	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	1	2	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0
1:15 to 1:30	0	0	0	0	2	0	0	2	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	1	0	2	3	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	2	0	1	3	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0
5:15 to 5:30	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3	0	0	3	2	0	0	2	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	0	1	3	0	0	3	2	0	0	2	0	0	0	0	2	0	0	2	1	0	0	1	2	0	0	2	0	0	0	0
5:45 to 6:00	0	0	1	1	3	0	0	3	4	0	0	4	0	0	0	0	6	0	0	6	1	0	0	1	1	0	0	1	0	0	0	0
6:00 to 6:15	2	0	0	2	2	0	0	2	5	0	0	5	0	0	0	0	9	0	0	9	0	0	0	0	3	0	0	3	0	0	0	0
6:15 to 6:30	0	0	0	0	1	0	1	2	4	0	0	4	0	0	0	0	5	0	0	5	2	0	0	2	3	0	0	3	0	0	0	0
6:30 to 6:45	1	0	1	2	6	1	1	8	4	0	0	4	0	0	0	0	13	0	0	13	1	1	0	2	1	0	0	1	0	0	0	0
6:45 to 7:00	1	0	0	1	6	1	4	11	0	0	0	0	0	0	0	0	9	0	0	9	2	0	0	2	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	4	2	1	7	6	0	1	7	0	0	0	0	5	0	0	5	4	0	0	4	4	0	0	4	0	0	0	0
7:15 to 7:30	3	0	0	3	4	0	4	8	3	0	0	3	0	0	0	0	8	0	0	8	2	0	0	2	1	0	0	1	0	0	0	0
7:30 to 7:45	1	0	0	1	3	1	3	7	5	0	0	5	0	0	0	0	8	0	0	8	2	0	0	2	5	0	0	5	0	0	0	0
7:45 to 8:00	1	0	0	1	3	0	1	4	10	0	1	11	0	0	0	0	8	0	0	8	3	0	0	3	4	0	0	4	0	0	0	0
8:00 to 8:15	3	0	0	3	2	2	2	6	7	0	0	7	0	0	0	0	1	0	0	1	6	0	0	6	4	0	0	4	0	0	0	0
8:15 to 8:30	4	0	0	4	6	2	6	14	3	0	0	3	0	0	0	0	5	0	0	5	1	0	0	1	7	0	0	7	0	0	0	0
8:30 to 8:45	3	0	0	3	9	1	3	13	11	0	0	11	0	0	0	0	13	0	0	13	4	0	0	4	6	0	0	6	0	0	0	0
8:45 to 9:00	6	0	0	6	14	2	4	20	7	0	0	7	0	0	0	0	16	0	0	16	7	0	0	7	6	0	0	6	0	0	0	0
9:00 to 9:15	1	0	0	1	7	1	1	9	13	0	0	13	0	0	0	0	19	0	0	19	8	1	0	9	5	0	0	5	0	0	0	0
9:15 to 9:30	5	0	0	5	9	1	2	12	10	0	0	10	0	0	0	0	23	0	0	23	12	0	0	12	9	0	0	9	0	0	0	0
9:30 to 9:45	4	0	0	4	18	1	2	21	14	0	0	14	0	0	0	0	18	0	0	18	12	0	0	12	3	0	0	3	0	0	0	0
9:45 to 10:00	5	1	0	6	15	1	4	20	12	0	0	12	0	0	0	0	21	0	0	21	14	0	0	14	5	0	0	5	0	0	0	0
10:00 to 10:15	5	0	0	5	8	2	2	12	10	0	0	10	0	0	0	0	22	1	0	23	15	0	0	15	7	0	0	7	0	0	0	0
10:15 to 10:30	3	0	0	3	10	1	4	15	10	0	0	10	0	0	0	0	24	0	0	24	11	0	0	11	2	0	0	2	0	0	0	0
10:30 to 10:45	6	0	0	6	14	4																										

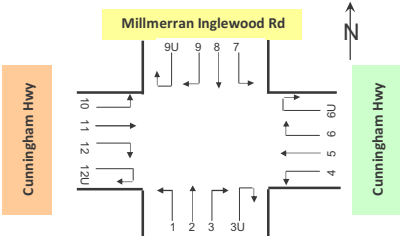
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy														
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)						
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total			
0:00 to 0:15	0	0	2	2	0	0	0	0	0	0	0	0	0		
0:15 to 0:30	0	0	2	2	0	0	0	0	0	0	0	0	0		
0:30 to 0:45	0	0	2	2	0	0	0	0	0	0	0	0	0		
0:45 to 1:00	0	0	1	1	0	0	0	0	0	0	0	0	0		
1:00 to 1:15	0	0	1	1	0	0	0	0	0	0	0	0	0		
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0	0		
1:30 to 1:45	0	0	1	1	0	0	0	0	0	0	0	0	0		
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 to 2:30	0	0	2	2	0	0	0	0	0	0	0	0	0		
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 to 3:00	0	0	1	1	0	0	0	0	0	0	0	0	0		
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 to 4:00	1	1	0	2	0	0	0	0	0	0	0	0	0		
4:00 to 4:15	0	1	0	1	0	0	0	0	0	0	0	0	0		
4:15 to 4:30	1	1	0	2	0	0	0	0	0	0	0	0	0		
4:30 to 4:45	4	0	2	6	0	0	0	0	0	0	0	0	0		
4:45 to 5:00	2	0	1	3	0	0	0	0	0	0	0	0	0		
5:00 to 5:15	2	0	0	2	0	0	0	0	0	0	0	0	0		
5:15 to 5:30	0	1	3	4	0	0	0	0	0	0	0	0	0		
5:30 to 5:45	5	1	1	7	0	0	0	0	0	0	0	0	0		
5:45 to 6:00	4	1	1	6	0	0	0	0	0	0	0	0	0		
6:00 to 6:15	1	1	2	4	0	0	0	0	0	0	0	0	0		
6:15 to 6:30	4	1	2	7	0	0	0	0	0	0	0	0	0		
6:30 to 6:45	4	0	1	5	0	0	0	0	0	0	0	0	0		
6:45 to 7:00	4	1	2	7	0	0	0	0	0	0	0	0	0		
7:00 to 7:15	5	0	0	5	1	0	0	1	0	0	0	0	0		
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 to 7:45	4	2	1	7	0	0	0	0	0	0	0	0	0		
7:45 to 8:00	9	1	1	11	0	1	0	1	0	0	0	0	0		
8:00 to 8:15	10	2	3	15	0	1	0	1	0	0	0	0	0		
8:15 to 8:30	9	1	4	14	0	0	0	0	0	0	0	0	0		
8:30 to 8:45	9	3	1	13	0	0	0	0	0	0	0	0	0		
8:45 to 9:00	8	0	1	9	0	0	0	0	0	0	0	0	0		
9:00 to 9:15	8	0	3	11	1	0	0	1	0	0	0	0	0		
9:15 to 9:30	6	2	1	9	0	0	0	0	0	0	0	0	0		
9:30 to 9:45	10	1	5	16	1	0	0	1	0	0	0	0	0		
9:45 to 10:00	10	0	1	11	0	0	0	0	0	0	0	0	0		
10:00 to 10:15	10	1	0	11	0	0	0	0	0	0	0	0	0		
10:15 to 10:30	13	5	2	20	0	0	0	0	0	0	0	0	0		
10:30 to 10:45	7	0	1	8	1	0	0	1	0	0	0	0	0		
10:45 to 11:00	7	1	2	10	0	0	0	0	0	0	0	0	0		
11:00 to 11:15	9	0	3	12	0	1	0	1	0	0	0	0	0		
11:15 to 11:30	8	5	4	17	0	0	0	0	0	0	0	0	0		
11:30 to 11:45	1	0	3	4	1	0	0	1	0	0	0	0	0		
11:45 to 12:00	4	1	0	5	0	0	0	0	0	0	0	0	0		
12:00 to 12:15	7	1	5	13	0	0	0	0	0	0	0	0	0		
12:15 to 12:30	10	1	5	16	0	0	0	0	0	0	0	0	0		
12:30 to 12:45	6	1	3	10	0	0	0	0	0	0	0	0	0		
12:45 to 13:00	8	0	2	10	0	0	0	0	0	0	0	0	0		
13:00 to 13:15	5	1	4	10	1	0	0	1	0	0	0	0	0		
13:15 to 13:30	11	1	3	15	0	0	0	0	0	0	0	0	0		
13:30 to 13:45	9	1	1	11	1	0	0	1	0	0	0	0	0		
13:45 to 14:00	7	3	6	16	0	1	0	1	0	0	0	0	0		
14:00 to 14:15	6	1	2	9	1	0	0	1	0	0	0	0	0		
14:15 to 14:30	7	1	2	10	0	0	0	0	0	0	0	0	0		
14:30 to 14:45	2	3	2	7	1	0	0	1	0	0	0	0	0		
14:45 to 15:00	10	3	2	15	0	0	0	0	0	0	0	0	0		
15:00 to 15:15	4	4	3	11	0	0	0	0	0	0	0	0	0		
15:15 to 15:30	9	4	0	13	1	0	0	1	0	0	0	0	0		
15:30 to 15:45	5	1	4	10	1	0	0	1	0	0	0	0	0		
15:45 to 16:00	1	3	7	11	0	0	0	0	0	0	0	0	0		
16:00 to 16:15	4	0	4	8	0	0	0	0	0	0	0	0	0		
16:15 to 16:30	2	1	4	7	0	0	0	0	0	0	0	0	0		
16:30 to 16:45	5	2	2	9	0	0	0	0	0	0	0	0	0		
16:45 to 17:00	2	1	2	5	0	0	0	0	0	0	0	0	0		
17:00 to 17:15	6	0	3	9	0	0	0	0	0	0	0	0	0		
17:15 to 17:30	6	0	1	7	0	0	0	0	0	0	0	0	0		
17:30 to 17:45	8	1	3	12	1	0	0	1	1	0	0	0	0		
17:45 to 18:00	4	0	3	7	0	0	0	0	0	0	0	0	0		
18:00 to 18:15	1	0	2	3	0	0	0	0	0	0	0	0	0		
18:15 to 18:30	2	3	1	6	1	0	0	1	0	0	0	0	0		
18:30 to 18:45	2	3	3	8	0	0	0	0	0	0	0	0	0		
18:45 to 19:00	5	2	1	8	1	0	0	1	0	0	0	0	0		
19:00 to 19:15	2	1	1	4	0	0	0	0	0	0	0	0	0		
19:15 to 19:30	4	3	3	10	0	0	0	0	0	0	0	0	0		
19:30 to 19:45	2	3	5	10	0	0	0	0	0	0	0	0	0		
19:45 to 20:00	1	1	4	6	0	0	0	0	0	0	0	0	0		
20:00 to 20:15	2	2	2	6	0	0	0	0	0	0	0	0	0		
20:15 to 20:30	0	1	0	1	0	0	0	0	0	0	0	0	0		
20:30 to 20:45	0	0	4	4	0	0	0	0	0	0	0	0	0		
20:45 to 21:00	0	0	5	5	0	0	0	0	0	0	0	0	0		
21:00 to 21:15	0	0	3	3	0	0	0	0	0	0	0	0	0		
21:15 to 21:30	1	0	1	2	0	1	0	1	1	0	0	0	0		
21:30 to 21:45	0	1	3	4	0	0	0	0	0	0	0	0	0		
21:45 to 22:00	1	0	7	8	0	0	0	0	0	0	0	0	0		
22:00 to 22:15	0	1	2	3	0	0	0	0	0	0	0	0	0		
22:15 to 22:30	0	1	3	4	0	0	0	0	0	0	0	0	0		
22:30 to 22:45	0	0	2	2	0	0	0	0	0	0	0	0	0		
22:45 to 23:00	1	0	2	3	0	0	0	0	0	0	0	0	0		
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:15 to 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0		

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 15. Cunningham Hwy / Millmerran Inglewood Rd
Day/Date	: Wed, 23rd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

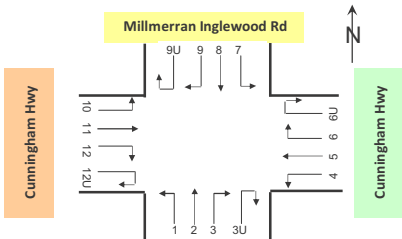


Approach	Cunningham Hwy															
Direction																
Time Period																
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:30 to 0:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	5	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	5	2	2	9	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	3	2	0	5	1	0	0	1	0	0	0	0	0	0	0	0
7:15 to 7:30	7	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	7	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	8	1	3	12	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	10	2	0	12	0	1	0	1	0	0	0	0	0	0	0	0
8:15 to 8:30	9	3	0	12	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	8	2	1	11	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	9	1	3	13	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	11	1	2	14	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	7	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	5	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	8	3	3	14	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	7	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	12	2	3	17	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	5	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	11	1	3	15	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	2	1	2	5	1	0	0	1	0	0	0	0	0	0	0	0
11:45 to 12:00	11	2	3	16	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	4	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	8	2	2	12	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	5	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	7	0	1	8	1	0	0	1	0	0	0	0	0	0	0	0
13:15 to 13:30	9	0	7	16	0	1	0	1	0	0	0	0	0	0	0	0
13:30 to 13:45	5	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00	14	1	2	17	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	6	3	1	10	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	7	3	4	14	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	7	3	6	16	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	9	2	3	14	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	11	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	7	3	7	17	1	0	0	1	0	0	0	0	0	0	0	0
15:30 to 15:45	7	1	6	14	0	1	0	1	0	0	0	0	0	0	0	0
15:45 to 16:00	8	0	3	11	1	0	0	1	0	0	0	0	0	0	0	0
16:00 to 16:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	13	2	5	20	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	7	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	1	3	5	9	1	0	0	1	0	0	0	0	0	0	0	0
17:00 to 17:15	5	1	4	10	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	9	1	2	12	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	2	1	4	7	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	0	1	3	4	0	0	1	1	0	0	0	0	0	0	0	0
18:15 to 18:30	8	0	3	11	0	1	0	1	0	0	0	0	0	0	0	0
18:30 to 18:45	2	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00	3	0	2	5	1	0	0	1	0	0	0	0	0	0	0	0
19:00 to 19:15	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	3	1	3	7	1	0	0	1	0	0	0	0	0	0	0	0
19:30 to 19:45	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0
20:00 to 20:15	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0

23:30 to 23:45				0	1	1	2	0	0	0	0	0	0	0
23:45 to 0:00				0	0	4	4	0	0	0	0	0	0	0
24hr Totals				366	75	217	658	8	4	1	13	0	0	0

Approach	Millmerran Inglewood Rd																Cunningham Hwy																																			
Direction	Direction 7 (Left Turn)																Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)																Direction 12U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total																																																
0:00 to 0:15	0	0	0	0																																																
0:15 to 0:30	0	0	0	0																																																
0:30 to 0:45	0	0	0	0																																																
0:45 to 1:00	0	0	0	0																																																
1:00 to 1:15	0	0	0	0																																																
1:15 to 1:30	0	0	0	0																																																
1:30 to 1:45	0	0	0	0																																																
1:45 to 2:00	0	0	0	0																																																
2:00 to 2:15	0	0	0	0																																																
2:15 to 2:30	0	0	0	0																																																
2:30 to 2:45	0	0	0	0																																																
2:45 to 3:00	0	0	0	0																																																
3:00 to 3:15	0	0	0	0																																																
3:15 to 3:30	0	0	0	0																																																
3:30 to 3:45	0	0	0	0																																																
3:45 to 4:00	0	0	0	0																																																
4:00 to 4:15	0	0	0	0																																																
4:15 to 4:30	0	0	0	0																																																
4:30 to 4:45	0	0	0	0																																																
4:45 to 5:00	0	0	0	0																																																
5:00 to 5:15	0	0	1	1																																																
5:15 to 5:30	0	0	0	0																																																
5:30 to 5:45	0	1	0	1																																																
5:45 to 6:00	0	0	0	0																																																
6:00 to 6:15	0	0	0	0																																																
6:15 to 6:30	0	0	0	0																																																
6:30 to 6:45	0	0	0	0																																																
6:45 to 7:00	1	0	0	1																																																
7:00 to 7:15	0	0	0	0																																																
7:15 to 7:30	0	0	0	0																																																
7:30 to 7:45	0	0	0	0																																																
7:45 to 8:00	1	0	0	1																																																
8:00 to 8:15	0	0	0	0																																																
8:15 to 8:30	0	0	0	0																																																
8:30 to 8:45	0	0	0	0																																																
8:45 to 9:00	0	0	0	0																																																
9:00 to 9:15	1	0	0	1																																																
9:15 to 9:30	0	0	0	0																																																
9:30 to 9:45	0	0	0	0																																																
9:45 to 10:00	1	0	0	1																																																
10:00 to 10:15	0	0	0	0																																																
10:15 to 10:30	1	0	0	1																																																
10:30 to 10:45	0	0	0	0																																																
10:45 to 11:00	0	0	0	0																																																
11:00 to 11:15	0	0	0	0																																																
11:15 to 11:30	0	0	0	0																																																
11:30 to 11:45	0	0	0	0																																																
11:45 to 12:00	0	0	0	0																																																
12:00 to 12:15	0	0	0	0																																																
12:15 to 12:30	0	0	0	0																																																
12:30 to 12:45	0	0	0	0																																																
12:45 to 13:00	0	0	0	0																																																
13:00 to 13:15	0	0	0	0																																																
13:15 to 13:30	1	0	0	1																																																
13:30 to 13:45	0	0	0	0																																																
13:45 to 14:00	0	0	0	0																																																
14:00 to 14:15	0	0	0	0																																																
14:15 to 14:30	0	0	0	0																																																
14:30 to 14:45	1	0	0	1																																																
14:45 to 15:00	0	0	0	0																																																
15:00 to 15:15	0	0	0	0																																																
15:15 to 15:30	0	0	0	0																																																
15:30 to 15:45	1	0	0	1																																																
15:45 to 16:00	0	1	0	1																																																
16:00 to 16:15	0	0	0	0																																																
16:15 to 16:30	0	0	0	0																																																
16:30 to 16:45	0	0	1	1																																																
16:45 to 17:00	0	0	0	0																																																
17:00 to 17:15	0	0	0	0																																																
17:15 to 17:30	0	0	0	0																																																
17:30 to 17:45	0	0	0	0																																																

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

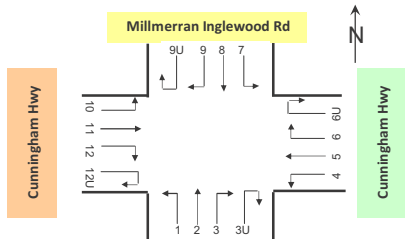


Approach	Cunningham Hwy											
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	2	2	0	0	0	0	0	0	0	0
0:15 to 0:30	1	0	1	2	0	0	0	0	0	0	0	0
0:30 to 0:45	0	1	2	3	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	1	1	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	1	2	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	1	0	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	1	0	1	2	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	1	1	1	0	0	1	0	0	0	0
4:15 to 4:30	1	0	1	2	0	0	0	0	0	0	0	0
4:30 to 4:45	2	0	2	4	0	0	0	0	0	0	0	0
4:45 to 5:00	1	0	2	3	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	1	1	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	2	1	2	5	0	0	0	0	0	0	0	0
5:45 to 6:00	3	0	0	3	0	0	0	0	0	0	0	0
6:00 to 6:15	1	1	2	4	0	0	0	0	0	0	0	0
6:15 to 6:30	1	0	3	4	0	0	0	0	0	0	0	0
6:30 to 6:45	3	2	1	6	1	0	0	1	0	0	0	0
6:45 to 7:00	5	0	2	7	0	1	0	1	0	0	0	0
7:00 to 7:15	2	2	3	7	1	0	0	1	0	0	0	0
7:15 to 7:30	9	1	1	11	0	1	2	3	0	0	0	0
7:30 to 7:45	6	0	2	8	0	0	0	0	0	0	0	0
7:45 to 8:00	8	1	2	11	0	0	0	0	0	0	0	0
8:00 to 8:15	14	0	2	16	1	0	0	1	0	0	0	0
8:15 to 8:30	8	2	0	10	0	0	0	0	0	0	0	0
8:30 to 8:45	6	1	1	8	0	0	0	0	0	0	0	0
8:45 to 9:00	2	1	2	5	4	1	0	5	0	0	0	0
9:00 to 9:15	15	3	3	21	2	0	0	2	0	0	0	0
9:15 to 9:30	12	1	4	17	0	1	0	1	0	0	0	0
9:30 to 9:45	8	2	2	12	0	0	0	0	0	0	0	0
9:45 to 10:00	6	0	1	7	1	0	0	1	0	0	0	0
10:00 to 10:15	4	2	1	7	1	0	0	1	0	0	0	0
10:15 to 10:30	7	0	3	10	1	0	0	1	0	0	0	0
10:30 to 10:45	4	1	1	6	1	3	1	5	0	0	0	0
10:45 to 11:00	10	2	4	16	0	0	0	0	0	0	0	0
11:00 to 11:15	4	1	2	7	0	0	0	0	0	0	0	0
11:15 to 11:30	2	0	4	6	1	3	0	4	0	0	0	0
11:30 to 11:45	12	0	3	15	1	0	1	2	0	0	0	0
11:45 to 12:00	5	1	2	8	2	2	0	4	0	0	0	0
12:00 to 12:15	11	2	1	14	1	0	0	1	0	0	0	0
12:15 to 12:30	6	0	5	11	2	0	0	2	0	0	0	0
12:30 to 12:45	5	1	1	7	0	3	1	4	0	0	0	0
12:45 to 13:00	7	2	0	9	0	0	0	0	0	0	0	0
13:00 to 13:15	9	1	4	14	2	0	0	2	0	0	0	0
13:15 to 13:30	6	0	1	7	1	1	0	2	0	0	0	0
13:30 to 13:45	10	0	5	15	1	0	0	1	0	0	0	0
13:45 to 14:00	6	1	9	16	0	0	0	0	0	0	0	0
14:00 to 14:15	8	0	2	10	0	1	0	1	0	0	0	0
14:15 to 14:30	10	0	3	13	0	0	1	1	0	0	0	0
14:30 to 14:45	4	2	2	8	0	0	0	0	0	0	0	0
14:45 to 15:00	5	3	1	9	3	1	0	4	0	0	0	0
15:00 to 15:15	5	0	2	7	1	1	0	2	0	0	0	0
15:15 to 15:30	8	3	1	12	0	0	0	0	0	0	0	0
15:30 to 15:45	6	1	5	12	0	0	0	0	0	0	0	0
15:45 to 16:00	6	0	3	9	2	0	1	3	0	0	0	0
16:00 to 16:15	3	1	1	5	0	2	1	3	0	0	0	0
16:15 to 16:30	2	1	2	5	0	0	2	2	0	0	0	0
16:30 to 16:45	4	1	3	8	2	0	0	2	0	0	0	0
16:45 to 17:00	7	0	4	11	1	0	0	1	0	0	0	0
17:00 to 17:15	2	2	3	7	1	0	0	1	0	0	0	0
17:15 to 17:30	5	1	1	7	0	0	0	0	0	0	0	0
17:30 to 17:45	2	0	3	5	1	0	1	2	0	0	0	0
17:45 to 18:00	4	0	2	6	1	0	0	1	0	0	0	0
18:00 to 18:15	4	0	2	6	1	0	0	1	0	0	0	0
18:15 to 18:30	1	0	4	5	1	0	1	2	0	0	0	0
18:30 to 18:45	2	0	2	4	2	0	1	3	0	0	0	0
18:45 to 19:00	0	1	2	3	1	0	0	1	0	0	0	0
19:00 to 19:15	3	1	1	5	1	0	0	1	0	0	0	0
19:15 to 19:30	1	0	0	1	1	0	0	1	0	0	0	0
19:30 to 19:45	3	1	2	6	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	4	5	0	0	1	1	0	0	0	0
20:00 to 20:15	0	1	4	5	0	0	0	0	0	0	0	0
20:15 to 20:30	1	0	0	1	3	0	0	3	0	0	0	0
20:30 to 20:45	0	0	1	1	0	0	0	0	0	0	0	0
20:45 to 21:00	1	0	2	3	2	0	0	2	0	0	0	0
21:00 to 21:15	1	1	0	2	1	0	0	1	0	0	0	0
21:15 to 21:30	1	0	4	5	0	0	0	0	0	0	0	0
21:30 to 21:45	0	1	2	3	3	0	0	3	0	0	0	0
21:45 to 22:00	0	1	1	2	1	0	0	1	0	0	0	0
22:00 to 22:15	0	0	1	1	1	0	0	1	0	0	0	0
22:15 to 22:30	0	0	3	3	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	1	1	0	0	0	0	0	0	0	0
22:45 to 23:00	1	0	1	2	0	0	0	0	0	0	0	0
23:00 to 23:15	2	0	0	2	0	0	0	0	0	0	0	0
23:15 to 23:30	0	1	2	3	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	1	1	0	0	0	0	0	0	0
24hr Totals				330	57	172	559	56	21	14	91	0	0	0

Approach	Millmerran Inglewood Rd												Cunningham Hwy											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
0:30 to 0:45	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
1:30 to 1:45	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
3:45 to 4:00	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	2	0	0	0	0	0
4:15 to 4:30	1	0	1	2	0	0	0	0	0	1	0	0	1	4	0	2	6	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0
4:45 to 5:00	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	2	0	0	0	0	1	0	0	1	2	1	0	3	0	0	0	0	0	0	0
5:15 to 5:30	1	0	0	1	0	0	0	0	0	1	0	0	1	3	0	3	6	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	0	0	2	0	0	2	2	1	4	7	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	2	0	0	2	3	3	2	8	0	0	0	0	0	0	0
6:00 to 6:15	0	0	1	1	1	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0
6:15 to 6:30	2	1	0	3	1	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0
6:30 to 6:45	1	0	0	1	0	0	0	0	0	1	0	0	1	1	1	1	3	0	0	0	0	0	0	0
6:45 to 7:00	1	0	0	1	4	0	0	0	0	0	0	0	0	5	0	2	7	0	0	0	0	0	0	0
7:00 to 7:15	1	0	1	2	1	0	0	0	0	2	0	0	2	2	2	0	4	0	0	0	0	0	0	0
7:15 to 7:30	3	0	0	3	4	0	0	0	0	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0
7:30 to 7:45	0	1	1	2	2	0	0	0	0	3	1	0	4	12	0	2	14	0	0	0	0	0	0	0
7:45 to 8:00	1	1	0	2	0	0	0	0	0	1	0	0	1	7	2	1	10	0	0	0	0	0	0	0
8:00 to 8:15	1	0	1	2	1	0	0	0	0	0	0	0	1	6	0	4	10	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	1	6	0	0	0	0	0	1	0	1	3	2	2	7	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	3	2	0	5	0	0	0	0	3	0	0	3	10	2	1	13	0	0	0	0
8:45 to 9:00	1	2	0	3	2	0	0	2	0	0	0	0	7	0	1	8	3	3	0	6	0	0	0	0
9:00 to 9:15	3	0	1	4	3	0	0	0	0	0	3	0	0	3	1	0	2	3	0	0	0	0	0	0
9:15 to 9:30	1	1	1	3	1	0	0	0	0	0	1	1	0	2	2	1	1	4	0	0	0	0	0	0
9:30 to 9:45	4	0	0	4	1	0	0	0	0	1	1	0	2	5	1	4	10	0	0	0	0	0	0	0
9:45 to 10:00	2	1	1	4	1	0	0	0	0	3	0	0	3	5	0	2	7	0	0	0	0	0	0	0
10:00 to 10:15	3	0	2	5	3	0	0	0	0	3	0	1	4	3	1	0	4	0	0	0	0	0	0	0
10:15 to 10:30	1	0	0	1	2	0	0	0	0	6	0	0	6	5	1	2	8	0	0	0	0	0	0	0
10:30 to 10:45	2	0	0	2	0	0	0	0	0	2	0	0	2	8	0	3	11	0	0	0	0	0	0	0
10:45 to 11:00	3	0	0	3	4	0	0	0	0	2	0	0	2	3	2	2	7	0	0	0	0	0	0	0
11:00 to 11:15	3	0	0	3	1	1	0	2	0	0	1	0	0	1	0	2	2	4	0	0	0	0	0	0
11:15 to 11:30	3	0	0	3	3	0	0	0	0	0	5	0	0	5	3	3	1	7	0	0	0	0	0	0
11:30 to 11:45	1	0	0	1	1	0	0	0	0	1	0	0	1	11	2	4	17	0	0	0	0	0	0	0
11:45 to 12:00	2	0	0	2	3	0	0	0	0	0	1	0	0	1	2	2	3	7	0	0	0	0	0	0
12:00 to 12:15	3	0	0	3	1	0	0	0	0	0	4	0	1	5	2	3	2	7	0	0	0	0	0	0
12:15 to 12:30	4	0	1	5	3	0	0	0	0	0	2	1	0	3	9	1	4	14	0	0	0	0	0	0
12:30 to 12:45	1	0	0	1	1	0	0	0	0	4	0	0	4	2	2	3	7	0	0	0	0	0	0	0
12:45 to 13:00	0	0	0	0	1	0	0	0	0	1	0	0	1	6	1	2	9	0	0	0	0	0	0	0
13:00 to 13:15	1	0	0	1	1	0	0	0	0	0	3	1	0	4	11	0	2	13	0	0	0	0	0	0
13:15 to 13:30	1																							

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



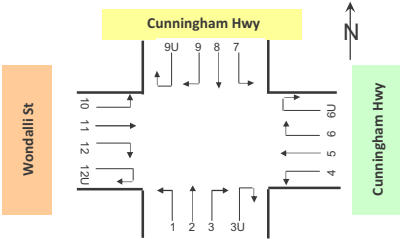
Approach	Cunningham Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	1	1	2	0	0	0	0	0	0	0	0	
0:45 to 1:00	3	0	0	3	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	1	0	0	1	0	0	0	0	0	0	0	0	
1:30 to 1:45	2	0	0	2	0	0	0	0	0	0	0	0	
1:45 to 2:00	1	0	0	1	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	2	0	2	0	0	0	0	0	0	0	0	
4:00 to 4:15	1	0	0	1	0	0	0	0	0	0	0	0	
4:15 to 4:30	1	0	0	1	0	0	0	0	0	0	0	0	
4:30 to 4:45	2	0	0	2	0	0	0	0	0	0	0	0	
4:45 to 5:00	1	0	0	1	0	0	0	0	0	0	0	0	
5:00 to 5:15	1	0	0	1	0	0	0	0	0	0	0	0	
5:15 to 5:30	3	0	0	3	0	0	0	0	0	0	0	0	
5:30 to 5:45	3	0	1	4	0	0	0	0	0	0	0	0	
5:45 to 6:00	2	0	0	2	0	0	0	0	0	0	0	0	
6:00 to 6:15	1	0	0	1	0	0	0	0	0	0	0	0	
6:15 to 6:30	2	1	0	3	0	0	0	0	0	0	0	0	
6:30 to 6:45	1	0	1	2	0	0	0	0	0	0	0	0	
6:45 to 7:00	3	0	3	6	0	0	0	0	0	0	0	0	
7:00 to 7:15	4	0	2	6	0	0	0	0	0	0	0	0	
7:15 to 7:30	1	0	3	4	0	0	1	1	0	0	0	0	
7:30 to 7:45	2	1	1	4	0	0	0	0	0	0	0	0	
7:45 to 8:00	4	1	0	5	0	0	0	0	0	0	0	0	
8:00 to 8:15	3	0	1	4	0	0	0	0	0	0	0	0	
8:15 to 8:30	4	0	0	4	0	1	0	1	0	0	0	0	
8:30 to 8:45	7	1	2	10	1	0	0	1	0	0	0	0	
8:45 to 9:00	9	1	1	11	2	0	0	2	0	0	0	0	
9:00 to 9:15	4	2	0	6	1	0	0	1	0	0	0	0	
9:15 to 9:30	4	1	0	5	0	0	0	0	0	0	0	0	
9:30 to 9:45	4	1	0	5	0	0	0	0	0	0	0	0	
9:45 to 10:00	6	1	1	8	0	1	0	1	0	0	0	0	
10:00 to 10:15	11	0	0	11	0	0	0	0	0	0	0	0	
10:15 to 10:30	10	0	0	10	0	0	0	0	0	0	0	0	
10:30 to 10:45	8	0	0	8	2	0	0	2	0	0	0	0	
10:45 to 11:00	11	0	1	12	0	0	0	0	0	0	0	0	
11:00 to 11:15	28	0	0	28	0	0	0	0	0	0	0	0	
11:15 to 11:30	10	0	0	10	0	0	0	0	0	0	0	0	
11:30 to 11:45	13	0	2	15	0	0	0	0	0	0	0	0	
11:45 to 12:00	8	0	0	8	0	0	0	0	0	0	0	0	
12:00 to 12:15	18	0	3	21	1	0	0	1	0	0	0	0	
12:15 to 12:30	12	4	1	17	2	0	0	2	0	0	0	0	
12:30 to 12:45	15	0	0	15	1	0	0	1	0	0	0	0	
12:45 to 13:00	16	0	0	16	0	0	0	0	0	0	0	0	
13:00 to 13:15	7	1	2	10	1	0	0	1	0	0	0	0	
13:15 to 13:30	15	2	0	17	0	0	0	0	0	0	0	0	
13:30 to 13:45	9	0	0	9	3	0	0	3	0	0	0	0	
13:45 to 14:00	8	0	0	8	0	0	0	0	0	0	0	0	
14:00 to 14:15	10	2	1	13	0	0	0	0	0	0	0	0	
14:15 to 14:30	10	1	1	12	0	0	0	0	0	0	0	0	
14:30 to 14:45	10	1	0	11	1	0	0	1	0	0	0	0	
14:45 to 15:00	7	2	1	10	2	0	0	2	0	0	0	0	
15:00 to 15:15	8	1	1	10	0	0	0	0	0	0	0	0	
15:15 to 15:30	3	0	2	5	0	0	0	0	0	0	0	0	
15:30 to 15:45	13	2	1	16	2	0	0	2	0	0	0	0	
15:45 to 16:00	14	0	0	14	0	0	0	0	0	0	0	0	
16:00 to 16:15	9	3	2	14	1	0	0	1	0	0	0	0	
16:15 to 16:30	7	2	2	11	0	0	0	0	0	0	0	0	
16:30 to 16:45	10	1	0	11	0	0	0	0	0	0	0	0	
16:45 to 17:00	13	3	2	18	0	0	0	0	0	0	0	0	
17:00 to 17:15	10	1	1	12	0	0	0	0	0	0	0	0	
17:15 to 17:30	6	1	0	7	0	0	0	0	0	0	0	0	
17:30 to 17:45	6	2	0	8	0	0	0	0	0	0	0	0	
17:45 to 18:00	5	0	2	7	0	0	0	0	0	0	0	0	
18:00 to 18:15	5	1	2	8	0	0	0	0	0	0	0	0	
18:15 to 18:30	5	0	3	8	0	0	0	0	0	0	0	0	
18:30 to 18:45	2	0	0	2	0	0	0	0	0	0	0	0	
18:45 to 19:00	7	0	3	10	0	0	0	0	0	0	0	0	
19:00 to 19:15	2	1	1	4	0	0	0	0	0	0	0	0	
19:15 to 19:30	2	1	2	5	0	0	0	0	0	0	0	0	
19:30 to 19:45	6	0	1	7	0	0	0	0	0	0	0	0	
19:45 to 20:00	2	0	1	3	0	0	0	0	0	0	0	0	
20:00 to 20:15	0	0	1	1	0	0	0	0	0	0	0	0	
20:15 to 20:30	0	0	1	1	0	0	0	0	0	0	0	0	
20:30 to 20:45	5	1	1	7	0	0	0	0	0	0	0	0	
20:45 to 21:00	2	0	0	2	0	0	0	0	0	0	0	0	
21:00 to 21:15	0	0	1	1	0	0	0	0	0	0	0	0	
21:15 to 21:30	4	0	0	4	0	0	0	0	0	0	0	0	
21:30 to 21:45	1	1	0	2	0	0	0	0	0	0	0	0	
21:45 to 22:00	0	0	1	1	0	0	0	0	0	0	0	0	
22:00 to 22:15	1	0	0	1	0	0	0	0	1	0	0	1	
22:15 to 22:30	1	0	1	2	0	0	0	0	0	0	0	0	
22:30 to 22:45	1	1	2	4	0	0	0	0	0	0	0	0	
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	
23:00 to 23:15	0	0	1	1	0	0	0	0	0	0	0	0	
23:15 to 23:30	0	0	0	0	0	0	0	0	0	0	0	0	

23:30 to 23:45				0	0	1	1	0	0	0	0	0	0	0
23:45 to 0:00				0	1	1	2	0	0	0	0	0	0	0
24hr Totals				466	49	66	581	20	2	1	23	1	0	1

Approach	Millmerran Inglewood Rd												Cunningham Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	1	1	0	0	0	0	0	0	1	1	0	0	3	3	0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0		0	1	1	0	0	0	0	0	1	0	0	1	1	1	1	3	0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 to 5:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
5:00 to 5:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	0	0	0	0		1	0	1	2	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	
6:15 to 6:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	3	2	0	5	0	0	0	0	0	
7:00 to 7:15	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	8	0	1	9	0	0	0	0	0	
7:30 to 7:45	0	0	0	0		1	0	0	1	0	0	0	0	1	2	0	3	12	3	0	15	0	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	4	0	0	4	2	1	0	3	0	0	0	0	0	
8:00 to 8:15	1	1	0	2		1	0	0	1	0	0	0	0	2	0	0	2	4	0	1	5	0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	2	2	0	4	1	0	0	1	0	0	0	0	0	
8:30 to 8:45	2	0	0	2		5	0	0	5	0	0	0	0	4	0	0	4	8	0	0	8	0	0	0	0	
8:45 to 9:00	2	0	0	2		0	0	0	0	1	0	0	1	4	0	1	5	9	2	3	14	0	0	0	0	
9:00 to 9:15	0	0	0	0		4	0	0	4	0	0	0	0	3	0	1	4	12	1	2	15	0	0	0	0	
9:15 to 9:30	0	0	0	0		4	0	0	4	0	0	0	0	1	0	0	1	4	0	0	4	0	0	0	0	
9:30 to 9:45	0	0	0	0		1	0	0	1	0	0	0	0	3	0	0	3	10	1	3	14	0	0	0	0	
9:45 to 10:00	0	0	0	0		2	0	0	2	0	0	0	0	6	0	0	6	13	0	2	15	0	0	0	0	
10:00 to 10:15	0	0	0	0		1	0	0	1	0	0	0	0	8	0	1	9	14	2	0	16	0	0	0	0	
10:15 to 10:30	0	0	0	0		1	0	1	2	0	0	0	0	8	0	0	8	12	3	0	15	0	0	0	0	
10:30 to 10:45	1	0	0	1		1	0	0	1	0	0	0	0	1	0	0	1	10	1	1	12	0	0	0	0	
10:45 to 11:00	1	0	0	1		3	0	1	4	0	0	0	0	2	0	0	2	11	3	0	14	0	0	0	0	
11:00 to 11:15	0	0	0	0		5	1	0	6	0	0	0	0	5	0	0	5	8	1	1	10	0	0	0	0	
11:15 to 11:30	0	0	0	0		7	0	1	8	0	0	0	0	5	0	0	5	7	0	5	12	0	0	0	0	
11:30 to 11:45	1	0	0	1		0	0	1	1	0	0	0	0	3	0	0	3	12	0	2	14	0	0	0	0	
11:45 to 12:00	0	0	0	0		6	1	1	8	0	0	0	0	2	1	0	3	9	1	2	12	0	0	0	0	
12:00 to 12:15	0	0	0	0		4	0	1	5	0	0	0	0	3	0	0	3	5	0	0	5	0	0	0	0	
12:15 to 12:30	0	0	0	0		3	0	0	3	0	0	0	0	1	0	0	1	14	0	0	14	0	0	0	0	
12:30 to 12:45	0	0	0	0		1	0	1	2	0	0	0	0	1	0	0	1	16	0	5	21	0	0	0	0	
12:45 to 13:00	0	0	0	0		5	0	1	6	0	0	0	0													

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 20. Cunningham Hwy / Wondalli St
Day/Date	: Mon, 21st Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

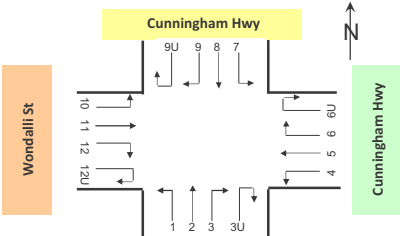
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy															
Direction																
Time Period																
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0
5:15 to 5:30	1	0	0	1	3	0	1	4	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	4	1	1	6	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:00 to 6:15	1	0	0	1	4	0	2	6	0	0	0	0	0	0	0	0
6:15 to 6:30	1	1	0	2	2	2	1	5	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	6	1	4	11	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	3	1	2	6	1	0	0	0	1			
7:00 to 7:15	2	0	0	2	3	0	2	5	0	0	0	0	0			
7:15 to 7:30	1	0	0	1	4	0	3	7	0	0	0	0	0			
7:30 to 7:45	0	2	0	2	9	4	2	15	0	0	0	0	0			
7:45 to 8:00	2	0	0	2	4	1	1	6	0	0	0	0	0			
8:00 to 8:15	1	0	0	1	4	4	4	12	0	0	0	0	0			
8:15 to 8:30	1	0	0	1	8	3	2	13	0	0	0	0	0			
8:30 to 8:45	2	1	0	3	7	3	2	12	0	0	0	0	0			
8:45 to 9:00	1	0	0	1	16	1	4	21	0	0	0	0	0			
9:00 to 9:15	0	0	0	0	5	0	4	9	0	0	0	0	0			
9:15 to 9:30	1	0	0	1	4	0	1	5	0	0	0	0	0			
9:30 to 9:45	1	2	0	3	6	2	3	11	0	0	0	0	0			
9:45 to 10:00	1	1	0	2	9	2	3	14	0	0	0	0	0			
10:00 to 10:15	2	1	0	3	7	1	4	12	1	0	0	0	1			
10:15 to 10:30	0	0	0	0	8	2	2	12	0	0	0	0	0			
10:30 to 10:45	1	0	0	1	7	2	2	11	0	0	0	0	0			
10:45 to 11:00	2	0	0	2	3	0	2	5	0	0	0	0	0			
11:00 to 11:15	3	0	0	3	3	0	0	3	1	0	0	0	1			
11:15 to 11:30	4	0	0	4	11	0	5	16	1	0	0	0	1			
11:30 to 11:45	0	0	0	0	9	1	6	16	0	0	0	0	0			
11:45 to 12:00	2	1	0	3	6	2	3	11	0	0	0	0	0			
12:00 to 12:15	1	1	0	2	5	1	4	10	0	0	0	0	0			
12:15 to 12:30	1	0	0	1	12	1	3	16	0	0	0	0	0			
12:30 to 12:45	2	0	0	2	8	2	5	15	0	0	0	0	0			
12:45 to 13:00	0	0	0	0	1	0	3	4	0	0	0	0	0			
13:00 to 13:15	0	1	0	1	6	2	4	12	0	0	0	0	0			
13:15 to 13:30	0	0	0	0	6	2	7	15	0	0	0	0	0			
13:30 to 13:45	2	0	0	2	6	1	3	10	0	0	0	0	0			
13:45 to 14:00	2	0	0	2	7	2	3	12	0	0	0	0	0			
14:00 to 14:15	0	0	0	0	10	1	1	12	0	0	0	0	0			
14:15 to 14:30	0	0	0	0	3	2	2	7	0	0	0	0	0			
14:30 to 14:45	3	3	0	6	12	1	5	18	0	0	0	0	0			
14:45 to 15:00	1	0	1	2	9	2	3	14	0	0	0	0	0			
15:00 to 15:15	3	1	1	5	6	0	5	11	0	0	0	0	0			
15:15 to 15:30	3	0	0	3	7	0	4	11	0	0	0	0	0			
15:30 to 15:45	2	0	0	2	5	2	7	14	0	0	0	0	0			
15:45 to 16:00	0	0	0	0	9	0	3	12	0	0	0	0	0			
16:00 to 16:15	0	0	0	0	3	4	6	13	0	0	0	0	0			
16:15 to 16:30	4	0	0	4	4	4	4	12	0	0	0	0	0			
16:30 to 16:45	1	0	0	1	12	3	6	21	0	0	0	0	0			
16:45 to 17:00	2	0	0	2	4	2	2	8	0	0	0	0	0			
17:00 to 17:15	1	0	0	1	2	1	2	5	0	0	0	0	0			
17:15 to 17:30	0	0	0	0	2	1	4	7	0	0	0	0	0			
17:30 to 17:45	0	0	0	0	4	4	2	10	0	0	0	0	0			
17:45 to 18:00	0	1	0	1	2	1	3	6	0	0	0	0	0			
18:00 to 18:15	0	0	0	0	5	2	4	11	0	0	0	0	0			
18:15 to 18:30	0	1	0	1	1	1	7	9	0	0	0	0	0			
18:30 to 18:45	0	1	0	1	2	2	5	9	0	0	0	0	0			
18:45 to 19:00	0	1	0	1	1	0	2	3	0	0	0	0	0			
19:00 to 19:15	1	0	0	1	1	0	5	6	0	0	0	0	0			
19:15 to 19:30	0	0	0	0	2	0	4	6	0	0	0	0	0			
19:30 to 19:45	0	0	0	0	0	0	2	2	0	0	0	0	0			
19:45 to 20:00	0	0	0	0	0	0	2	2	0	0	0	0	0			
20:00 to 20:15	0	0	0	0	0	0	6	6	0	0	0	0	0			
20:15 to 20:30	0	0	0	0	0	2	3	5	0	0	0	0	0			
20:30 to 20:45	0	0	0	0	1	0	4	5	0	0	0	0	0			
20:45 to 21:00	0	0	0	0	1	0	2	3	0	0	0	0	0			
21:00 to 21:15	0	0	0	0	0	0	1	1	0	0	0	0	0			
21:15 to 21:30	0	0	0	0	1	0	2	3	0	0	0	0	0			
21:30 to 21:45	0	0	0	0	0	1	5	6	0	0	0	0	0			
21:45 to 22:00	0	0	0	0	0	2	4	6	0	0	0	0	0			
22:00 to 22:15	0	0	0	0	1	0	3	4	0	0	0	0	0			
22:15 to 22:30	0	0	0	0	1	0	1	2	0	0	0	0	0			
22:30 to 22:45	0	0	0	0	2	0	4	6	0	0	0	0	0			
22:45 to 23:00	0	0	0	0	1	0	2	3	0	0	0	0	0			
23:00 to 23:15	0	0	0	0	0	0	1	1	0	0	0	0	0			
23:15 to 23:30	0	0	0	0	1	0	2	3	0	0	0	0	0			

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 20. Cunningham Hwy / Wondalli St
Day/Date	: Tue, 22nd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Cunningham Hwy															
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	1	0	2	3	0	0	0	0	0	0	0	0
5:15 to 5:30	3	0	0	3	3	0	1	4	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0
6:00 to 6:15	2	0	0	2	2	1	1	4	0	0	0	0	0	0	0	0
6:15 to 6:30	1	0	0	1	2	0	2	4	1	0	0	0	1	0	0	1
6:30 to 6:45	0	0	0	0	7	2	1	10	0	0	0	0	0	0	0	0
6:45 to 7:00	1	0	0	1	2	1	3	6	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	4	0	2	6	0	0	0	0	0	0	0	0
7:15 to 7:30	1	0	0	1	8	1	3	12	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0
7:45 to 8:00	1	1	0	2	5	0	0	5	0	0	0	0	0	0	0	0
8:00 to 8:15	1	1	1	3	0	1	4	5	0	0	0	0	0	0	0	0
8:15 to 8:30	1	2	0	3	9	2	2	13	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	6	1	4	11	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	8	1	4	13	0	0	0	0	0	0	0	0
9:00 to 9:15	1	0	0	1	1	2	3	6	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	1	6	0	1	7	0	0	0	0	0	0	0	0
9:30 to 9:45	2	0	0	2	4	0	4	8	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	9	0	1	10	0	0	0	0	0	0	0	0
10:00 to 10:15	2	1	0	3	10	1	6	17	0	0	0	0	0	0	0	0
10:15 to 10:30	2	0	0	2	12	0	3	15	0	0	0	0	0	0	0	0
10:30 to 10:45	3	0	0	3	8	1	1	10	0	0	0	0	0	0	0	0
10:45 to 11:00	1	0	0	1	14	5	3	22	0	0	0	0	0	0	0	0
11:00 to 11:15	4	0	0	4	10	0	2	12	0	0	0	0	0	0	0	0
11:15 to 11:30	2	0	0	2	3	2	3	8	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	4	0	5	9	0	0	0	0	0	0	0	0
11:45 to 12:00	1	0	0	1	4	2	4	10	0	0	0	0	0	0	0	0
12:00 to 12:15	1	0	0	1	11	1	2	14	0	0	0	0	0	0	0	0
12:15 to 12:30	1	0	0	1	8	5	1	14	0	0	0	0	0	0	0	0
12:30 to 12:45	2	0	0	2	7	1	9	17	0	0	0	0	0	0	0	0
12:45 to 13:00	1	0	0	1	10	0	5	15	0	0	0	0	0	0	0	0
13:00 to 13:15	1	1	0	2	8	1	4	13	0	0	0	0	0	0	0	0
13:15 to 13:30	0	0	0	0	12	3	3	18	0	0	0	0	0	0	0	0
13:30 to 13:45	2	1	0	3	3	1	5	9	0	0	0	0	0	0	0	0
13:45 to 14:00	0	0	0	0	7	1	4	12	0	0	0	0	0	0	0	0
14:00 to 14:15	0	1	0	1	6	0	2	8	0	0	0	0	0	0	0	0
14:15 to 14:30	2	0	0	2	6	1	7	14	0	0	0	0	0	0	0	0
14:30 to 14:45	0	0	0	0	1	2	5	8	0	0	0	0	0	0	0	0
14:45 to 15:00	0	0	0	0	6	1	4	11	0	0	0	0	0	0	0	0
15:00 to 15:15	3	0	0	3	5	4	0	9	0	0	0	0	0	0	0	0
15:15 to 15:30	0	1	0	1	6	2	1	9	0	0	0	0	0	0	0	0
15:30 to 15:45	1	0	0	1	2	4	6	12	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	0	6	2	1	9	0	0	0	0	0	0	0	0
16:00 to 16:15	1	0	0	1	6	3	5	14	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	1	1	4	4	4	12	0	0	0	0	0	0	0	0
16:30 to 16:45	1	0	1	2	2	0	5	7	0	0	0	0	0	0	0	0
16:45 to 17:00	0	0	1	1	2	2	6	10	0	0	0	0	0	0	0	0
17:00 to 17:15	0	0	0	0	2	3	2	7	0	0	0	0	0	0	0	0
17:15 to 17:30	2	0	0	2	3	0	3	6	0	0	0	0	0	0	0	0
17:30 to 17:45	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0
18:00 to 18:15	1	0	0	1	4	0	2	6	1	0	0	0	1	0	0	1
18:15 to 18:30	0	0	0	0	5	0	2	7	0	0	0	0	0	0	0	0
18:30 to 18:45	0	0	2	2	1	1	1	3	0	0	0	0	0	0	0	0
18:45 to 19:00	2	0	2	4	2	1	4	7	0	0	0	0	0	0	0	0
19:00 to 19:15	0	1	0	1	1	4	3	8	0	0	0	0	0	0	0	0
19:15 to 19:30	1	0	0	1	5	1	1	7	0	0	0	0	0	0	0	0
19:30 to 19:45	0	0	0	0	3	1	2	6	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	0	1	2	3	2	7	0	0	0	0	0	0	0	0
20:00 to 20:15	0	1	0	1	1	2	6	9	0							

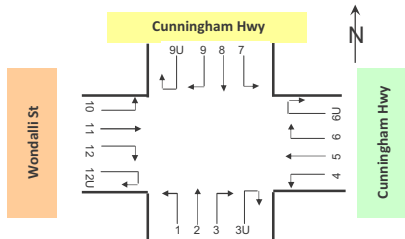
23:30 to 23:45				0	0	0	0	0	0	1	1	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals				55	11	8	74	315	87	236	638	2	0	0	2

Approach	Cunningham Hwy												Wondalli St											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
5:00 to 5:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	1	0	4	5	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0
5:30 to 5:45	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	1	2	1	4	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	0
6:15 to 6:30	3	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
6:30 to 6:45	4	1	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	2	0	2	4	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	0
7:00 to 7:15	1	1	1	3	0	0	0	0	0	1	0	0	1	0	0	1	1	0	1	2	1	0	0	1
7:15 to 7:30	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
7:30 to 7:45	5	3	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:45 to 8:00	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
8:00 to 8:15	5	2	6	13	0	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0
8:15 to 8:30	7	2	4	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:30 to 8:45	7	2	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	11	0	4	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	7	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
9:15 to 9:30	5	1	2	8	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
9:30 to 9:45	12	1	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	7	1	4	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	3	3	3	9	0	0	0	0	0	2	0	0	2	1	0	0	1	0	0	1	1	0	0	1
10:15 to 10:30	4	1	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	9	2	6	17	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:45 to 11:00	11	1	4	16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1
11:00 to 11:15	0	0	6	6	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
11:15 to 11:30	6	1	8	15	1	0	0	1	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	1
11:30 to 11:45	2	2	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	6	2	4	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
12:00 to 12:15	7	2	2	11	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
12:15 to 12:30	5	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2
12:30 to 12:45	5	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	7	0	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	7	1	5	13	1	0	0	1	0	0	0	0	1	0	0	1	0	2	0	2	2	0	0	2
13:15 to 13:30	5	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	5	1	4	10	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	1	0	0	2
13:45 to 14:00	6	1	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	10	2	2	14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
14:15 to 14:30	9	2	5	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	6	1	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
14:45 to 15:00	11	3	8	22	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
15:00 to 15:15	3	2	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	5	1	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	6	4	5	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
15:45 to 16:00	7	3	2	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
16:00 to 16:																								

23:30 to 23:45				0	0	0	0	0	0	7	7	0	0	0	0
23:45 to 0:00				0	0	0	0	1	0	3	4	0	0	0	0
24hr Totals				81	9	10	100	288	57	242	587	3	0	0	3

Approach	Cunningham Hwy												Wondalli St											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	3	4	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0
6:00 to 6:15	1	2	1	4	1	0	0	0	0	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0
6:15 to 6:30	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
6:30 to 6:45	3	2	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	8	4	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	9	1	3	13	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2
7:15 to 7:30	7	0	2	9	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1
7:30 to 7:45	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:45 to 8:00	13	1	4	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	6	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 to 8:30	4	1	2	7	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1
8:30 to 8:45	10	1	1	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1
8:45 to 9:00	9	0	3	12	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
9:00 to 9:15	10	1	5	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	6	0	3	9	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	0	0	0	0	0
9:30 to 9:45	4	2	4	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
9:45 to 10:00	11	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:00 to 10:15	4	2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
10:15 to 10:30	9	1	4	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
10:30 to 10:45	2	1	7	10	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
10:45 to 11:00	3	1	2	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	6	2	3	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
11:30 to 11:45	5	3	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:45 to 12:00	6	2	3	11	2	0	0	2	0	0	0	0	1	0	0	1	2	0	0	2	1	0	0	1
12:00 to 12:15	3	0	6	9	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2
12:15 to 12:30	3	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
12:30 to 12:45	10	0	5	15	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
12:45 to 13:00	9	2	4	15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
13:00 to 13:15	6	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1
13:15 to 13:30																								

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



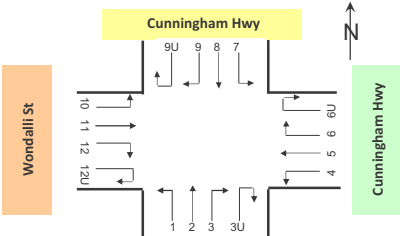
Approach	Cunningham Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	3	3	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	3	3	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	1	1	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	3	3	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	3	3	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	3	3	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	1	1	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	
2:15 to 2:30	0	0	0	0	1	0	0	1	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	1	1	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	1	1	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	1	1	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	2	2	1	5	0	0	0	0	
4:30 to 4:45	0	0	0	0	0	0	1	1	0	0	0	0	
4:45 to 5:00	0	0	0	0	2	0	2	4	0	0	0	0	
5:00 to 5:15	0	0	0	0	1	0	2	3	0	0	0	0	
5:15 to 5:30	0	0	0	0	2	2	2	6	0	0	0	0	
5:30 to 5:45	0	0	0	0	2	0	1	3	0	0	0	0	
5:45 to 6:00	1	0	0	1	0	1	1	2	0	0	0	0	
6:00 to 6:15	0	0	0	0	2	0	1	3	0	0	0	0	
6:15 to 6:30	1	0	0	1	4	2	1	7	0	0	0	0	
6:30 to 6:45	0	1	0	1	3	1	5	9	0	0	0	0	
6:45 to 7:00	2	0	1	3	1	1	6	8	0	0	0	0	
7:00 to 7:15	1	0	0	1	6	1	3	10	0	0	0	0	
7:15 to 7:30	0	1	0	1	4	0	2	6	0	0	0	0	
7:30 to 7:45	0	0	1	1	9	3	0	12	0	0	0	0	
7:45 to 8:00	2	0	0	2	7	0	2	9	0	0	0	0	
8:00 to 8:15	2	0	0	2	9	0	4	13	0	0	0	0	
8:15 to 8:30	3	0	0	3	0	0	1	1	0	0	0	0	
8:30 to 8:45	2	0	0	2	8	0	3	11	0	0	0	0	
8:45 to 9:00	3	0	0	3	12	1	2	15	0	0	0	0	
9:00 to 9:15	3	0	0	3	7	0	1	8	0	0	0	0	
9:15 to 9:30	2	0	0	2	2	0	4	6	0	0	0	0	
9:30 to 9:45	2	0	0	2	11	2	5	18	1	0	0	1	
9:45 to 10:00	4	0	0	4	13	0	8	21	1	0	0	1	
10:00 to 10:15	4	1	0	5	6	0	2	8	0	0	0	0	
10:15 to 10:30	5	0	0	5	9	0	1	10	0	1	0	1	
10:30 to 10:45	2	0	0	2	6	0	3	9	0	0	0	0	
10:45 to 11:00	4	0	0	4	8	0	5	13	0	0	0	0	
11:00 to 11:15	0	0	0	0	4	2	5	11	0	0	0	0	
11:15 to 11:30	2	0	0	2	5	1	3	9	0	0	0	0	
11:30 to 11:45	1	0	0	1	5	1	5	11	0	0	0	0	
11:45 to 12:00	0	0	0	0	5	0	3	8	0	0	0	0	
12:00 to 12:15	2	0	0	2	3	1	5	9	0	0	0	0	
12:15 to 12:30	2	0	0	2	5	0	3	8	0	0	0	0	
12:30 to 12:45	1	1	0	2	6	1	3	10	0	0	0	0	
12:45 to 13:00	1	0	0	1	9	3	3	15	0	0	0	0	
13:00 to 13:15	3	0	0	3	2	1	2	5	0	0	0	0	
13:15 to 13:30	3	0	0	3	10	4	2	16	0	0	0	0	
13:30 to 13:45	0	0	0	0	4	1	2	7	0	0	0	0	
13:45 to 14:00	0	1	0	1	7	2	5	14	0	0	0	0	
14:00 to 14:15	2	0	0	2	2	0	7	9	0	0	0	0	
14:15 to 14:30	1	0	0	1	10	1	7	18	0	0	0	0	
14:30 to 14:45	2	0	0	2	4	1	2	7	0	0	0	0	
14:45 to 15:00	4	0	0	4	14	0	7	21	0	0	0	0	
15:00 to 15:15	3	0	0	3	10	2	2	14	0	0	0	0	
15:15 to 15:30	0	0	0	0	6	2	2	10	0	0	0	0	
15:30 to 15:45	0	0	0	0	4	3	3	10	0	0	0	0	
15:45 to 16:00	0	0	0	0	9	4	3	16	1	0	0	1	
16:00 to 16:15	0	0	0	0	3	3	4	10	0	0	0	0	
16:15 to 16:30	2	0	0	2	3	1	5	9	0	0	0	0	
16:30 to 16:45	0	0	0	0	3	1	2	6	0	0	0	0	
16:45 to 17:00	1	0	0	1	3	0	3	6	0	0	0	0	
17:00 to 17:15	1	0	0	1	8	0	3	11	0	0	0	0	
17:15 to 17:30	0	0	0	0	6	2	3	11	0	0	0	0	
17:30 to 17:45	3	1	0	4	2	1	2	5	0	0	0	0	
17:45 to 18:00	0	0	0	0	1	1	1	3	0	0	0	0	
18:00 to 18:15	1	0	1	2	1	1	3	5	0	0	0	0	
18:15 to 18:30	1	0	0	1	2	0	1	3	0	0	0	0	
18:30 to 18:45	0	0	0	0	2	0	1	3	0	0	0	0	
18:45 to 19:00	0	0	0	0	0	0	4	4	0	0	0	0	
19:00 to 19:15	0	0	0	0	4	0	1	5	0	0	0	0	
19:15 to 19:30	1	0	0	1	1	0	3	4	0	0	0	0	
19:30 to 19:45	1	0	0	1	0	1	1	2	0	0	0	0	
19:45 to 20:00	0	0	0	0	1	1	0	2	0	0	0	0	
20:00 to 20:15	0	0	0	0	1	0	2	3	0	0	0	0	
20:15 to 20:30	1	0	0	1	2	0	3	5	0	0	0	0	
20:30 to 20:45	0	0	0	0	0	0	6	6	0	0	0	0	
20:45 to 21:00	0	0	0	0	1	0	2	3	0	0	0	0	
21:00 to 21:15	1	0	0	1	1	0	1	2	0	0	0	0	
21:15 to 21:30	0	0	0	0	0	0	1	1	0	0	0	0	
21:30 to 21:45	0	0	0	0	1	1	0	2	0	0	0	0	
21:45 to 22:00	0	0	0	0	3	0	1	4	0	0	0	0	
22:00 to 22:15	0	0	0	0	0	0	7	7	0	0	0	0	
22:15 to 22:30	0	0	0	0	0	0	1	1	0	0	0	0	
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0	
22:45 to 23:00	0	0	0	0	0	0	4	4	0	0	0	0	
23:00 to 23:15	0	0	0	0	0	0	2	2	0	0	0	0	
23:15 to 23:30	0	0	0	0	0	0	0	0	0	0	0	0	

23:30 to 23:45				0	0	0	0	1	0	1	2	0	0	0	0
23:45 to 0:00				0	0	0	0	0	1	1	2	0	0	0	0
24hr Totals				83	6	3	92	311	60	235	606	3	1	0	4

Approach	Cunningham Hwy												Wondalli St												
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:00 to 5:15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:30 to 5:45	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:45 to 6:00	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0
6:00 to 6:15	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0
6:15 to 6:30	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
6:30 to 6:45	5	1	0	6	1	0	0	0	0	0	0	0	4	0	0	4	0	1	0	1	0	0	0	0	0
6:45 to 7:00	4	0	5	9	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0
7:00 to 7:15	9	2	2	13	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0
7:15 to 7:30	8	2	0	10	1	0	0	0	0	0	0	0	2	0	0	2	3	0	0	3	0	0	0	0	0
7:30 to 7:45	4	1	4	9	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	4	0	0	0	0	0
7:45 to 8:00	4	2	1	7	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
8:00 to 8:15	5	2	2	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	2	2
8:15 to 8:30	5	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	4	0	2	6	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	1	1
8:45 to 9:00	10	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
9:00 to 9:15	5	1	4	10	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	1	2	0	0	0	0
9:15 to 9:30	9	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
9:30 to 9:45	12	1	2	15	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1	1
9:45 to 10:00	6	1	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:00 to 10:15	11	0	8	19	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
10:15 to 10:30	6	2	0	8	0	1	0	1	0	0	0	0	1	0	0	1	2	0	1	3	0	0	0	0	0
10:30 to 10:45	4	2	3	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0
10:45 to 11:00	5	2	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	9	2	4	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1
11:15 to 11:30	8	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
11:30 to 11:45	10	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
11:45 to 12:00	6	2	3	11	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	10	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
12:15 to 12:30	4	0	5	9	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
12:30 to 12:45	4	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	10	2	2	14																					

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 20. Cunningham Hwy / Wondalli St
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



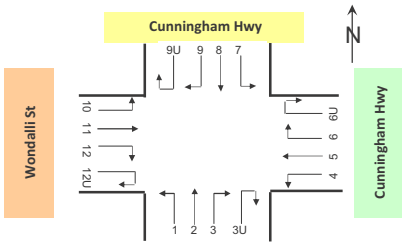
Approach	Cunningham Hwy															
Direction																
Time Period																
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:30 to 0:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	4	1	2	7	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	3	2	1	6	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	5	0	6	11	0	0	0	0	0	0	0	0
8:15 to 8:30	3	0	0	3	5	3	0	8	0	0	0	0	0	0	0	0
8:30 to 8:45	2	0	0	2	10	1	3	14	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	4	0	3	7	0	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	2	6	2	0	8	0	0	0	0	0	0	0	0
9:15 to 9:30	3	0	0	3	9	2	0	11	0	0	0	0	0	0	0	0
9:30 to 9:45	3	1	0	4	8	1	3	12	0	0	0	0	0	0	0	0
9:45 to 10:00	2	0	0	2	7	1	2	10	0	0	0	0	0	0	0	0
10:00 to 10:15	1	0	0	1	11	2	3	16	0	0	0	0	0	0	0	0
10:15 to 10:30	4	0	0	4	4	0	1	5	0	0	0	0	0	0	0	0
10:30 to 10:45	2	0	0	2	5	0	3	8	0	0	0	0	0	0	0	0
10:45 to 11:00	5	0	0	5	9	0	5	14	0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	9	0	3	12	0	0	0	0	0	0	0	0
11:15 to 11:30	1	1	0	2	5	1	1	7	0	0	0	0	0	0	0	0
11:30 to 11:45	2	0	0	2	6	2	0	8	0	0	0	0	0	0	0	0
11:45 to 12:00	5	1	0	6	4	0	0	4	0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	7	1	3	11	0	0	0	0	0	0	0	0
12:15 to 12:30	2	0	0	2	7	0	4	11	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0
12:45 to 13:00	4	0	0	4	1	0	3	4	0	0	0	0	0	0	0	0
13:00 to 13:15	0	0	0	0	4	1	3	8	0	0	0	0	0	0	0	0
13:15 to 13:30	0	0	0	0	7	1	2	10	0	0	0	0	0	0	0	0
13:30 to 13:45	5	0	0	5	3	0	3	6	0	0	0	0	0	0	0	0
13:45 to 14:00	2	0	0	2	5	2	4	11	0	0	0	0	0	0	0	0
14:00 to 14:15	1	0	0	1	9	1	0	10	0	0	0	0	0	0	0	0
14:15 to 14:30	2	0	1	3	8	1	2	11	0	0	0	0	0	0	0	0
14:30 to 14:45	2	0	0	2	4	1	0	5	0	0	0	0	0	0	0	0
14:45 to 15:00	0	0	0	0	5	0	1	6	0	0	0	0	0	0	0	0
15:00 to 15:15	3	0	0	3	12	0	1	13	0	0	0	0	0	0	0	0
15:15 to 15:30	1	0	0	1	9	3	1	13	0	0	0	0	0	0	0	0
15:30 to 15:45	1	0	0	1	4	3	3	10	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0
16:00 to 16:15	1	0	0	1	4	3	1	8	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	0	0	11	1	1	13	0	0	0	0	0	0	0	0
16:30 to 16:45	1	0	0	1	5	2	1	8	0	0	0	0	0	0	0	0
16:45 to 17:00	1	1	0	2	9	0	6	15	0	0	0	0	0	0	0	0
17:00 to 17:15	1	0	0	1	4	2	2	8	0	0	0	0	0	0	0	0
17:15 to 17:30	2	0	0	2	2	1	0	3	0	0	0	0	0	0	0	0
17:30 to 17:45	1	0	0	1	3	0	3	6	0	0	0	0	0	0	0	0
17:45 to 18:00	2	0	0	2	0	1	3	4	0	0	0	0	0	0	0	0
18:00 to 18:15	0	0	0	0	4	1	2	7	0	0	0	0	0	0	0	0
18:15 to 18:30	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0
18:30 to 18:45	2	0	0	2	6	1	0	7	0	0	0	0	0	0	0	0
18:45 to 19:00	2	0	0	2	3	0	1	4	0	0	0	0	0	0	0	0
19:00 to 19:15	1	0	0	1	4	0	1	5	0	0	0	0	0	0	0	0
19:15 to 19:30	1	0	0	1	5	1	2	8	0	0	0	0	0	0	0	0
19:30 to 19:45	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	0	1	4	0	1	5	0	0	0	0	0	0	0	0
20:00 to 20:15	1	0	0	1	3	2	1	6	0	0	0	0	0	0	0	0
20:15 to 20:30	0	0	0	0	3	0	3	6	0	0	0	0	0	0	0	0
20:30 to 20:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
21:00 to 21:15	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0
21:15 to 21:30	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
21:30 to 21:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	1	0	2	3	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	4	4	0	0	0	0
24hr Totals				78	4	1	83	320	55	135	510	0	0	0	0

Approach	Cunningham Hwy												Wondalli St											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
4:00 to 4:15	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	2	0	1	3	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
5:15 to 5:30	0	0	2	2	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0
5:30 to 5:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	1	1	2	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	3	3	2	8	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:15 to 6:30	2	0	4	6	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
6:30 to 6:45	4	3	0	7	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:45 to 7:00	4	0	2	6	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0
7:00 to 7:15	3	1	0	4	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
7:15 to 7:30	9	1	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	5	0	0	5	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
7:45 to 8:00	12	0	1	13	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0	0
8:00 to 8:15	15	1	4	20	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0	0
8:15 to 8:30	7	2	2	11	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
8:30 to 8:45	4	0	1	5	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0
8:45 to 9:00	16	3	8	27	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0
9:00 to 9:15	7	3	2	12	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
9:15 to 9:30	7	0	1	8	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
9:30 to 9:45	7	3	3	13	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0
9:45 to 10:00	14	4	1	19	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:00 to 10:15	8	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:15 to 10:30	13	1	4	18	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	9	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:45 to 11:00	18	2	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	8	3	3	14	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
11:15 to 11:30	18	1	3	22	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	0	0	0	0
11:30 to 11:45	6	1	2	9	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0
11:45 to 12:00	8	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
12:00 to 12:15	10	0	2	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	8	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	9	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
12:45 to 13:00	10	1	2	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
13:00 to 13:15	5	0	1	6	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0
13:1:30																								

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 20. Cunningham Hwy / Wondalli St
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

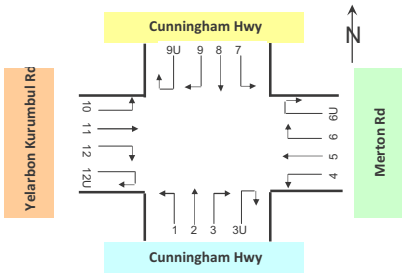


Approach	Cunningham Hwy															
Direction																
Time Period																
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0
7:15 to 7:30	1	0	0	1	2	1	1	4	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	3	5	0	0	0	0	0	0	0	0
8:00 to 8:15	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	1	1	1	1	3	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0
8:45 to 9:00	1	0	0	1	8	0	0	8	0	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	2	6	0	2	8	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	6	0	1	7	1	0	0	0	0	0	1	0
9:30 to 9:45	3	0	0	3	6	1	0	7	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
10:00 to 10:15	1	0	0	1	7	2	1	10	0	0	0	0	0	0	0	0
10:15 to 10:30	1	0	0	1	4	0	0	4	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	11	1	0	12	1	0	0	0	1	0	0	0
10:45 to 11:00	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0
11:15 to 11:30	1	0	0	1	13	1	1	15	0	0	0	0	0	0	0	0
11:30 to 11:45	2	0	0	2	9	0	0	9	0	0	0	0	0	0	0	0
11:45 to 12:00	3	0	0	3	11	0	1	12	0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	10	1	2	13	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	5	0	1	6	0	0	0	0	0	0	0	0
12:30 to 12:45	1	0	0	1	9	0	2	11	0	0	0	0	0	0	0	0
12:45 to 13:00	4	0	0	4	9	1	1	11	1	0	0	0	1	0	0	0
13:00 to 13:15	4	0	0	4	9	1	0	10	0	0	0	0	0	0	0	0
13:15 to 13:30	6	0	0	6	12	1	1	14	0	0	0	0	0	0	0	0
13:30 to 13:45	2	0	0	2	9	0	1	10	0	0	0	0	0	0	0	0
13:45 to 14:00	2	1	0	3	17	1	2	20	0	0	0	0	0	0	0	0
14:00 to 14:15	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0
14:15 to 14:30	1	0	0	1	8	0	0	8	0	0	0	0	0	0	0	0
14:30 to 14:45	1	0	0	1	7	1	1	9	0	0	0	0	0	0	0	0
14:45 to 15:00	2	0	0	2	7	1	1	9	0	0	0	0	0	0	0	0
15:00 to 15:15	2	0	0	2	5	0	0	5	0	0	0	0	0	0	0	0
15:15 to 15:30	2	0	0	2	6	4	1	11	0	0	0	0	0	0	0	0
15:30 to 15:45	1	0	1	2	7	0	1	8	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	0	4	0	2	6	0	0	0	0	0	0	0	0
16:00 to 16:15	1	0	0	1	7	2	1	10	0	0	0	0	0	0	0	0
16:15 to 16:30	2	0	0	2	11	0	0	11	0	0	0	0	0	0	0	0
16:30 to 16:45	1	0	0	1	7	2	2	11	0	0	0	0	0	0	0	0
16:45 to 17:00	1	0	0	1	9	3	2	14	0	0	0	0	0	0	0	0
17:00 to 17:15	3	0	0	3	8	2	0	10	0	0	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	7	1	2	10	0	0	0	0	0	0	0	0
17:30 to 17:45	0	0	1	1	6	0	1	7	0	0	0	0	0	0	0	0
17:45 to 18:00	4	0	0	4	8	0	1	9	0	0	0	0	0	0	0	0
18:00 to 18:15	1	0	0	1	6	1	0	7	0	0	0	0	0	0	0	0
18:15 to 18:30	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0
18:30 to 18:45	0	1	0	1	2	0	2	4	0	0	0	0	0	0	0	0
18:45 to 19:00	1	0	0	1	3	0	3	6	0	0	0	0	0	0	0	0
19:00 to 19:15	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0
19:30 to 19:45	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	0	1	1	1	5	7	0	0	0	0	0	0	0	0
20:00 to 20:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0
20:15 to 20:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
21:00 to 21:15	1	0	0	1	1	1	1	3	0	0	0	0	0	0	0	0
21:15 to 21:30	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0
21:30 to 21:45	2	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0
21:45 to 22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	1	1	0	0	0
24hr Totals				70	2	3	75	351	36	70	457	3	0	3

Approach	Cunningham Hwy												Wondalli St											
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	4	0	0	4	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	2	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	12	2	0	14	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	2	1	1	4	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	3	0	0	3	1	0	0	1	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0
8:00 to 8:15	3	1	0	4	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	3	0	0	0	0
8:15 to 8:30	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
8:30 to 8:45	4	0	1	5	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	3	0	0	0	0
8:45 to 9:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
9:00 to 9:15	9	4	0	13	0	0	0	0	0	1	0	0	1	4	0	2	6	0	0	0	0	0	0	0
9:15 to 9:30	10	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
9:45 to 10:00	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
10:00 to 10:15	10	1	1	12	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
10:15 to 10:30	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:30 to 10:45	9	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
10:45 to 11:00	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
11:00 to 11:15	10	1	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	12	0	3	15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	6	1	0	7	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0
11:45 to 12:00	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	7	1	3	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
12:15 to 12:30	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
12:30 to 12:45	8	0	1	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
12:45 to 13:00	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	9	0	2	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
13:15 to																								

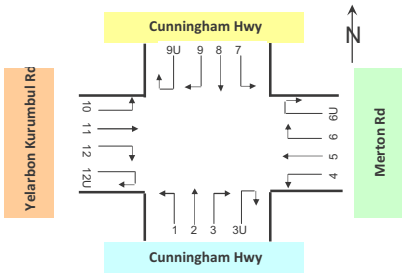
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 21. Cunningham Hwy / Yelarbon Kurumbul Rd / Merton Rd
Day/Date	: Tue, 22nd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Cunningham Hwy																Merton Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	2	0	0	2	3	0	1	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:30 to 5:45	3	0	0	3	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	1	0	0	1	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	3	1	1	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	8	2	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	3	1	2	6	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
7:00 to 7:15	0	0	0	0	5	0	1	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	1	0	0	1	7	2	2	11	1	0	0	1	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	7	1	0	8	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	1	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:00 to 8:15	0	0	0	0	0	1	2	3	1	0	2	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	1	8	1	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	6	0	4	10	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	2	0	0	2	6	1	4	11	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	1	1	3	5	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	5	1	1	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	4	0	4	8	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	1	0	0	1	8	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:00 to 10:15	2	0	0	2	9	0	5	14	1	1	0	2	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	10	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	1	0	0	1	6	2	0	8	0	0	0	0	0	0	0	0																

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 21. Cunningham Hwy / Yelarbon Kurumbul Rd / Merton Rd
Day/Date	: Thu, 24th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



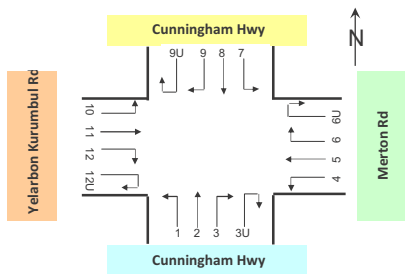
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Cunningham Hwy																Merton Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:15 to 5:30	1	0	0	1	2	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	1	0	0	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	4	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	5	1	5	11	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	1	1	2	0	4	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
7:00 to 7:15	0	0	0	0	7	1	2	10	0	0	1	1	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	3	0	1	4	3	0	1	4	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	8	2	0	10	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	1	6	0	2	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	9	0	3	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	1	0	0	1	6	0	2	8	2	0	1	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	2	0	0	2	8	0	3	11	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0
9:00 to 9:15	0	0	0	0	8	0	1	9	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
9:15 to 9:30	0	0	0	0	2	0	4	6	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	6	2	5	13	2	0	0	2	0	0	0	0	1	1	0	2	0	1	0	1	1	0	0	1	0	0	0	0
9:45 to 10:00	0	0	0	0	16	0	7	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:15 to 10:30	0	0	0	0	8	1	1	10	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	6	0	3	9	0	0	0	0	0	0	0	0																

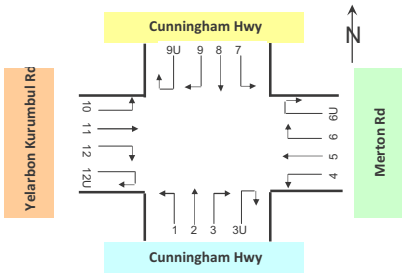
23:30 to 23:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45 to 0:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	13	0	1	14	293	54	231	578	24	1	14	39	1	0	0	1	23	1	4	28	2	1	0	3	13	3	2	18

Approach	Cunningham Hwy																Yelarbon Kurumbul Rd															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 to 1:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 to 1:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 to 1:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 to 2:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 to 2:45	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 to 3:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 to 3:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 to 3:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 to 3:45	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 to 4:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 to 4:30	1	1	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 to 4:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 to 5:00	0	1	7	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 to 5:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 to 5:30	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 to 5:45	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 to 6:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 to 6:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 to 6:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 to 6:45	2	0	0	2	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0				
6:45 to 7:00	0	0	0	0	4	1	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 to 7:15	0	0	0	0	5	1	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 to 7:30	0	0	0	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0				
7:30 to 7:45	0	0	0	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 to 8:00	0	0	0	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 to 8:15	0	1	0	1	6	2	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0				
8:15 to 8:30	0	0	0	0	4	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 to 8:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 to 9:00	0	0	0	0	10	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 to 9:15	0	0	0	0	5	1	3	9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 to 9:30	0	0	0	0	8	0	2	10	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0				
9:30 to 9:45	0	1	0	1	9	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0				
9:45 to 10:00	0	0	0	0	4	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:00 to 10:15	0	0	0	0	10	0	7	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0				
10:15 to 10:30	0	0	0	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0				
10:30 to 10:45	0	0	0	0	3	3	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:45 to 11:00	0	0	0	0	6	2	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 to 11:15	0	0	1	1	7	2	2	11	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	2				
11:15 to 11:30	0	0	0	0	9	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 to 11:45	0	0	0	0	9	1	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0				
11:45 to 12:00	0	0	0	0	6	2	3	11	0	0	0	0	0	0	0	0	0	0	0													

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 21. Cunningham Hwy / Yelarbon Kurumbul Rd / Merton Rd
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

[illegible]

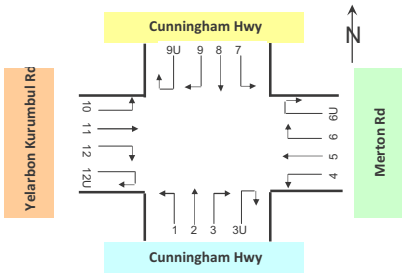
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 21. Cunningham Hwy / Yelarbon Kurumbul Rd / Merton Rd
Day/Date	: Sat, 19th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Cunningham Hwy																Merton Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	1	0	2	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	1	0	0	1	7	0	2	9	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
8:00 to 8:15	0	0	0	0	4	1	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0
8:45 to 9:00	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0
9:00 to 9:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	3	1	2	6	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	5	1	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
10:00 to 10:15	0	0	0	0	5	0	2	7	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	9	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	15	0	2	17	0	0	0</																					

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 21. Cunningham Hwy / Yelarbon Kurumbul Rd / Merton Rd
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Cunningham Hwy																Merton Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	2	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	1	0	0	1	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	3	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:45 to 9:00	0	0	0	0	7	0	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	6	0	2	8	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	1	4	1	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	5	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	7	2	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	10	0	0	10	0	1	0	1	0	0	0	0																

AM Peak	7:15	to	8:15
PM Peak	15:45	to	16:45

*Please note that Bus is classified in Medium Class.

15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		

[illegible]

Research Analytics
Data Collection | Analysis | Reporting
www.researchanalytics.com
info@researchanalytics.com

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movement							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2										
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				

The map shows the intersection of Athol School Rd and Gore Hwy. Athol School Rd runs horizontally at the top, with lanes labeled D1, A2, 1, 2, 1, A1, and B1 from left to right. Gore Hwy runs vertically on the left, with lanes labeled 16, 15, 13, and D2 from top to bottom. A blue arrow labeled 'Camera Location' points to a blue square on Gore Hwy lane D2. Another blue square is located at the intersection. A north arrow points towards the top right.

[illegible][illegible]

The map shows the intersection of Gore Hwy and Athol School Rd. Gore Hwy runs vertically, and Athol School Rd runs horizontally. On the left side of Gore Hwy, there are two lanes labeled D1 and D2. On the right side, there are two lanes labeled B1 and B2. Athol School Rd has four lanes: two on the left labeled A2 and A1, and two on the right labeled 1 and 2. A camera location is indicated by a blue arrow pointing to a blue camera icon on the left side of Gore Hwy, near the intersection. Lane numbers 1 through 8 are marked along the road segments. Lane 1 is on the left side of Athol School Rd, lane 2 is on the right side, lane 3 is on the left side of Gore Hwy, lane 4 is on the right side, lane 5 is on the left side of Athol School Rd, lane 6 is on the right side, lane 7 is on the left side of Gore Hwy, and lane 8 is on the right side.



*Please note that Bus is classified in Medium Class.

[illegible][illegible]

Quality Check		
Vehs	7217	
Bike	0	
Peds	0	
Total	7217	
W Total	7217	OK

An aerial photograph of a road construction site. The road is a multi-lane highway with a central divider. Yellow and white markings are visible on the road surface, indicating lane boundaries and construction zones. A red arrow points to a specific area on the road. The surrounding landscape is grassy and hilly.



Vehs	7501	
Bike	1	
Peds	0	
Total	7502	
Row Total	7502	OK

*Please note that Bus is classified in Medium Class

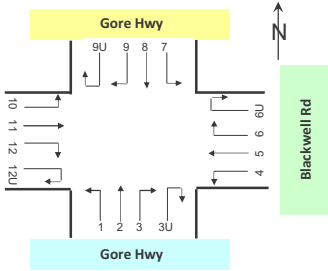
[illegible]

Quality Check		
Vehs	5435	
Bike	0	
Peds	0	
Total	5435	
Raw Total	5435	OK

**Research
Analytics**
Data Collection and Systems
www.researchanalytics.com
contact@researchanalytics.com

[illegible]

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 25. Gore Hwy / Blackwell Rd
Day/Date	: Mon, 21st Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Gore Hwy												Blackwell Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0:15 to 0:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0:30 to 0:45	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0:45 to 1:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 to 1:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 to 1:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 to 2:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 to 3:00	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 to 3:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 to 3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 to 4:00	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 to 4:15	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 to 4:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 to 5:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 to 5:15	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 to 5:30	6	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 to 5:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 to 6:00	4	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 to 6:15	11	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 to 6:30	8	1	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 to 6:45	11	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 to 7:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 to 7:15	11	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 to 7:30	10	1	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 to 7:45	17	2	5	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 to 8:00	10	3	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 to 8:15	20	3	3	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 to 8:30	10	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 to 8:45	10	1	4	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 to 9:00	16	1	5	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 to 9:15	17	1	6	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 to 9:30	22	0	1	23	0	0	0	0	0	0	0	0	0	1	0	0	1								
9:30 to 9:45	16	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 to 10:00	12	0	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 to 10:15	8	2	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 to 10:30	21	1	6	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 to 10:45	9	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 to 11:00	16	2	8	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 to 11:15	12	1	6	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 to 11:30	14	1	6	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 to 11:45	9	0	5	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 to 12:00	15	0	6	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 to 12:15	8	2	11	21	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 to 12:30	10	0	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 to 12:45	14	3	6	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 to 13:00	10	1	10	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00 to 13:15	11	0	4	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:15 to 13:30	8	1	5	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:30 to 13:45	8	1	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:45 to 14:00	9	1	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00 to 14:15	18	0	6	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:15 to 14:30	8	0	4	12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:30 to 14:45	16	1	8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:45 to 15:00	10	0	8	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0</							

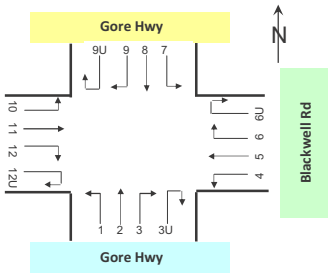
23:30 to 23:45		1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00		1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals		616	53	347	1,016	2	0	0	2	0	0	0	0	0	1	0	1			19	0	0	19	0	0	0	0	0

Approach	Gore Hwy											
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	1	1	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	1	1	0	0	0	0
0:30 to 0:45	0	0	0	0	1	0	0	1	0	0	0	0
0:45 to 1:00	0	0	0	0	1	0	1	2	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	1	1	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	1	1	0	0	0	0
2:00 to 2:15	0	0	0	0	1	0	1	2	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	1	0	0	1	0	0	0	0
2:45 to 3:00	0	0	0	0	1	0	0	1	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	2	0	2	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	2	2	0	0	0	0
3:45 to 4:00	0	0	0	0	0	1	1	2	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	1	1	0	0	0	0
4:15 to 4:30	0	0	0	0	1	0	4	5	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	6	6	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	5	7	0	0	0	0
5:00 to 5:15	0	0	0	0	9	1	3	13	0	0	0	0
5:15 to 5:30	0	0	0	0	5	0	6	11	0	0	0	0
5:30 to 5:45	0	0	0	0	4	0	2	6	0	0	0	0
5:45 to 6:00	0	0	0	0	6	2	7	15	0	0	0	0
6:00 to 6:15	2	0	0	2	5	0	2	7	0	0	0	0
6:15 to 6:30	0	0	0	0	5	0	2	7	0	0	0	0
6:30 to 6:45	0	0	0	0	4	2	5	11	0	0	0	0
6:45 to 7:00	0	0	0	0	7	2	2	11	0	0	0	0
7:00 to 7:15	0	0	0	0	8	3	4	15	0	0	0	0
7:15 to 7:30	0	0	0	0	14	2	1	17	0	0	0	0
7:30 to 7:45	1	0	0	1	8	1	7	16	0	0	0	0
7:45 to 8:00	0	0	0	0	15	1	3	19	0	0	0	0
8:00 to 8:15	0	0	0	0	7	4	8	19	0	0	0	0
8:15 to 8:30	0	0	0	0	9	2	4	15	0	0	0	0
8:30 to 8:45	0	0	0	0	10	2	6	18	0	0	0	0
8:45 to 9:00	1	0	0	1	18	2	4	24	0	0	0	0
9:00 to 9:15	1	0	0	1	16	3	3	22	0	0	0	0
9:15 to 9:30	0	0	0	0	10	1	7	18	0	0	0	0
9:30 to 9:45	0	0	0	0	8	0	1	9	0	0	0	0
9:45 to 10:00	0	0	0	0	24	1	7	32	0	0	0	0
10:00 to 10:15	1	0	0	1	14	1	6	21	0	0	0	0
10:15 to 10:30	0	0	0	0	24	2	3	29	0	0	0	0
10:30 to 10:45	0	0	0	0	8	1	11	20	0	0	0	0
10:45 to 11:00	0	0	0	0	15	1	5	21	0	0	0	0
11:00 to 11:15	0	0	0	0	16	0	11	27	0	0	0	0
11:15 to 11:30	0	0	0	0	14	1	8	23	0	0	0	0
11:30 to 11:45	1	0	0	1	15	3	3	21	0	0	0	0
11:45 to 12:00	1	0	0	1	14	1	8	23	0	0	0	0
12:00 to 12:15	0	0	0	0	16	2	5	23	0	0	0	0
12:15 to 12:30	0	0	0	0	22	3	5	30	0	0	0	0
12:30 to 12:45	1	0	0	1	19	3	13	35	0	0	0	0
12:45 to 13:00	0	0	0	0	22	2	5	29	0	0	0	0
13:00 to 13:15	0	0	0	0	18	1	10	29	0	0	0	0
13:15 to 13:30	1	0	0	1	15	2	4	21	0	0	0	0
13:30 to 13:45	0	0	0	0	16	1	8	25	0	0	0	0
13:45 to 14:00	0	0	0	0	23	4	3	30	0	0	0	0
14:00 to 14:15	1	0	0	1	13	1	1	15	0	0	0	0
14:15 to 14:30	0	0	0	0	6	1	7	14	0	0	0	0
14:30 to 14:45	0	0	0	0	19	0	1	20	0	0	0	0
14:45 to 15:00	0	0	0	0	16	3	6	25	0	0	0	0
15:00 to 15:15	1	0	0	1	18	1	10	29	0	0	0	0
15:15 to 15:30	0	0	0	0	15	2	3	20	0	0	0	0
15:30 to 15:45	2	0	0	2	20	2	12	34	0	0	0	0
15:45 to 16:00	1	0	0	1	10	0	4	14	0	0	0	0
16:00 to 16:15	1	0	0	1	22	0	16	38	0	0	0	0
16:15 to 16:30	0	0	0	0	21	3	5	29	0	0	0	0
16:30 to 16:45	0	0	0	0	13	0	8	21	0	0	0	0
16:45 to 17:00	0	0	0	0	14	0	4	18	0	0	0	0
17:00 to 17:15	0	0	0	0	18	1	4	23	0	0	0	0
17:15 to 17:30	0	0	0	0	17	2	5	24	0	0	0	0
17:30 to 17:45	0	0	0	0	4	1	5	10	0	0	0	0
17:45 to 18:00	0	0	0	0	5	2	10	17	0	0	0	0
18:00 to 18:15	0	0	0	0	7	0	7	14	0	0	0	0
18:15 to 18:30	0	0	0	0	3	1	6	10	0	0	0	0
18:30 to 18:45	0	0	0	0	5	0	6	11	0	0	0	0
18:45 to 19:00	1	0	0	1	4	1	4	9	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0	7	7	0	0	0	0
19:15 to 19:30	0	0	0	0	6	1	4	11	0	0	0	0
19:30 to 19:45	0	0	0	0	3	1	6	10	0	0	0	0
19:45 to 20:00	0	0	0	0	6	1	5	12	0	0	0	0
20:00 to 20:15	0	0	0	0	4	0	5	9	0	0	0	0
20:15 to 20:30	0	0	0	0	3	0	4	7	0	0	0	0
20:30 to 20:45	0	0	0	0	3	0	10	13	0	0	0	0
20:45 to 21:00	0	0	0	0	1	0	5	6	0	0	0	0
21:00 to 21:15	0	0	0	0	2	0	6	8	0	0	0	0
21:15 to 21:30	0	0	0	0	1	0	4	5	0	0	0	0
21:30 to 21:45	0	0	0	0	1	0	7	8	0	0	0	0
21:45 to 22:00	0	0	0	0	1	0	0	1	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	6	6	0	0	0	0
22:15 to 22:30	0	0	0	0	1	1	5	7	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	6	6	0	0	0	0
22:45 to 23:00	0	0	0	0	1	0	2	3	0	0	0	0
23:00 to 23:15	0	0	0	0	0	1	3	4	0	0	0	0
23:15 to 23:30	0	0	0	0	5	0	1	6	0	0	0	0
23:30 to 23:45	0	0	0	0	0	0	4	4	0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	17	0	0	17	759	86	431	1,276	0	0	0	0

23:30 to 23:45	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45 to 0:00	1	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	733	106	369	1,208	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	17	0	0	17	1	0	1

Approach	Gore Hwy											
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	1	1	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	1	1	2	4	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	2	3	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	2	0	1	3	0	0	0	0
2:00 to 2:15	0	0	0	0	1	0	0	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	2	2	0	0	0	0
2:30 to 2:45	0	0	0	0	1	0	0	1	0	0	0	0
2:45 to 3:00	0	0	0	0	0	1	0	1	0	0	0	0
3:00 to 3:15	0	0	0	0	2	1	1	4	0	0	0	0
3:15 to 3:30	0	0	0	0	0	1	0	1	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	3	3	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	1	1	0	0	0	0
4:00 to 4:15	0	0	0	0	0	1	1	2	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	2	2	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	1	1	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	2	4	0	0	0	0
5:00 to 5:15	0	0	0	0	4	1	6	11	0	0	0	0
5:15 to 5:30	0	0	0	0	1	1	4	6	0	0	0	0
5:30 to 5:45	1	0	0	1	1	1	4	6	0	0	0	0
5:45 to 6:00	0	0	0	0	2	3	4	9	0	0	0	0
6:00 to 6:15	0	0	0	0	7	5	3	15	0	0	0	0
6:15 to 6:30	0	0	0	0	1	3	4	8	0	0	0	0
6:30 to 6:45	0	0	0	0	6	0	5	11	0	0	0	0
6:45 to 7:00	0	0	0	0	1	1	2	4	0	0	0	0
7:00 to 7:15	0	0	0	0	8	1	2	11	0	0	0	0
7:15 to 7:30	1	0	0	1	7	2	0	9	0	0	0	0
7:30 to 7:45	0	0	0	0	6	3	2	11	0	0	0	0
7:45 to 8:00	1	0	0	1	8	0	2	10	0	0	0	0
8:00 to 8:15	0	0	0	0	10	3	3	16	0	0	0	0
8:15 to 8:30	1	0	0	1	9	1	3	13	0	0	0	0
8:30 to 8:45	0	0	0	0	7	1	6	14	0	0	0	0
8:45 to 9:00	0	0	0	0	16	1	4	21	0	0	0	0
9:00 to 9:15	0	0	0	0	12	5	4	21	0	0	0	0
9:15 to 9:30	0	0	0	0	9	2	7	18	0	0	0	0
9:30 to 9:45	0	0	0	0	12	1	6	19	0	0	0	0
9:45 to 10:00	0	0	0	0	17	2	7	26	0	0	0	0
10:00 to 10:15	0	0	0	0	14	3	4	21	0	0	0	0
10:15 to 10:30	0	0	0	0	10	2	7	19	0	0	0	0
10:30 to 10:45	0	0	0	0	11	3	7	21	0	0	0	0
10:45 to 11:00	1	0	0	1	14	2	5	21	0	0	0	0
11:00 to 11:15	0	0	0	0	19	1	3	23	0	0	0	0
11:15 to 11:30	2	0	0	2	18	3	9	30	0	0	0	0
11:30 to 11:45	1	0	0	1	18	0	5	23	0	0	0	0
11:45 to 12:00	1	0	0	1	8	1	1	10	0	0	0	0
12:00 to 12:15	0	0	0	0	18	1	4	23	0	0	0	0
12:15 to 12:30	0	0	0	0	15	0	6	21	1	0	0	1
12:30 to 12:45	0	0	0	0	21	0	6	27	0	0	0	0
12:45 to 13:00	0	0	0	0	10	0	3	13	0	0	0	0
13:00 to 13:15	0	0	0	0	16	2	9	27	0	0	0	0
13:15 to 13:30	0	0	0	0	16	0	12	28	0	0	0	0
13:30 to 13:45	0	0	0	0	13	0	5	18	0	0	0	0
13:45 to 14:00	0	0	0	0	6	0	5	11	0	0	0	0
14:00 to 14:15	0	0	0	0	23	1	2	26	0	0	0	0
14:15 to 14:30	0	0	0	0	24	1	2	27	0	0	0	0
14:30 to 14:45	0	0	0	0	8	0	4	12	0	0	0	0
14:45 to 15:00	0	0	0	0	14	1	3	18	0	0	0	0
15:00 to 15:15	0	0	0	0	17	1	6	24	0	0	0	0
15:15 to 15:30	2	0	0	2	18	3	4	25	0	0	0	0
15:30 to 15:45	0	0	0	0	11	3	5	19	0	0	0	0
15:45 to 16:00	0	0	0	0	12	1	6	19	0	0	0	0
16:00 to 16:15	0	0	0	0	21	3	4	28	0	0	0	0
16:15 to 16:30	0	0	0	0	14	4	3	21	0	0	0	0
16:30 to 16:45	0	0	0	0	18	1	7	26	0	0	0	0
16:45 to 17:00	0	0	0	0	15	0	6	21	0	0	0	0
17:00 to 17:15	0	0	0	0	12	1	7	20	0	0	0	0
17:15 to 17:30	1	0	0	1	10	2	3	15	0	0	0	0
17:30 to 17:45	0	0	0	0	14	1	5	20	0	0	0	0
17:45 to 18:00	0	0	0	0	7	1	2	10	0	0	0	0
18:00 to 18:15	0	0	0	0	6	1	3	10	0	0	0	0
18:15 to 18:30	0	0	0	0	6	1	2	9	0	0	0	0
18:30 to 18:45	0	0	0	0	10	1	4	15	0	0	0	0
18:45 to 19:00	1	0	0	1	6	0	6	12	0	0	0	0
19:00 to 19:15	0	0	0	0	5	1	2	8	0	0	0	0
19:15 to 19:30	0	0	0	0	6	3	3	12	0	0	0	0
19:30 to 19:45	0	0	0	0	5	1	3	9	0	0	0	0
19:45 to 20:00	0	0	0	0	1	0	0	1	0	0	0	0
20:00 to 20:15	0	0	0	0	5	0	7	12	0	0	0	0
20:15 to 20:30	0	0	0	0	4	1	5	10	0	0	0	0
20:30 to 20:45	0	0	0	0	7	0	5	12	0	0	0	0
20:45 to 21:00	0	0	0	0	4	0	0	4	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	4	4	0	0	0	0
21:15 to 21:30	0	0	0	0	1	0	2	3	0	0	0	0
21:30 to 21:45	0	0	0	0	1	0	4	5	0	0	0	0
21:45 to 22:00	1	0	0	1	4	0	3	7	0	0	0	0
22:00 to 22:15	0	0	0	0	1	0	1	2	0	0	0	0
22:15 to 22:30	0	0	0	0	2	1	0	3	0	0	0	0
22:30 to 22:45	0	0	0	0	2	0	5	7	0	0	0	0
22:45 to 23:00	0	0	0	0	1	0	4	5	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	1	1	0	0	0	0
23:15 to 23:30	0	0	0	0	1	0	1	2	0	0	0	0
23:30 to 23:45	0	0	0	0	0	0	1	1	0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	1	1	0	0	0	0
24hr Totals	14	0	0	14	697	95	324	1,116	1	0	0	1

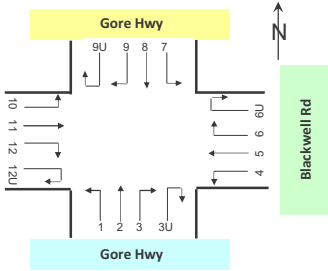
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 25. Gore Hwy / Blackwell Rd
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Gore Hwy												Blackwell Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	1	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 to 5:00	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 to 5:15	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 to 5:45	12	2	2	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 to 6:00	12	1	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 to 6:15	6	1	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 to 6:30	11	1	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 to 6:45	9	0	5	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 to 7:00	7	2	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 to 7:15	9	3	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	12	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	17	3	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	18	0	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	19	1	6	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	25	1	4	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	17	3	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	16	1	4	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	22	1	6	29	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	16	2	6	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	19	1	3	23	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	20	2	8	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	36	2	10	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	27	6	5	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	22	3	11	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	18	4	5	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	21	1	12	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	21	3	7	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	19	8	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	17	2	7	26	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
12:00 to 12:15	14	2	9	25	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	16	2	9	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	9	5	5	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	18	3	7	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	20	2	3	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	17	1	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	23	6	5	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00																									

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 25. Gore Hwy / Blackwell Rd
Day/Date	: Sat, 19th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Gore Hwy												Blackwell Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 to 5:00	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 to 5:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 to 5:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 to 6:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 to 6:15	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 to 6:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 to 6:45	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 to 7:00	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 to 7:15	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	15	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	11	1	5	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	9	2	1	12	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	
8:15 to 8:30	15	1	2	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	12	1	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	20	1	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	15	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	27	3	1	31	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	
9:30 to 9:45	18	1	0	19	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	19	0	3	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	17	2	1	20	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	16	1	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	19	3	2	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	18	2	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	18	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	18	0	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	17	0	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	11	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	12	0	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	13	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	14	1	4	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	9	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	11	2	5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	10	2	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	13	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	7	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0									

*Please note that Bus is classified in Medium Class.



Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Federation Movement									
Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2		
015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
600	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	4	2	0	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700	0	0	0	0	0	9	2	0	0	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	12	2	0	0	14	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	9	2	0	0	11	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	11	1	2	0	14	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	13	0	0	0	13	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	15	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	16	1	0	0	17	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	15	1	0	0	17	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
860	0	0	0	0	0	15	0	0	0	15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
915	0	0	0	0	0	20	0	1	0	21	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
930	0	0	0	0	0	16	0	0	0	16	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
945	0	0	0	0	0	15	0	0	0	16	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	24	0	0	0	24	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	22	0	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	8	0	0	0	11	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	12	2	0	0	14	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	14	0	0	0	14	4	0	0	0	4	0	0	0	0	0	0	0																						

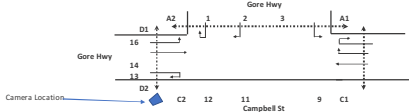
*Please note that Bus is classified in Medium Class.

[illegible]

Project No. RA2207
Site No. 36-1
Location Gore Hwy, Campbell St - WED
Day, Date 44643
Weather Fine

AM Peak 8:00 to 9:00
PM Peak 15:00 to 16:00

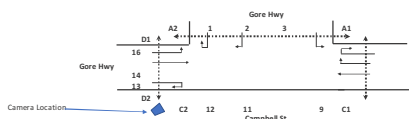
*Please note that Bus is classified in Medium Class



15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:30	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:45	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:00	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:30	0	0	0	0	0	0	0	0	0	0	1	2	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:15	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:45	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:00	0	0	0	0	0	0	0	0	0	0	3	0	4	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:15	0	0	0	0	0	0	0	0	0	0	5	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:30	0	0	0	0	0	0	2	1	2	5	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:45	0	0	0	0	0	0	0	1	2	3	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:00	0	0	0	0	0	0	2	2	2	6	6	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:15	0	0	0	0	0	0	1	1	0	2	7	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:30	0	0	0	0	0	5	1	4	0	10	8	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:45	1	0	0	0	1	4	0	4	0	9	12	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:00	0	0	0	0	0	0	1	5	0	15	13	1	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:15	0	0	0	0	0	10	1	7	0	18	14	0	2	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:30	0	0	0	0	0	10	0	3	0	19	4	0	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:45	0	0	0	0	0	16	1	2	0	19	17	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00	0	0	0	0	0	8	1	2	0	12	15	2	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:15	0	0	0	0	0	11	1	4	0	16	11	1	2	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30	0	0	0	0	0	9	1	9	0	19	6	0	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:45	0	0	0	0	0	15	5	5	0	25	10	1	3	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:00	0	0	0	0	0	10	2	0	0	12	6	1	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15	0	0	0	0	0	12	2	3	0	17	5	1	1	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30	0	0	0	0	0	24	3	4	0	31	11	1	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45	0	0	0	0	0	22	0	7	0	29	5	3	2	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00	0	0	0	0	0	22	4	7	0	33	13	3	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:15	0	1	0	0	1	14	4	2	0	20	6	1	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:30	0	0	0	0	0	23	0	8	0	31	13	1	1	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45	0	0	0	0	0	16	4	5	0	25	13	1	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00	0	0	0	0	0	12	3	1	0	16	15	2	1	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:15	0	0	0	0	0	16	3	0	0	22	14	2	1	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:30	0	0	0	0	0	8	14	3	5	25	15	1	3	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:45	2	0	0	0	2	15	5	4	0	24	17	2	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00	0	0	0	0	0	11	0	7	0	25	15	2	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	12	0	5	0	17	12	1	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	23	2	11	0	36	14	8	1	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	0	13	0	3	0	20	12	1	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	0	0	0	0	0	13	0	3	0	16	9	0	0	0	28	0	0	0	0	0	0																			

*Please note that Bus is classified in Medium Class

Project No. RA2207
Site No. 35_4
Location Gore Hwy_Campbell St - SAT
Day, Date 4/6/16
Weather Fine



Research Analytics
Data Coderes and Surveys
www.researchanalytics.com
contact@researchanalytics.com

AM Peak	9:15	to	10:15
PM Peak	10:15	to	11:15

*Please note that Bus is classified in Medium Class.

15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0-15	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0-30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0-45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1-00	0	0	0	0	0	1	1	5	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1-30	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1-45	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2-15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2-30	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2-45	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2					
3-00	0	0	0	0	0	0	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3-15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4-00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4-15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4-30	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4-45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	2	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0					
5-00	0	0	0	0	0	1	0	3	0	4	1	0	0	0	5	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0					
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5-30	0	0	0	0	0	2	0	2	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5-45	0	0	0	0	0	5	0	1	0	6	4	0	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0					
6-00	0	0	0	0	0	0	1	0	0	1	4	0	0	0	5	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0					
6-15	0	0	0	0	0	7	2	0	0	9	3	1	0	0	4	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0					
6-30	0	0	0	0	0	5	1	4	0	10	3	1	0	0	4	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0					
6-45	0	0	0	0	0	0	2	0	0	2	11	0	0	0	13	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0					
7-00	0	0	0	0	0	15	1	2	0	18	1	0	0	0	1	2	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0					
7-15	0	0	0	0	0	17	1	2	0	20	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0					
7-30	0	0	0	0	0	13	1	2	0	16	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0					
7-45	0	0	0	0	0	15	0	0	0	15	7	0	0	0	7	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0					
8-00	0	0	0	0	0	8	0	1	0	9	6	0	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0					
8-15	0	0	0	0	0	13	1	0	0	14	9	0	0	0	9	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0					
8-30	1	0	0	0	1	20	1	2	0	23	13	0	0	0	13	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0					
8-45	0	0	0	0	0	21	0	2	0	23	6	0	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0					
9-00	0	0	0	0	0	18	0	0	0	18	2	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0					
9-15	1	0	0	0	1	16	0	4	0	20	15	0	0	0	15	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0					
9-30	0	0	0	0	0	16	0	1	0	17	14	1	0	0	15	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0					
9-45	1	0	0	0	1	13	1	2	0	16	13	0	0	0	13	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0					
10-00	1	0	0	0	1	16	1	0	0	17	13	1	0	0	14	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0					
10-15	0	0	0	0	0	22	2	1	0	25	19	1	0	0	20	0	0	0	0	20	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0					
10-30	1	0	0	0	1	20	0	2	0	22	15	0	0	0	15	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0					
10-45	4	0	0	0	4	42	2	0	0	44	8	0	0	0	8	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0					
11-00	0	0	0	0	0	17	3	1	0	21	13	0	0	0	13	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0					
11-15	0	0	0	0	0	22	2	2	0	26	10	1	0	0	11	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0					
11-30	0	0	0	0	0	20	1	3	0	24	14	1	0	0	14	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0					
11-45	1	0	0	0	1	19	2	1	0	22	10	0	0	0	10	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0					
12-00	1	0	0	0	1	14	1	3	0	18	8	0	0	0	8	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0					
12-15	0	0	0	0	0	15	2	2	0	19	14	2	0	0	16	0	0	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0					
12-30	0	0	0	0	0	27	1	1	0	29	8	0	0	0	8	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0					
12-45	1	0	0	0	1	16	0	3	0	19	6	1	0	0	7	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0					
13-00	0	0	0	0	0	11	0	2	0	13	6	0	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0					
13-15	0	0	0	0	0	15	2	1	0	18	10	0	0	0	10	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0					
13-30	0	0	0	0	0	15	1	0	0	16	8	0	0	0	8	0	0	0	0	8																				

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Production Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2					
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-45	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-15	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-45	0	0	0	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-15	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-45	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-00	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-15	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-30	0	0	0	0	0	15	1	0	0	16	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-45	0	0	0	0	0	8	0	0	0	8	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-00	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-15	0	0	0	0	0	10	0	0	0	10	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-30	0	0	0	0	0	15	2	0	0	20	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-45	0	0	0	0	0	13	0	0	0	13	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-00	0	0	0	0	0	10	0	0	0	10	4	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-15	0	0	0	0	0	16	0	0	0	16	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-30	0	0	0	0	0	15	0	0	0	15	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-45	0	0	0	0	0	9	0	0	0	9	1	0	0	0	0</																																	

*Please note that Bus is classified in Medium Class

Quality Check		
Vehs	3150	
Bike	3	
Peds	23	
Total	3176	
Raw Total	3176	OK

*Please note that Bus is classified in Medium Class

Quality Check		
Vehs	6992	
Bike	1	
Peds	0	
Total	6993	
Raw Total	6993	OK

AM Peak	7:30	to	8:30
PM Peak	14:45	to	15:45

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2										
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
7-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
7-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
7-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
7-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
8-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
8-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
8-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			

Quality Check		
Vehs	7135	
Bike	1	
Peds	0	
Total	7136	
Raw Total	7136	OK

*Please note that Bus is classified in Medium Class.



Research
Analytics
Data Collection and Surveys
www.ra-cs.cmu.edu | 215.239.1.212 | 412.673
contact@research-analytics.com

[illegible]

Vehs	7807	
Bike	0	
Peds	4	
Total	7811	
W Total	7811	OK



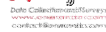
*Please note that Bus is classified in Medium Class.

[illegible]

*Please note that Bus is classified in Medium Class.

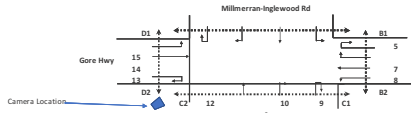
[illegible]

AM Peak	8:15	to	9:15
PM Peak	14:15	to	15:15

[illegible][illegible]

Vehs	2746
Bike	0
Peds	0
Total	2746
Raw Total	2746 OK

Project No. RA2207
Site No. 37_7
Location Gore Hwy_MilimerranInglewood Rd - TUE
Day, Date 44649
Weather Fine



AM Peak	7:45	to	8:45
PM Peak	15:30	to	16:30

*Please note that Bus is classified in Medium Class.

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Pedestrian Movements						
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2									
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		

Quality Check		
Vehs	991	
Bike	0	
Peds	0	
Total	991	
Raw Total	991	OK



Research Analytics
Data Collection and Surveys
www.kimballgroup.com
sales@kimballgroup.com

*Please note that Bus is classified in Medium Class

[illegible][illegible]

3460
0
0
3460
3460 OK

Diagram illustrating the study area layout. The roads shown are Gore Hwy and Millerran-Inglewood Rd. The diagram indicates the locations of cameras (blue squares) and the layout of the roads, including lane numbers (13, 14, 15, 16 for Gore Hwy; 8, 9, 10, 11, 12, 13 for Millerran-Inglewood Rd) and intersection points (D1, D2, C1, C2, B1, B2).

[illegible][illegible]

Diagram illustrating the study area, showing the intersection of Millerran-Anglewood Rd and Gore Hwy. The diagram includes lane markings, traffic signals, and a camera location marked with a blue square and an arrow. Lane numbers 15, 14, 13, 12, 10, 9, 8, 7, 6, 5 are indicated. Signal phases D1, B1, D2, B2, C1, C2 are shown. A camera location is marked with a blue square and an arrow pointing to the intersection.



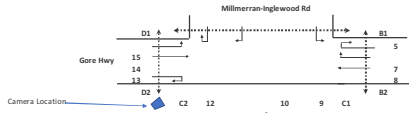
Research Analytics
Data Collection and Surveys
www.researchanalytics.com
info@researchanalytics.com

*Please note that Bus is classified in Medium Class

[illegible][illegible]

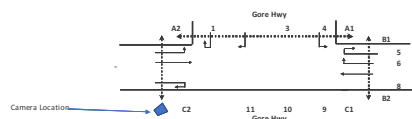
Vehs	2419	
Bike	0	
Peds	1	
Total	2420	
Low Total	2420	OK

Project No. RA2207
Site No. 37_5
Location Gore Hwy_Millmerraninglewood Rd - SUN
Day, Date 44647
Weather Fine



Research Analytics
Data Collection and Analysis
www.elsevier.com/locate/jor
© 2019 Elsevier Ltd. All rights reserved.

Project No. RA2207
Site No. 38_6
Location Gore Hwy/Millmerran-Leyburn Rd - MON
Day, Date 44648
Weather Fine



AM Peak	8:15	to	9:15
PM Peak	14:00	to	15:00

*Please note that Bus is classified in Medium Class

15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:30	0	0	0	0	0	8	5	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:30	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:00	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:15	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:30	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:45	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:15	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:30	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:45	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:00	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:15	0	0	0	0	0	3	3	1	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:30	0	0	0	0	0	3	2	2	0	7	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:45	0	0	0	0	0	1	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:00	0	0	0	0	0	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:15	0	0	0	0	0	1	3	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:30	0	0	0	0	0	7	3	3	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:45	0	0	0	0	0	13	2	2	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:00	0	0	0	0	0	13	2	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:15	0	0	0	0	0	9	0	3	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:30	0	0	0	0	0	18	1	2	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:45	0	0	0	0	0	22	4	2	0	28	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:00	0	0	0	0	0	21	4	7	0	32	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:15	0	0	0	0	0	14	2	4	0	20	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:30	0	0	0	0	0	27	4	2	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:45	0	0	0	0	0	17	3	4	0	24	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:00	0	0	0	0	0	14	1	6	0	21	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:15	0	0	0	0	0	27	2	7	0	36	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:30	1	0	0	0	1	11	3	4	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:45	0	0	0	0	0	20	3	7	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:00	0	0	0	0	0	15	4	7	0	26	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:15	0	0	0	0	0	21	5	6	0	33	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:30	0	0	0	0	0	2	2	1	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:45	0	0	0	0	0	14	5	7	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:00	0	0	0	0	0	14	0	7	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:15	0	0	0	0	0	29	3	4	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:30	0	0	0	0	0	12	2	3	0	17	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:45	0	0	0	0	0	20	5	3	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:00	0	0	0	0	0	20	1	2	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:15	0	0	0	0	0	17	3	5	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:30	0	0	0	0	0	32	5	3	0	39	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:45	0	0	0	0	0	14	5	3	0	22	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
14:00	0	0	0	0	0	16	5	3	0	24																														

[illegible]



**Research
Analytics**
Data Collection and Analysis
WWW.COURSEWORKS.CO.UK
CONTACT@COURSEWORKS.CO.UK

*Please note that Bus is classified in Medium Class

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2					
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-30	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-45	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-00	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-15	0	0	0	0	0	0	1	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-45	0	0	0	0	0	0	1	2	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-45	0	0	0	0	0	0	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-00	1	0	0	0	0	1	1	0	0	0	0	1	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-15	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-30	0	0	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-15	0	0	0	0	0	0	1	0	0	0	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-45	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-00	2	0	0	0	2	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-15	1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-30	1	0	0	0	1	0	0	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-45	0	0	0	0	0	0	1	0	0	0	0	1	9	0	0	0	0																															

Quality Check	
Vehs	516
Bike	0
Peds	5
Total	521
Raw Total	521 OK

AM Peak	10:00	to	11:00
PM Peak	15:00	to	16:00



*Please note that Bus is classified in Medium Class.

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Feeder Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2						
0-15	0	0	0	0	0	0	0	0	0	0	-1	1	1	0	3																																	
0-30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2																																	
0-45	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3																																	
1-00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2																																	
1-15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1																																	
1-30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2																																	
1-45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2																																	
2-00	0	0	0	0	0	0	0	0	1	0	1	1	1	0	3																																	
2-15	0	0	0	0	0	0	0	0	0	0	4	3	1	0	8																																	
2-30	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5																																	
2-45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2																																	
3-00	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4																																	
3-15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1																																	
3-30	0	0	0	0	0	0	0	0	1	0	2	0	0	0	2																																	
3-45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1																																	
4-00	0	0	0	0	0	0	0	0	0	0	0	3	3	1	7																																	
4-15	0	0	0	0	0	0	0	0	3	0	3	0	3	0	6																																	
4-30	0	0	0	0	0	1	0	0	0		1	0	1	0	0	1																																
4-45	0	0	0	0	0	0	0	0	0	1	1	3	0	5																																		
5-00	0	0	0	0	0	0	0	0	2	0	1	1	0	1																																		
5-15	0	0	0	0	0	0	0	0	0	0	10	0	1	0	11																																	
5-30	0	0	0	0	0	0	0	0	0	0	7	1	1	0	9																																	
5-45	0	0	0	0	0	2	2	8	2	4	8	2	4	8	14																																	
6-00	0	0	0	0	0	2	0	0	0	2	2	1	1	0	4																																	
6-15	0	0	0	0	0	3	0	0	0	3	5	0	5	0	10																																	
6-30	0	0	0	0	0	3	1	0	0	4	7	3	2	0	11																																	
6-45	0	0	0	0	0	0	0	0	0	0	13	0	5	0	18																																	
7-00	0	0	0	0	0	1	0	0	0	1	11	2	3	0	16																																	
7-15	0	0	0	0	0	1	1	0	0	1	15	1	4	0	20																																	
7-30	0	0	0	0	0	1	0	0	0	1	23	6	6	0	35																																	
7-45	0	0	0	0	0	0	1	0	0	1	13	3	0	0	16																																	
8-00	0	0	0	0	0	0	0	0	1	19	1	0	7	0	28																																	
8-15	0	0	0	0	0	0	0	0	0	0	18	8	2	0	28																																	
8-30	0	0	0	0	0	0	1	0	0	1	21	3	1	0	25																																	
8-45	0	0	0	0	0	0	0	2	0	2	21	3	2	0	25																																	
9-00	0	0	0	0	0	0	1	0	0	1	24	1	7	0	32																																	
9-15	0	0	0	0	0	1	1	0	0	2	13	4	3	0	20																																	

Quality Check		
Vehs	3830	
Bike	0	
Peds	0	
Total	3830	
Raw Total	3830	OK

*Please note that Bus is classified in Medium Class



Quality Check		
Vehs	2834	
Bike	0	
Peds	0	
Total	2834	
Raw Total	2834	OK

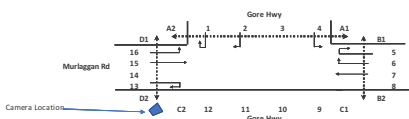
*Please note that Bus is classified in Medium Class



15-min ending		Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Production Movements							
		Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2										
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:30	0	0	0	0	0	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0																					

Vehs	2469
Bike	0
Peds	0
Total	2469
Row Total	2469

*Please note that Bus is classified in Medium Class

[illegible]

15-min ending	Movement 9							Movement 10							Movement 11							Movement 12							Movement 13							Movement 14							Movement 15							Movement 16							Production Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2																					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																															

*Please note that Bus is classified in Medium Class

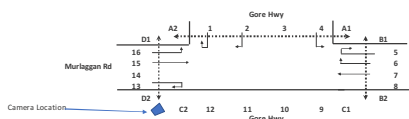
[illegible]

*Please note that Bus is classified in Medium Class



Quality Check		
Vehs	4957	
Bike	0	
Peds	0	
Total	4957	
Raw Total	4957	OK

Project No. RA2207
Site No. 39_3
Location Gore Highway/Murlaggan Road - THU
Day, Date 44637
Weather Fine



Research Analytics
Data Collection and Surveys
www.researchanalytics.com
contact@researchanalytics.com

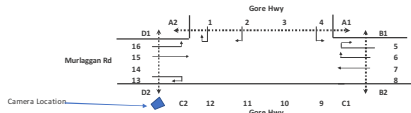
AM Peak	8:15	to	9:15
PM Peak	16:45	to	17:45

*Please note that Bus is classified in Medium Class

15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total					
015	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
030	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
045	0	0	0	0	0	0	0	0	0	0	2	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
100	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
145	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
200	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
215	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
230	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
300	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
315	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
330	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
345	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0						
400	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
415	0	0	0	0	0	0	0	0	0	0	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
430	0	0	0	0	0	0	0	0	0	0	5	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
445	0	0	0	0	0	0	0	0	0	0	8	2	3	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3						
500	0	0	0	0	0	0	0	0	0	0	3	3	3	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
515	0	0	0	0	0	0	0	0	0	0	13	2	5	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	8						
530	0	0	0	0	0	2	0	0	0	2	23	2	5	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	8						
545	0	0	0	0	0	0	0	0	0	0	16	6	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2							
600	0	0	0	0	0	13	0	0	0	13	27	5	4	0	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	12	5	3						
615	0	0	0	0	0	5	0	0	0	5	21	12	1	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	13	1						
630	0	0	0	0	0	4	0	0	0	4	25	8	5	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	8	15						
645	0	0	0	0	0	7	0	0	0	7	24	11	2	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	7						
700	0	0	0	0	0	6	0	0	0	6	24	4	5	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	5						
715	0	0	0	0	0	0	0	0	0	0	23	13	3	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
730	0	0	0	0	0	0	0	0	0	0	18	4	2	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14						
745	0	0	0	0	0	1	0	0	0	1	17	4	6	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1						
800	0	0	0	0	0	0	0	0	0	0	17	4	6	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
815	0	0	0	0	0	1	0	0	0	1	19	7	3	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8						
830	0	0	0	0	0	0	0	0	0	0	18	10	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4						
845	0	0	0	0	0	0	0	0	0	0	11	6	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0						
900	0	0	0	0	0	2	0	0	0	2	17	8	7	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0						
915	0	0	0	0	0	1	0	0	0	1	13	4	5	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0						
930	0	0	0	0	0	0	0	0	0	0	21	3	5	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0						
945	0	0	0	0	0	0	0	0	0	0	13	7	6	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0						
1000	0	0	0	0	0	0	0	0	0	0	16	9	8	0	35	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	6	2	0	0						
1015	0	0	0	0	0	0	0	0	0	0	16	2	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1030	0	0	0	0	0	0	0	0	0	0	16	1	3	0	20	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11						
1045	0	0	0	0	0	1	0	0	0	1	18	6	5	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0						
1100	0	0	0	0	0	0	0	0	0	0	12	5	6	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1115	0	0	0	0	0	0	0	0	0	0	10	0	0	0	21	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0						
1130	0	0	0	0	0	0	0	0	0	0	14	7	4	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0						
1145	0	0	0	0	0	2	0	0	0	2	14	6	5	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1200	0	0	0	0	0	0	0	0	0	0	11	11	4	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1215	0	0	0	0	0	0	1	0	0	1	15	6	10	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1230	0	0	0	0	0	0	0	0	0	0	11	4	9	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1245	0	0	0	0	0	4	0	0	0	4	14	5	4	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1300	0	0	0	0	0	0	0	0	0	0	18	3	4	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1315	0	0	0	0	0	3	0	0	0	3	11	6	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1330	0	0	0	0	0	1	0	0	0	1	14	2	10	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1345	0	0	0	0	0	1	0	0	0	1	15	3	5	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1400	0	0	0	0	0	2	0	0	0	2	19	4	7																											

15-min ending	Movement 9										Movement 10										Movement 11										Movement 12										Movement 13										Movement 14										Movement 15										Movement 16										Publication Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2																																													
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
2-30	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
4-00	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
4-15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
5-30	0	0	0	0	0	4	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
5-45	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
6-15	0	0	0	0	0	4	0	0	0	0	0	0	4	5	1	2	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
6-30	0	0	0	0	0	0	0	0	0	0	0	0	4	9	2	6	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
6-45	0	0	0	0	0	0	0	0	0	0	0	0	3	7	4	1	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
7-00	0	0	0	0	0	4	1	1	0	0	6	11	4	4	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
7-15	0	0	0	0	0	0	2	1	0	0	4	10	6	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
7-30	0	0	0	0	0	2	0	0	0	0	7	22	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
7-45	0	0	0	0	0	4	0	0	0	0	4	22	4	2	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
8-00	0	0	0	0	0	1	1	0	0	0	9	20	3	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
8-15	1	0	0	0	0	0	8	0	0	0	20	7	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
8-30	0	0	0	0	0	18	1	0	0	0	19	31	11	2	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
8-45	0	0	0	0	0	16	1	0	0	0	11	22	2	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
9-00	0	0	0	0	0	0	0	0	0	0	8	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
9-15	0	0	0	0	0	10	1	0	0	0	11	27	5	2	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
9-30	0	0	0	0	0	7	1	0	0	0	8	17	5	2	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
9-45	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
10-00	0	0	0	0	0	4	1	0	0	0	5	16	4	6	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
10-15	0	0	0	0	0	8	1	0	0	0	9	36	6	8	0	52	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
10-30	0	0	0	0	0	0	0	0	0	0	7	27	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																											
10-45	0	0	0	0	0	4	1	0	0	0</																																																																														

Project No. RA2207
Site No. 36.4
Location Gore Highway/Murluggan Road - FRI
Day, Date 44638
Weather Fine



AM Peak 10:00 to 11:00
PM Peak 13:30 to 14:30

*Please note that Bus is classified in Medium Class

15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		

*Please note that Bus is classified in Medium Class



Quality Check		
Vehs	3411	
Bike	0	
Peds	0	
Total	3411	
Raw Total	3411	OK

*Please note that Bus is classified in Medium Class



*Please note that Bus is classified in Medium Class.

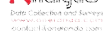
Quality Check		
Vehs	4519	
Bike	0	
Peds	0	
Total	4519	
Raw Total	4519	OK

*Please note that Bus is classified in Medium Class

[illegible][illegible]

Quality Check		
Vehs	4545	
Bike	0	
Peds	0	
Total	4545	
Raw Total	4545	OK

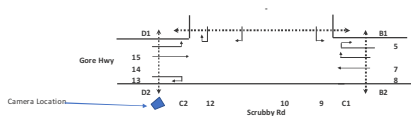
*Please note that Bus is classified in Medium Class.

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2										
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-45	0	0	0	0	0	1	0	0	0	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	14	4	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6	1	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7-00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			

Quality Check		
Vehs	4531	
Bike	0	
Peds	0	
Total	4531	
Raw Total	4531	OK

Project No. RA2207
Site No. 43_3
Location Gore Hwy_ScrubbyRd - THU
Day, Date 44637
Weather Fine



Research Analytics
Data Collection and Turnover
www.researchanalytics.com
info@researchanalytics.com

AM Peak	8:00	to	9:00
PM Peak	16:45	to	17:45

*Please note that Bus is classified in Medium Class

[illegible][illegible]

*Please note that Bus is classified in Medium Class.

*Please note that Bus is classified in Medium Class.

[illegible]

15-min ending		Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2											
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
7-00	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</																					

Quality Check		
Vehs	3211	
Bike	0	
Peds	0	
Total	3211	
Raw Total	3211	OK

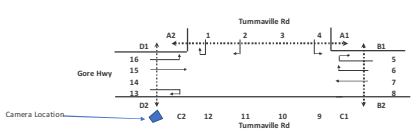
*Please note that Bus is classified in Medium Class.

*Please note that Bus is classified in Medium Class.

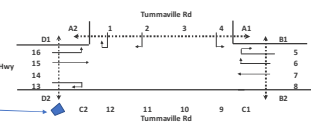


Quality Check		
Vehs	1238	
Bike	0	
Peds	0	
Total	1238	
Raw Total	1238	OK

*Please note that Bus is classified in Medium Class.

[illegible][illegible]

Project No.	RA2207
Site No.	45_2
Location	Gore Hay / Tummalville Rd - THU
Day, Date	44644
Weather	Fine



Research Analytics
Data Collection and Survey
www.onlineres.com
contact@onlineres.com

AM Busk 8:00 to 9:00

*Please note that Bus is classified in Medium Class

[illegible][illegible]

Quality Check		
Vehs	4315	
Bike	0	
Peds	0	
Total	4315	
Raw Total	4315	OK

*Please note that Bus is classified in Medium Class



*Please note that Bus is classified in Medium Class

Quality Check		
Vehs	3168	
Bike	0	
Peds	0	
Total	3168	
Raw Total	3168	OK

AM Peak	9:15	to	10:15
PM Peak	14:00	to	15:00



Data Collection and Surveys
www.datacollection.com
contact@datacollection.com

[illegible][illegible]

Quality Check		
Vehs	2748	
Bike	0	
Peds	0	
Total	2748	
Raw Total	2748	OK

*Please note that Bus is classified in Medium Class.



Quality Check		
Vehs	2719	
Bike	0	
Peds	0	
Total	2719	
Raw Total	2719	OK

Research Analytics
Data Collection and Flows
www.cispa.de/en/research-analytics
contact: likow@cispa.de

*Please note that Bus is classified in Medium Class

[illegible]

Quality Check		
Vehs	2114	
Bike	0	
Peds	0	
Total	2114	
Row Total	2114	OK

Research Analytics
Data Collection and Analysis
www.researchanalytics.com
contact@researchanalytics.com

[illegible]

*Please note that Bus is classified in Medium Class.

*Please note that Bus is classified in Medium Class.

[illegible]

15-min ending	Movement 9					Total	Movement 10					Total	Movement 11					Total	Movement 12					Total	Movement 13					Total	Movement 14					Total	Movement 15					Total	Movement 16					Podiatric Movements																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Light	Medium	Heavy	Cycle	Light		Medium	Heavy	Cycle	Light	Medium		Heavy	Cycle	Light	Medium	Heavy		Cycle	Light	Medium	Heavy	Cycle		Light	Medium	Heavy	Cycle	Light		Medium	Heavy	Cycle	Light	Medium		Heavy	Cycle	Total	A1	A2		B1	B2	C1	C2	D1	D2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
0-15	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Quality Check		
Vehs	2728	
Bike	0	
Peds	0	
Total	2728	
Raw Total	2728	OK

Research Analytics
Data Collection and Surveys
www.researchanalytics.com
info@researchanalytics.com

[illegible]

Research Analytics
Data Collection and Surveys
www.qltr.co.uk
contact@researchqltr.com

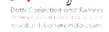
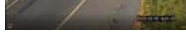
*Please note that Bus is classified in Medium Class

[illegible][illegible]

Research Analytics
Data Collection and Surveys
www.researchanalytics.com
Contact: florapaw@researchanalytics.com

[illegible]

*Please note that Bus is classified in Medium Class

[illegible]

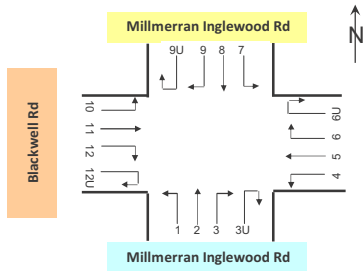
Quality Check		
Vehs	1950	
Bike	0	
Peds	0	
Total	1950	
Law Total	1950	OK

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd												
Direction	Direction 1 (Left Turn)				Direction 2 (Through)					Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	1	1		0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0		0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0		0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0		0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0		0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0		0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0		0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0		0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0		0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0		0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0		0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0		0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0		0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0		0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0		0	0	0	0
4:00 to 4:15	0	0	0	0	0	1	0	1		0	0	0	0
4:15 to 4:30	0	0	0	0	0	1	0	1		0	0	0	0
4:30 to 4:45	0	0	0	0	1	1	0	2		0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0		0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0		0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0		0	0	0	0
5:30 to 5:45	0	0	0	0	8	0	0	8		0	0	0	0
5:45 to 6:00	0	0	0	0	4	0	0	4		0	0	0	0
6:00 to 6:15	0	0	0	0	2	0	0	2		0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0		0	0	0	0
6:30 to 6:45	0	0	0	0	3	1	0	4		0	0	0	0
6:45 to 7:00	0	0	0	0	2	1	0	3		0	0	0	0
7:00 to 7:15	0	0	0	0	3	2	0	5		0	0	0	0
7:15 to 7:30	0	0	0	0	3	0	1	4		0	0	0	0
7:30 to 7:45	0	0	0	0	6	0	3	9		0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	1	3		0	0	0	0
8:00 to 8:15	0	0	0	0	3	1	0	4		0	0	0	0
8:15 to 8:30	0	0	0	0	2	1	1	4		0	0	0	0
8:30 to 8:45	0	0	0	0	6	3	0	9		2	0	0	2
8:45 to 9:00	0	0	0	0	3	0	1	4		0	0	0	0
9:00 to 9:15	0	0	0	0	0	2	1	3		0	0	0	0
9:15 to 9:30	0	0	0	0	6	1	1	8		0	0	0	0
9:30 to 9:45	0	0	0	0	3	0	0	3		0	0	0	0
9:45 to 10:00	0	0	0	0	2	1	0	3		0	0	0	0
10:00 to 10:15	0	0	0	0	5	0	0	5		0	0	0	0
10:15 to 10:30	0	0	0	0	2	1	0	3		0	0	0	0
10:30 to 10:45	0	0	0	0	1	0	0	1		0	0	0	0
10:45 to 11:00	0	0	0	0	4	4	2	10		0	0	0	0
11:00 to 11:15	0	0	0	0	3	0	1	4		0	0	0	0
11:15 to 11:30	0	0	0	0	6	2	2	10		0	0	0	0
11:30 to 11:45	0	0	0	0	1	0	1	2		0	0	0	0
11:45 to 12:00	0	0	0	0	2	2	0	4		0	0	0	0
12:00 to 12:15	0	0	0	0	3	1	1	5		0	0	0	0
12:15 to 12:30	0	0	0	0	1	0	1	2		0	0	0	0
12:30 to 12:45	0	0	0	0	1	0	2	3		0	0	0	0
12:45 to 13:00	0	0	0	0	3	0	1	4		0	0	0	0
13:00 to 13:15	0	0	0	0	6	0	1	7		0	0	0	0
13:15 to 13:30	0	0	0	0	1	3	0	4		0	0	0	0
13:30 to 13:45	0	0	0	0	2	0	0	2		0	0	0	0
13:45 to 14:00	0	0	0	0	2	2	1	5		0	0	0	0
14:00 to 14:15	0	0	0	0	3	0	1	4		0	0	0	0
14:15 to 14:30	0	0	0	0	2	1	0	3		0	0	0	0
14:30 to 14:45	0	0	0	0	4	1	1	6		0	0	0	0
14:45 to 15:00	1	0	0	1	4	0	1	5		0	0	0	0
15:00 to 15:15	0	0	0	0	5	1	0	6		0	0	0	0
15:15 to 15:30	0	0	0	0	2	0	0	2		0	0	0	0
15:30 to 15:45	0	0	0	0	7	0	0	7		0	0	0	0
15:45 to 16:00	0	0	0	0	9	0	0	9		0	0	0	0
16:00 to 16:15	0	0	0	0	3	0	0	3		0	0	0	0
16:15 to 16:30	0	0	0	0	6	0	0	6		0	0	0	0
16:30 to 16:45	0	0	0	0	5	3	2	10		0	0	0	0
16:45 to 17:00	0	0	0	0	1	0	0	1		0	0	0	0
17:00 to 17:15	0	0	0	0	1	2	0	3		0	0	0	0
17:15 to 17:30	0	0	0	0	1	1	1	3		0	0	0	0
17:30 to 17:45	0	0	0	0	2	0	1	3		0	0	0	0
17:45 to 18:00	0	0	0	0	2	0	1	3		1	0	0	1
18:00 to 18:15	0	0	0	0	1	1	0	2		0	0	0	0
18:15 to 18:30	0	0	0	0	5	1	0	6		0	0	0	0
18:30 to 18:45	0	0	0	0	0	1	1	2		0	0	0	0
18:45 to 19:00	0	0	0	0	2	1	1	4		0	0	0	0
19:00 to 19:15	0	0	0	0	2	0	0	2		0	0	0	0
19:15 to 19:30	0	0	0	0	1	0	0	1		0	0	0	0
19:30 to 19:45	0	0	0	0	0	1	0	1		0	0	0	0
19:45 to 20:00	0	0	0	0	0	1	0	1		0	0	0	0
20:00 to 20:15	0	0	0	0	0	0	0	0		0	0	0	0
20:15 to 20:30	0	0	0	0	0	0	0	0		0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	0	0		0	0	0	0
20:45 to 21:00	0	0	0	0	0	0	0	0		0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	0	0		0	0	0	0
21:15 to 21:30	0	0	0	0	0	3	0	3		0	0	0	0
21:30 to 21:45	0	0	0	0	1	2	0	3		0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	1	1		0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0		0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0		0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	0	0		0	0	0	0
22:45 to 23:00	0	0	0	0	0	1	0	1		0	0	0	0
23:00 to 23:15	0	0	0	0	0	1	0	1		0	0	0	0
23:15 to 23:30	0	0	0	0	0	0	0	0		0	0	0	0

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 54, Millmerran Inglewood Rd / Blackwell Rd
Day/Date	: Wed, 23rd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

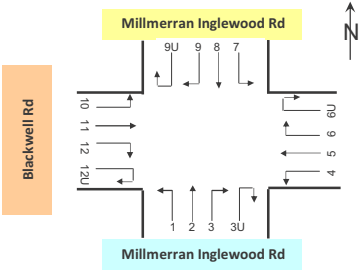


	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

Approach	Millmerran Inglewood Rd												
Direction	Direction 1 (Left Turn)				Direction 2 (Through)					Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	1	0	0	1		0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0		0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	1	1		0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0		0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0		0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0		0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0		0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0		0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0		0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0		0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0		0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0		0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0		0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0		0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0		0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0		0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0		0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0		0	0	0	0
4:30 to 4:45	0	0	0	0	2	0	0	2		0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1		0	0	0	0
5:00 to 5:15	0	0	0	0	6	1	0	7		0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0		0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	1		0	0	0	0
5:45 to 6:00	0	0	0	0	5	0	0	5		0	0	0	0
6:00 to 6:15	0	0	0	0	4	0	0	4		0	0	0	0
6:15 to 6:30	0	0	0	0	3	0	1	4		0	0	0	0
6:30 to 6:45	0	0	0	0	3	1	2	6		0	0	0	0
6:45 to 7:00	0	0	0	0	2	3	2	7		0	0	0	0
7:00 to 7:15	0	0	0	0	2	0	0	2		0	0	0	0
7:15 to 7:30	0	0	0	0	2	0	1	3		0	0	0	0
7:30 to 7:45	0	0	0	0	3	0	0	3		0	0	0	0
7:45 to 8:00	2	0	0	2	6	1	0	7		0	0	0	0
8:00 to 8:15	0	0	0	0	5	0	0	5		0	0	0	0
8:15 to 8:30	0	0	0	0	8	1	3	12		0	0	0	0
8:30 to 8:45	0	0	0	0	3	0	1	4		0	0	0	0
8:45 to 9:00	0	0	0	0	7	1	0	8		0	0	0	0
9:00 to 9:15	0	0	0	0	4	0	2	6		0	0	0	0
9:15 to 9:30	0	0	0	0	4	1	2	7		0	0	0	0
9:30 to 9:45	0	0	0	0	2	1	0	3		0	0	0	0
9:45 to 10:00	0	0	0	0	6	0	0	6		0	0	0	0
10:00 to 10:15	0	0	0	0	3	0	1	4		0	0	0	0
10:15 to 10:30	0	0	0	0	3	0	1	4		0	0	0	0
10:30 to 10:45	0	0	0	0	3	1	3	7		0	0	0	0
10:45 to 11:00	0	0	0	0	4	1	1	6		0	0	0	0
11:00 to 11:15	0	0	0	0	6	1	0	7		0	0	0	0
11:15 to 11:30	0	0	0	0	6	0	5	11		0	0	0	0
11:30 to 11:45	2	0	0	2	8	0	1	9		0	0	0	0
11:45 to 12:00	0	0	0	0	6	1	2	9		0	0	0	0
12:00 to 12:15	0	0	0	0	2	0	1	3		0	0	0	0
12:15 to 12:30	0	0	0	0	6	0	0	6		0	0	0	0
12:30 to 12:45	0	0	0	0	3	0	2	5		0	0	0	0
12:45 to 13:00	0	0	0	0	3	2	1	6		0	0	0	0
13:00 to 13:15	0	0	0	0	0	0	0	0		0	0	0	0
13:15 to 13:30	0	0	0	0	7	1	1	9		0	0	0	0
13:30 to 13:45	0	0	0	0	0	2	0	2		0	0	0	0
13:45 to 14:00	0	0	0	0	4	3	3	10		0	0	0	0
14:00 to 14:15	0	0	0	0	1	2	2	5		0	0	0	0
14:15 to 14:30	0	0	0	0	1	1	1	3		0	0	0	0
14:30 to 14:45	0	0	0	0	2	0	1	3		0	0	0	0
14:45 to 15:00	0	0	0	0	8	1	0	9		0	0	0	0
15:00 to 15:15	0	0	0	0	3	2	0	5		0	0	0	0
15:15 to 15:30	0	0	0	0	1	0	0	1		0	0	0	0
15:30 to 15:45	0	0	0	0	10	4	1	15		0	0	0	0
15:45 to 16:00	0	0	0	0	4	0	1	5		0	0	0	0
16:00 to 16:15	0	0	0	0	1	0	1	2		0	0	0	0
16:15 to 16:30	0	0	0	0	2	1	2	5		0	0	0	0
16:30 to 16:45	0	0	0	0	4	0	1	5		0	0	0	0
16:45 to 17:00	0	0	0	0	3	2	0	5		0	0	0	0
17:00 to 17:15	0	0	0	0	3	0	0	3		0	0	0	0
17:15 to 17:30	0	0	0	0	6	0	0	6		0	0	0	0
17:30 to 17:45	0	0	0	0	1	1	0	2		0	0	0	0
17:45 to 18:00	0	0	0	0	5	0	0	5		0	0	0	0
18:00 to 18:15	0	0	0	0	1	2	1	4		0	0	0	0
18:15 to 18:30	0	0	0	0	1	0	0	1		0	0	0	0
18:30 to 18:45	0	0	0	0	0	2	0	2		0	0	0	0
18:45 to 19:00	0	0	0	0	1	0	0	1		0	0	0	0
19:00 to 19:15	0	0	0	0	0	1	0	1		0	0	0	0
19:15 to 19:30	0	0	0	0	0	0	0	0		0	0	0	0
19:30 to 19:45	0	0	0	0	0	0	1	1		0	0	0	0
19:45 to 20:00	0	0	0	0	0	0	0	0		0	0	0	0
20:00 to 20:15	0	0	0	0	0	1	1	2		0	0	0	0
20:15 to 20:30	0	0	0	0	0	0	1	1		0	0	0	0
20:30 to 20:45	0	0	0	0	1	0	0	1		0	0	0	0
20:45 to 21:00	0	0	0	0	0	2	0	2		0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	0	0		0	0	0	0
21:15 to 21:30	0	0	0	0	0	0	0	0		0	0	0	0
21:30 to 21:45	0	0	0	0	0	0	0	0		0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	0	0		0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0		0	0	0	0
22:15 to 22:30	0	0	0	0	1	1	0	2		0	0	0	0
22:30 to 22:45	0	0	0	0	1	0	0	1		0	0	0	0
22:45 to 23:00	0	0	0	0	1	0	1	2		0	0	0	0
23:00 to 23:15	0	0	0	0	1	0	0	1		0	0	0	0
23:15 to 23:30	0	0	0	0	0	0	0	0		0	0	0	0

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 54. Millmerran Inglewood Rd / Blackwell Rd
Day/Date	: Thu, 24th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



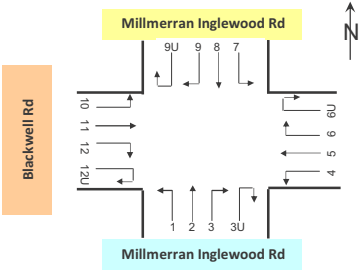
Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	1	0	2	3	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	0	1	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	4	0	1	5	0	0	0	0
5:15 to 5:30	0	0	0	0	3	0	0	3	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	1	0	0	0	0
5:45 to 6:00	0	0	0	0	2	0	1	3	0	0	0	0
6:00 to 6:15	0	0	0	0	4	0	0	4	0	0	0	0
6:15 to 6:30	0	0	0	0	1	0	0	1	0	0	0	0
6:30 to 6:45	0	0	0	0	2	0	1	3	0	0	0	0
6:45 to 7:00	0	0	0	0	2	0	1	3	0	0	0	0
7:00 to 7:15	0	0	0	0	6	0	1	7	0	0	0	0
7:15 to 7:30	0	0	0	0	2	1	0	3	0	0	0	0
7:30 to 7:45	0	0	0	0	3	0	1	4	0	0	0	0
7:45 to 8:00	0	0	0	0	7	0	0	7	0	0	0	0
8:00 to 8:15	0	0	0	0	4	0	1	5	0	0	0	0
8:15 to 8:30	0	0	0	0	6	1	1	8	0	0	0	0
8:30 to 8:45	0	0	0	0	10	0	1	11	0	0	0	0
8:45 to 9:00	0	0	0	0	4	0	2	6	0	0	0	0
9:00 to 9:15	0	0	0	0	3	1	4	8	0	0	0	0
9:15 to 9:30	0	0	0	0	5	1	0	6	0	0	0	0
9:30 to 9:45	0	0	0	0	4	0	1	5	0	0	0	0
9:45 to 10:00	0	0	0	0	3	1	2	6	0	0	0	0
10:00 to 10:15	0	0	0	0	2	0	2	4	0	0	0	0
10:15 to 10:30	0	0	0	0	4	1	2	7	0	0	0	0
10:30 to 10:45	0	0	0	0	5	3	2	10	0	0	0	0
10:45 to 11:00	0	0	0	0	11	0	2	13	0	0	0	0
11:00 to 11:15	0	0	0	0	4	1	3	8	0	0	0	0
11:15 to 11:30	0	0	0	0	4	2	3	9	0	0	0	0
11:30 to 11:45	0	0	0	0	4	1	2	7	0	0	0	0
11:45 to 12:00	0	0	0	0	3	1	1	5	0	0	0	0
12:00 to 12:15	0	0	0	0	3	1	0	4	0	0	0	0
12:15 to 12:30	0	0	0	0	6	3	4	13	0	0	0	0
12:30 to 12:45	0	0	0	0	6	0	1	7	0	0	0	0
12:45 to 13:00	0	0	0	0	10	0	1	11	0	0	0	0
13:00 to 13:15	0	0	0	0	7	0	1	8	0	0	0	0
13:15 to 13:30	0	0	0	0	4	1	2	7	0	0	0	0
13:30 to 13:45	0	0	0	0	3	0	0	3	0	0	0	0
13:45 to 14:00	0	0	0	0	8	0	1	9	0	0	0	0
14:00 to 14:15	0	0	0	0	2	0	1	3	0	0	0	0
14:15 to 14:30	1	0	0	1	4	1	1	6	0	0	0	0
14:30 to 14:45	1	0	0	1	6	1	2	9	0	0	0	0
14:45 to 15:00	0	0	0	0	2	0	1	3	0	0	0	0
15:00 to 15:15	0	0	0	0	1	1	1	3	0	0	0	0
15:15 to 15:30	0	0	0	0	1	0	0	1	0	0	0	0
15:30 to 15:45	0	0	0	0	5	1	1	7	0	0	0	0
15:45 to 16:00	0	0	0	0	5	0	0	5	0	0	0	0
16:00 to 16:15	0	0	0	0	4	1	0	5	0	0	0	0
16:15 to 16:30	0	0	0	0	5	2	1	8	0	0	0	0
16:30 to 16:45	1	0	0	1	1	0	0	1	0	0	0	0
16:45 to 17:00	0	0	0	0	2	0	2	4	0	0	0	0
17:00 to 17:15	0	0	0	0	1	1	1	3	0	0	0	0
17:15 to 17:30	0	0	0	0	2	0	1	3	0	0	0	0
17:30 to 17:45	0	0	0	0	3	0	0	3	0	0	0	0
17:45 to 18:00	0	0	0	0	3	0	2	5	0	0	0	0
18:00 to 18:15	0	0	0	0	3	1	0	4	0	0	0	0
18:15 to 18:30	0	0	0	0	4	0	1	5	0	0	0	0
18:30 to 18:45	0	0	0	0	4	0	3	7	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	0	1	0	1	1	0	0	1	0	0	0	0
19:15 to 19:30	0	0	0	0	2	2	0	4	0	0	0	0
19:30 to 19:45	0	0	0	0	0	1	0	1	0	0	0	0
19:45 to 20:00	0	0	0	0	0	0	1	1	0	0	0	0
20:00 to 20:15	0	0	0	0	2	1	1	4	0	0	0	0
20:15 to 20:30	0	0	0	0	1	0	1	2	0	0	0	0
20:30 to 20:45	0	0	0	0	2	3	0	5	0	0	0	0
20:45 to 21:00	0	0	0	0	1	1	0	2	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45	0	0	0	0	1	0	1	2	0	0	0	0
21:45 to 22:00	0	0	0	0	0	1	0	1	0	0	0	0
22:00 to 22:15	0	0	0	0	1	1	1	3	0	0	0	0
22:15 to 22:30	0	0	0	0	0	1	0	1	0	0	0	0
22:30 to 22:45	0	0	0	0	1	0	1	2	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	0	0	1	1	1	3	0	0	0	0

23:30 to 23:45	0	0	0	0	1	1	1	3			0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0			0	0	0	0
24hr Totals	3	1	0	4	235	41	73	349			0	0	0	0

Approach	Millmerran Inglewood Rd												Blackwell Rd											
Direction																								
Time Period																								
	Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1							
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
5:30 to 5:45	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1							
6:00 to 6:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0							
6:15 to 6:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0							
6:30 to 6:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
6:45 to 7:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
7:00 to 7:15	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
7:15 to 7:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
7:45 to 8:00	6	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:00 to 8:15	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:15 to 8:30	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:30 to 8:45	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:45 to 9:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:00 to 9:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:15 to 9:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:30 to 9:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:45 to 10:00	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
10:00 to 10:15	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0							
10:15 to 10:30	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
10:30 to 10:45	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0							
10:45 to 11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:00 to 11:15	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:15 to 11:30	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:30 to 11:45	5	2	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:45 to 12:00	2	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
12:00 to 12:15	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0							
12:15 to 12:30	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
12:30 to 12:45	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0							
12:45 to 13:00	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:00 to 13:15	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:15 to 13:30	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:30 to 13:45	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:45 to 14:00	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
14:00 to 14:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0							
14:15 to 14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0							
14:30 to 14:45	2	0	0	2	0	0	0																	

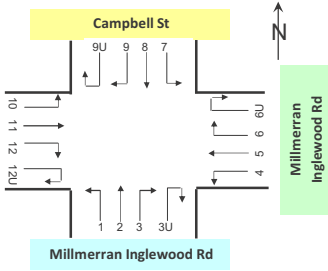
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 54. Millmerran Inglewood Rd / Blackwell Rd
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	1	0	0	1	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	1	1	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	1	1	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	2	0	0	2	0	0	0	0
5:45 to 6:00	0	0	0	0	1	1	0	2	0	0	0	0
6:00 to 6:15	0	0	0	0	1	1	0	2	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	2	0	0	2	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	1	1	0	2	0	0	0	0
7:30 to 7:45	0	0	0	0	1	0	0	1	0	0	0	0
7:45 to 8:00	0	0	0	0	4	0	1	5	0	0	0	0
8:00 to 8:15	0	0	0	0	3	2	0	5	0	0	0	0
8:15 to 8:30	0	0	0	0	2	0	0	2	0	0	0	0
8:30 to 8:45	0	0	0	0	2	0	0	2	0	0	0	0
8:45 to 9:00	0	0	0	0	4	2	0	6	0	0	0	0
9:00 to 9:15	0	0	0	0	3	0	0	3	0	0	0	0
9:15 to 9:30	0	0	0	0	4	0	0	4	0	0	0	0
9:30 to 9:45	0	0	0	0	6	0	1	7	0	0	0	0
9:45 to 10:00	0	0	0	0	3	1	0	4	0	0	0	0
10:00 to 10:15	0	0	0	0	1	0	0	1	0	0	0	0
10:15 to 10:30	0	0	0	0	6	1	0	7	0	0	0	0
10:30 to 10:45	0	0	0	0	6	0	1	7	0	0	0	0
10:45 to 11:00	0	0	0	0	14	0	0	14	0	0	0	0
11:00 to 11:15	0	0	0	0	5	1	0	6	0	0	0	0
11:15 to 11:30	0	0	0	0	5	1	0	6	0	0	0	0
11:30 to 11:45	0	0	0	0	3	0	0	3	0	0	0	0
11:45 to 12:00	0	0	0	0	4	0	0	4	0	0	0	0
12:00 to 12:15	0	0	0	0	1	0	0	1	0	0	0	0
12:15 to 12:30	0	0	0	0	4	0	0	4	0	0	0	0
12:30 to 12:45	0	0	0	0	5	1	0	6	0	0	0	0
12:45 to 13:00	0	0	0	0	4	0	0	4	0	0	0	0
13:00 to 13:15	0	0	0	0	2	0	0	2	0	0	0	0
13:15 to 13:30	0	0	0	0	3	0	1	4	0	0	0	0
13:30 to 13:45	0	0	0	0	4	0	0	4	0	0	0	0
13:45 to 14:00	0	0	0	0	0	1	0	1	0	0	0	0
14:00 to 14:15	0	0	0	0	6	1	0	7	0	0	0	0
14:15 to 14:30	0	0	0	0	5	0	0	5	0	0	0	0
14:30 to 14:45	0	0	0	0	3	0	0	3	0	0	0	0
14:45 to 15:00	0	0	0	0	5	0	0	5	0	0	0	0
15:00 to 15:15	0	0	0	0	2	1	0	3	0	0	0	0
15:15 to 15:30	0	0	0	0	4	0	0	4	0	0	0	0
15:30 to 15:45	0	0	0	0	5	0	0	5	0	0	0	0
15:45 to 16:00	0	0	0	0	3	0	1	4	0	0	0	0
16:00 to 16:15	0	0	0	0	0	0	1	1	0	0	0	0
16:15 to 16:30	0	0	0	0	5	0	1	6	0	0	0	0
16:30 to 16:45	0	0	0	0	3	0	0	3	0	0	0	0
16:45 to 17:00	0	0	0	0	2	0	0	2	0	0	0	0
17:00 to 17:15	0	0	0	0	1	0	2	3	0	0	0	0
17:15 to 17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	0	0	0	0	3	1	3	7	0	0	0	0
17:45 to 18:00	0	0	0	0	0	1	1	2	0	0	0	0
18:00 to 18:15	0	0	0	0	0	0	1	1	0	0	0	0
18:15 to 18:30	0	0	0	0	2	0	0	2	0	0	0	0
18:30 to 18:45	0	0	0	0	1	0	0	1	0	0	0	0
18:45 to 19:00	0	0	0	0	2	0	0	2	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	0	2	1	0	3	0	0	0	0
19:30 to 19:45	0	0	0	0	1	0	0	1	0	0	0	0
19:45 to 20:00	0	0	0	0	0	1	2	3	0	0	0	0
20:00 to 20:15	0	0	0	0	0	0	1	1	0	0	0	0
20:15 to 20:30	0	0	0	0	1	0	0	1	0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	0	0	1	1	0	2	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30	0	0	0	0	0	1	0	1	0	0	0	0
21:30 to 21:45	0	0	0	0	1	0	0	1	0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	1	1	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	0	0	0	0	1	1	0	0	0	0

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 55. Millmerran Inglewood Rd / Campbell St
Day/Date	: Tue, 22nd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

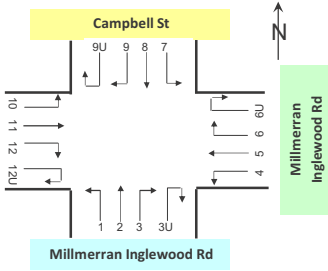
Approach	Millmerran Inglewood Rd												Millmerran Inglewood Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
4:15 to 4:30	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	
5:00 to 5:15	1	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	
5:15 to 5:30	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	
5:30 to 5:45	0	0	0	0	1	1	0	2	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	
5:45 to 6:00	3	0	0	3	2	1	0	3	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	
6:00 to 6:15	2	0	0	2	0	0	1	1	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	
6:15 to 6:30	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	
6:30 to 6:45	1	1	0	2	0	0	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	0	0	0	
6:45 to 7:00	1	1	0	2	4	1	1	6	0	0	0	0	4	5	2	11	0	0	0	0	0	0	0	0	
7:00 to 7:15	1	0	0	1	2	0	1	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
7:15 to 7:30	3	1	0	4	0	1	1	2	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	
7:30 to 7:45	4	0	0	4	1	2	0	3	0	0	0	0	3	1	1	5	0	0	0	0	0	0	0	0	
7:45 to 8:00	6	1	1	8	1	0	3	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
8:00 to 8:15	2	0	1	3	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	7	2	0	9	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	
8:30 to 8:45	3	0	0	3	1	3	1	5	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	
8:45 to 9:00	2	1	0	3	6	2	0	8	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	
9:00 to 9:15	4	0	1	5	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	
9:15 to 9:30	3	2	0	5	2	2	1	5	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
9:30 to 9:45	5	0	0	5	0	2	0	2	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	
9:45 to 10:00	1	0	0	1	2	1	0	3	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	
10:00 to 10:15	3	1	0	4	1	1	2	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
10:15 to 10:30	3	0	0	3	2	1	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
10:30 to 10:45	2	0	0	2	1	1	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
10:45 to 11:00	3	3	0	6	1	0	1	2	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	1	0	1	1	1	3	5	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	
11:15 to 11:30	2	1	1	4	2	0	3	5	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	
11:30 to 11:45	5	0	0	5	4	0	1	5	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
11:45 to 12:00	1	0	0	1	2	1	1	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
12:00 to 12:15	0	1	1	2	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
12:15 to 12:30	3	0	0	3	1	1	1	3	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	
12:30 to 12:45	2	0	0	2	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	1	0	0	1	2	1	2	5	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	
13:00 to 13:15	3	0	0	3	1	1	1	3	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	
13:15 to 13:30	3	2	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
13:45 to 14:00	4	1	0	5	1	1	1	3	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0		

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Direction 6 (Right Turn)				Direction 6U (U Turn)			
Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
5	0	0	5	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
3	0	0	3	0	0	0	0
4	0	0	4	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0
1	0	0	1	0	0	0	0
2	0	0	2	0	0	0	0
3	0	0	3	0	0	0	0
1	0	0	1	0	0	0	0
3	1	0	4	0	0	0	0
10	1	0	11	0	0	0	0
3	1	0	4	0	0	0	0
3	1	0	4	0	0	0	0
3	1	0	4	0	0	0	0
2	2	0	4	0	0	0	0
3	0	0	3	0	0	0	0
3	1	0	4	0	0	0	0
5	1	0	6	0	0	0	0
4	1	0	5	0	0	0	0
6	0	0	6	0	0	0	0
3	2	1	6	0	0	0	0
3	2	0	5	0	0	0	0
5	0	0	5	0	0	0	0
6	0	2	8	0	0	0	0
5	1	0	6	0	0	0	0
3	2	0	5	0	0	0	0
3	2	0	5	0	0	0	0
2	0	0	2	0	0	0	0
4	0	1	5	0	0	0	0
1	1	0	2	0	0	0	0
5	1	0	6	0	0	0	0
3	0	0	3	0	0	0	0
2	0	0	2	0	0	0	0
2	0	1	3	0	0	0	0
6	1	0	7	0	0	0	0
0	1	0	1	0	0	0	0
1	1	0	2	0	0	0	0
0	0	0	0	0	0	0	0
0	2	0	2	0	0	0	0
2	2	0	4	0	0	0	0
4	1	0	5	0	0	0	0
1	2	0	3	0	0	0	0
5	1	0	6	0	0	0	0
9	0	0	9	0	0	0	0
6	0	0	6	0	0	0	0
9	0	0	9	0	0	0	0
6	0	0	6	0	0	0	0
2	0	0	2	0	0	0	0
3	0	0	3	0	0	0	0
2	0	0	2	0	0	0	0
4	1	0	5	0	0	0	0
1	0	0	1	0	0	0	0
5	0	0	5	0	0	0	0
4	0	0	4	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
1	0	1	2	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0		

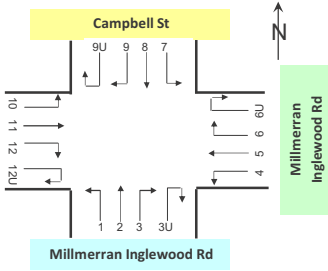
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 55. Millmerran Inglewood Rd / Campbell St
Day/Date	: Thu, 24th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Millmerran Inglewood Rd												Millmerran Inglewood Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	4	5								
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1								
4:45 to 5:00	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0								
5:00 to 5:15	3	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	1								
5:15 to 5:30	2	0	0	2	0	1	0	1	0	0	0	0	0	1	0	0	1								
5:30 to 5:45	3	0	0	3	1	0	0	1	0	0	0	0	0	1	0	1	2								
5:45 to 6:00	4	0	0	4	2	0	1	3	0	0	0	0	0	1	1	1	3								
6:00 to 6:15	0	0	1	1	0	0	0	0	0	0	0	0	0	1	2	1	4								
6:15 to 6:30	1	0	0	1	1	0	0	1	0	0	0	0	0	2	0	0	2								
6:30 to 6:45	2	0	0	2	0	1	1	2	0	0	0	0	0	7	0	1	8								
6:45 to 7:00	1	0	1	2	2	0	1	3	0	0	0	0	0	0	1	1	2								
7:00 to 7:15	5	2	0	7	3	1	2	6	0	0	0	0	0	1	0	0	1								
7:15 to 7:30	3	0	0	3	1	2	0	3	0	0	0	0	0	2	2	0	4								
7:30 to 7:45	2	0	1	3	1	0	1	2	0	0	0	0	0	0	0	0	0								
7:45 to 8:00	4	0	0	4	1	0	0	1	0	0	0	0	0	1	1	1	3								
8:00 to 8:15	7	0	0	7	0	1	1	2	0	0	0	0	0	1	1	3	5								
8:15 to 8:30	8	1	0	9	1	1	1	3	0	0	0	0	0	2	0	1	3								
8:30 to 8:45	8	0	0	8	2	0	0	2	0	0	0	0	0	0	0	0	0								
8:45 to 9:00	11	1	0	12	8	0	2	10	0	0	0	0	0	4	3	0	7								
9:00 to 9:15	5	2	3	10	0	0	1	1	0	0	0	0	0	2	1	0	3								
9:15 to 9:30	2	0	0	2	1	1	2	4	0	0	0	0	0	1	1	1	3								
9:30 to 9:45	3	0	1	4	3	1	0	4	0	0	0	0	0	2	0	0	2								
9:45 to 10:00	2	2	1	5	3	0	1	4	0	0	0	0	0	3	0	0	3								
10:00 to 10:15	4	2	0	6	0	0	2	2	0	0	0	0	0	0	0	0	0								
10:15 to 10:30	3	0	0	3	1	1	2	4	0	0	0	0	0	3	1	1	5								
10:30 to 10:45	1	3	0	4	3	1	3	7	0	0	0	0	0	2	0	0	2								
10:45 to 11:00	8	0	1	9	1	0	0	1	0	0	0	0	0	0	0	0	0								
11:00 to 11:15	5	0	0	5	3	0	1	4	0	0	0	0	0	3	1	2	6								
11:15 to 11:30	6	1	0	7	1	2	3	6	0	0	0	0	0	1	0	1	2								
11:30 to 11:45	2	1	1	4	3	0	1	4	0	0	0	0	0	2	0	2	4								
11:45 to 12:00	4	2	0	6	1	0	2	3	0	0	0	0	0	0	0	0	0								
12:00 to 12:15	2	0	0	2	1	1	0	2	0	0	0	0	0	1	1	0	2								
12:15 to 12:30	6	0	0	6	1	0	3	4	0	0	0	0	0	1	0	1	2								
12:30 to 12:45	5	1	0	6	2	2	2	6	0	0	0	0	0	2	0	0	2								
12:45 to 13:00	9	1	0	10	2	0	1	3	0	0	0	0	0	3	0	1	4								
13:00 to 13:15	2	2	1	5	1	1	1	3	0	0	0	0	0	1	0	0	1								
13:15 to 13:30	4	0	0	4	2	0	2	4	0	0	0	0	0	0	1	1	2								
13:30 to 13:45	3	1	0	4	1	1	0	2	0	0	0	0	0	2	0	0	2								
13:45 to 14:00	2	2	1	5	3	0	1	4	0	0	0	0	0	1	1	0	2								
14:00 to 14:15	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	0	2								
14:15 to 14:30	3	1	0	4	3	0	1	4	0	0	0	0	0	0	0	0	0								
14:30 to 14:45	3	0	0	3	3	0	1	4	0	0	0	0	0	1	0	0	1								
14:45 to 15:00	7	0	0	7	3	2	3	8	0	0	0	0	0	1											

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 55. Millmerran Inglewood Rd / Campbell St
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

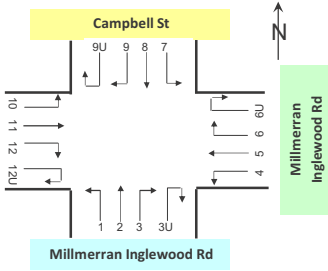
Approach	Millmerran Inglewood Rd												Millmerran Inglewood Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1								
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0								
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:30 to 3:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0								
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1								
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30 to 4:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	3	4								
4:45 to 5:00	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1								
5:00 to 5:15	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	2	3								
5:15 to 5:30	3	1	0	4	0	0	1	1	0	0	0	0	0	2	0	0	2								
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	4								
5:45 to 6:00	3	0	0	3	1	0	0	1	0	0	0	0	0	2	1	0	3								
6:00 to 6:15	1	0	0	1	0	1	0	1	0	0	0	0	0	2	1	0	3								
6:15 to 6:30	1	0	0	1	4	0	0	4	0	0	0	0	0	5	1	0	6								
6:30 to 6:45	6	0	0	6	1	0	1	2	0	0	0	0	0	11	2	2	15								
6:45 to 7:00	3	1	0	4	2	2	1	5	0	0	0	0	0	2	1	1	4								
7:00 to 7:15	4	1	0	5	1	2	2	5	0	0	0	0	0	1	0	0	1								
7:15 to 7:30	4	0	0	4	7	1	0	8	0	0	0	0	0	1	1	0	2								
7:30 to 7:45	4	0	0	4	1	0	0	1	0	0	0	0	0	2	0	1	3								
7:45 to 8:00	4	0	0	4	2	0	0	2	0	0	0	0	0	0	0	0	0								
8:00 to 8:15	1	0	0	1	4	0	1	5	0	0	0	0	0	2	1	0	3								
8:15 to 8:30	11	0	0	11	4	2	1	7	0	0	0	0	0	1	0	2	3								
8:30 to 8:45	4	0	1	5	4	1	0	5	0	0	0	0	0	3	1	1	5								
8:45 to 9:00	3	0	0	3	1	1	0	2	0	0	0	0	0	1	1	0	2								
9:00 to 9:15	2	0	0	2	1	1	1	3	0	0	0	0	0	0	0	0	0								
9:15 to 9:30	3	1	0	4	3	0	0	3	0	0	0	0	0	0	0	0	0								
9:30 to 9:45	2	1	0	3	1	1	1	3	0	0	0	0	0	1	1	1	3								
9:45 to 10:00	3	2	0	5	3	3	1	7	0	0	0	0	0	0	2	4	6								
10:00 to 10:15	4	0	0	4	0	1	0	1	0	0	0	0	0	0	0	0	0								
10:15 to 10:30	5	0	0	5	2	2	0	4	0	0	0	0	0	1	0	0	1								
10:30 to 10:45	6	1	0	7	0	1	0	1	0	0	0	0	0	1	0	0	1								
10:45 to 11:00	3	1	0	4	3	1	1	5	0	0	0	0	0	3	0	1	4								
11:00 to 11:15	1	0	0	1	3	0	0	3	0	0	0	0	0	2	0	0	2								
11:15 to 11:30	5	1	0	6	3	2	0	5	0	0	0	0	0	0	1	0	1								
11:30 to 11:45	4	0	0	4	1	0	1	2	0	0	0	0	0	1	1	0	2								
11:45 to 12:00	7	1	0	8	1	1	2	4	0	0	0	0	0	0	0	1	1								
12:00 to 12:15	3	0	0	3	2	0	0	2	0	0	0	0	0	2	0	0	2								
12:15 to 12:30	4	0	0	4	1	0	3	4	0	0	0	0	0	1	0	1	2								
12:30 to 12:45	5	2	0	7	2	1	1	4	0	0	0	0	0	3	0	0	3								
12:45 to 13:00	5	0	0	5	3	3	0	6	0	0	0	0	0	0	0	1	1								
13:00 to 13:15	6	1	0	7	4	0	0	4	0	0	0	0	0	2	0	1	3								
13:15 to 13:30	4	0	0	4	1	1	0	2	0	0	0	0	0	3	0	0	3								
13:30 to 13:45	4	0	0	4	4	0	0	4	0	0	0	0	0	3	0	0	3								
13:45 to 14:00	4	0	0	4	2	0	0	2	0	0	0	0	0	4	1	0	5								
14:00 to 14:15	2	0	0	2	1	0	1	2	0	0	0	0	0	1	0	0	1								
14:15 to 14:30	4	0	0	4	2	1	0	3	0	0	0	0	0	4	1	0	5								
14:30 to 14:45	3	1	0	4	1	1	0	2	0	0	0	0	0	3	0	0	3								
14:45 to 15:00	4	1	0	5	2	1	0	3	0	0	0	0	0	2	0	0	2								

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Direction 6 (Right Turn)				Direction 6U (U Turn)			
Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
3	0	0	3	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
0	1	0	1	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
2	0	0	2	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0
0	1	1	2	0	0	0	0
0	0	0	0	0	0	0	0
4	0	0	4	0	0	0	0
3	0	0	3	0	0	0	0
1	0	0	1	0	0	0	0
3	0	0	3	0	0	0	0
2	0	0	2	0	0	0	0
2	0	0	2	0	0	0	0
3	0	0	3	0	0	0	0
3	0	0	3	0	0	0	0
3	1	0	4	0	0	0	0
6	0	0	6	0	0	0	0
4	0	0	4	0	0	0	0
6	0	0	6	0	0	0	0
0	1	0	1	0	0	0	0
3	1	0	4	0	0	0	0
3	0	0	3	0	0	0	0
3	0	0	3	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
2	0	0	2	0	0	0	0
2	0	1	3	0	0	0	0
3	0	0	3	0	0	0	0
5	0	0	5	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
6	0	0	6	0	0	0	0
1	1	0	2	0	0	0	0
4	1	0	5	0	0	0	0
3	0	0	3	0	0	0	0
1	0	0	1	0	0	0	0
4	0	0	4	0	0	0	0
2	0	0	2	0	0	0	0
3	0	0	3	0	0	0	0
7	0	0	7	0	0	0	0
1	0	0	1	0	0	0	0
4	0	0	4	0	0	0	0
0	0	0	0	0	0	0	0
7	0	0	7	0	0	0	0
1	0	0	1	0	0	0	0
2	0	0	2	0	0	0	0
2	0	0	2	0	0	0	0
1	0	0	1	0	0	0	0
2	0	0	2	0	0	0	0
1	0	0	1	0	0	0	0
3	0	0	3	0	0	0	0
1	0	0	1	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0					

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 55. Millmerran Inglewood Rd / Campbell St
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

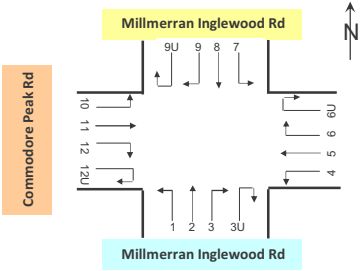
Approach	Millmerran Inglewood Rd												Millmerran Inglewood Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
4:45 to 5:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
5:45 to 6:00	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 to 6:15	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 to 6:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 to 6:45	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 to 7:00	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 to 7:15	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
7:30 to 7:45	2	0	0	2	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
7:45 to 8:00	3	0	0	3	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	
8:00 to 8:15	3	0	0	3	0	1	1	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	
8:15 to 8:30	5	0	0	5	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	2	0	0	2	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	
8:45 to 9:00	3	0	0	3	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
9:00 to 9:15	3	0	0	3	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	5	0	0	5	2	0	0	2	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	
9:30 to 9:45	4	0	0	4	1	0	1	2	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	
9:45 to 10:00	3	0	0	3	2	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	
10:00 to 10:15	2	0	0	2	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
10:15 to 10:30	5	0	0	5	2	0	0	2	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	
10:30 to 10:45	5	1	0	6	2	0	0	2	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	
10:45 to 11:00	6	0	0	6	8	0	1	9	0	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	
11:00 to 11:15	6	0	0	6	2	0	1	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
11:15 to 11:30	4	0	0	4	3	0	0	3	0	0	0	0	0	4	0	2	6	0	0	0	0	0	0	0	
11:30 to 11:45	2	0	0	2	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
11:45 to 12:00	3	0	0	3	3	0	0	3	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	
12:00 to 12:15	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	
12:15 to 12:30	1	0	0	1	1	0	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	
12:30 to 12:45	3	0	0	3	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	
12:45 to 13:00	6	0	0	6	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
13:00 to 13:15	3	0	0	3	2	0	0	2	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	
13:15 to 13:30	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
13:30 to 13:45	1	0	0	1	3	0	1	4	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	
13:45 to 14:00	3	0	0	3	1	0	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	
14:00 to																									

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	7	2	0	9	239	71	61	371			0	0	0	0

Approach	Millmerran Inglewood Rd												Commodore Peak Rd											
Direction																								
Time Period																								
	Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	7	1	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	5	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	6	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	18	4	1	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	7	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	5	2	2	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	5	1	1	7	0	0	0	0	0	0	0	0	0	1	0	0	1							
8:00 to 8:15	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1							
8:15 to 8:30	3	2	0	5	0	0	0	0	0	0	0	0	0	1	0	0	1							
8:30 to 8:45	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:45 to 9:00	3	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:00 to 9:15	4	2	0	6	0	1	0	1	0	0	0	0	0	0	0	0	0							
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:30 to 9:45	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:45 to 10:00	7	1	1	9	0	0	0	0	0	0	0	0	0	1	0	0	1							
10:00 to 10:15	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
10:15 to 10:30	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0							
10:30 to 10:45	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0							
10:45 to 11:00	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:00 to 11:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:15 to 11:30	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:30 to 11:45	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:45 to 12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
12:00 to 12:15	3	1	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1							
12:15 to 12:30	4	1	2	7	1	0	0	1	0	0	0	0	0	1	0	0	1							
12:30 to 12:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0							
12:45 to 13:00	3	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:00 to 13:15	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:15 to 13:30	3	0	0	3	0	0	0	0	0	1	0	0	1	1	0	0	1							
13:30 to 13:45	5	2	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0							
13:45 to 14:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0							
14:00 to 14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
14:15 to 14:30	3	0	0	3	0	0	0																	

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 56. Millmerran Inglewood Rd / Commodore Peak Rd
Day/Date	: Thu, 24th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

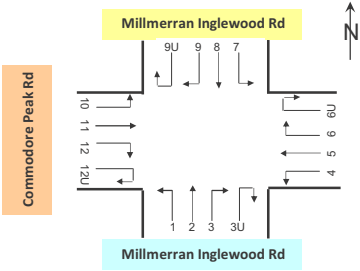
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	1	0	1	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	2	2	0	0	0	0
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	1	0	0	1	0	1	0	1	0	0	0	0
4:30 to 4:45	0	0	0	0	0	1	1	2	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	2	0	1	3	0	0	0	0
5:15 to 5:30	0	0	0	0	2	0	1	3	0	0	0	0
5:30 to 5:45	0	0	0	0	2	0	0	2	0	0	0	0
5:45 to 6:00	0	0	0	0	2	0	1	3	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	1	2	0	0	0	0
6:15 to 6:30	0	0	0	0	2	0	1	3	0	0	0	0
6:30 to 6:45	0	0	0	0	1	1	1	3	0	0	0	0
6:45 to 7:00	0	0	0	0	4	1	1	6	0	0	0	0
7:00 to 7:15	0	0	0	0	7	0	3	10	0	0	0	0
7:15 to 7:30	0	0	0	0	3	2	0	5	0	0	0	0
7:30 to 7:45	0	0	0	0	3	0	2	5	0	0	0	0
7:45 to 8:00	0	0	0	0	6	0	0	6	0	0	0	0
8:00 to 8:15	0	0	0	0	6	1	1	8	0	0	0	0
8:15 to 8:30	1	0	0	1	7	2	1	10	0	0	0	0
8:30 to 8:45	0	0	0	0	12	0	1	13	0	0	0	0
8:45 to 9:00	0	0	0	0	14	3	2	19	0	0	0	0
9:00 to 9:15	0	0	0	0	3	0	5	8	0	0	0	0
9:15 to 9:30	0	0	0	0	4	1	0	5	0	0	0	0
9:30 to 9:45	0	0	0	0	5	2	1	8	0	0	0	0
9:45 to 10:00	0	0	0	0	4	2	2	8	0	0	0	0
10:00 to 10:15	0	0	0	0	2	1	2	5	0	0	0	0
10:15 to 10:30	0	0	0	0	5	1	2	8	0	0	0	0
10:30 to 10:45	1	0	0	1	5	3	3	11	0	0	0	0
10:45 to 11:00	0	0	0	0	10	0	1	11	0	0	0	0
11:00 to 11:15	0	0	0	0	7	0	3	10	0	0	0	0
11:15 to 11:30	0	0	0	0	3	4	1	8	0	0	0	0
11:30 to 11:45	0	0	0	0	6	1	1	8	0	0	0	0
11:45 to 12:00	0	0	0	0	5	2	2	9	0	0	0	0
12:00 to 12:15	0	0	0	0	3	1	0	4	0	0	0	0
12:15 to 12:30	0	0	0	0	7	1	4	12	0	0	0	0
12:30 to 12:45	1	0	0	1	4	3	1	8	0	0	0	0
12:45 to 13:00	0	0	0	0	10	0	1	11	0	0	0	0
13:00 to 13:15	0	0	0	0	10	0	1	11	0	0	0	0
13:15 to 13:30	0	0	0	0	4	0	1	5	0	0	0	0
13:30 to 13:45	0	0	0	0	3	3	1	7	0	0	0	0
13:45 to 14:00	1	0	0	1	8	1	1	10	0	0	0	0
14:00 to 14:15	0	0	0	0	1	1	0	2	0	0	0	0
14:15 to 14:30	0	0	0	0	6	1	2	9	0	0	0	0
14:30 to 14:45	0	0	0	0	6	2	2	10	0	0	0	0
14:45 to 15:00	0	0	0	0	9	0	2	11	0	0	0	0
15:00 to 15:15	0	0	0	0	10	0	0	10	0	0	0	0
15:15 to 15:30	0	0	0	0	5	0	0	5	0	0	0	0
15:30 to 15:45	0	0	0	0	17	1	1	19	0	0	0	0
15:45 to 16:00	0	0	0	0	5	0	0	5	0	0	0	0
16:00 to 16:15	0	0	0	0	7	1	0	8	0	0	0	0
16:15 to 16:30	0	0	0	0	5	2	1	8	0	0	0	0
16:30 to 16:45	0	0	0	0	3	0	2	5	0	0	0	0
16:45 to 17:00	0	0	0	0	2	0	1	3	0	0	0	0
17:00 to 17:15	0	0	0	0	6	1	3	10	0	0	0	0
17:15 to 17:30	0	0	0	0	6	0	0	6	0	0	0	0
17:30 to 17:45	0	0	0	0	3	0	2	5	0	0	0	0
17:45 to 18:00	0	0	0	0	3	0	2	5	0	0	0	0
18:00 to 18:15	0	0	0	0	5	1	2	8	0	0	0	0
18:15 to 18:30	1	0	0	1	6	0	0	6	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0	3	3	0	0	0	0
18:45 to 19:00	0	0	0	0	3	1	0	4	0	0	0	0
19:00 to 19:15	0	0	0	0	5	2	0	7	0	0	0	0
19:15 to 19:30	0	0	0	0	0	1	0	1	0	0	0	0
19:30 to 19:45	0	0	0	0	0	1	0	1	0	0	0	0
19:45 to 20:00	0	0	0	0	1	1	1	3	0	0	0	0
20:00 to 20:15	0	0	0	0	1	0	1	2	0	0	0	0
20:15 to 20:30	0	0	0	0	3	1	1	5	0	0	0	0
20:30 to 20:45	0	0	0	0	2	1	0	3	0	0	0	0
20:45 to 21:00	0	0	0	0	0	2	1	3	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	1	1	0	0	0	0
21:15 to 21:30	0	0	0	0	0	1	1	2	0	0	0	0
21:30 to 21:45	0	0	0	0	0	0	1	1	0	0	0	0
21:45 to 22:00	0	0	0	0	1	0	0	1	0	0	0	0
22:00 to 22:15	0	0	0	0	1	2	1	4	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	2	0	2	0	0	0	0
23:15 to 23:30	0	0	0	0	1	1	2	4	0	0	0	0

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 56. Millmerran Inglewood Rd / Commodore Peak Rd
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



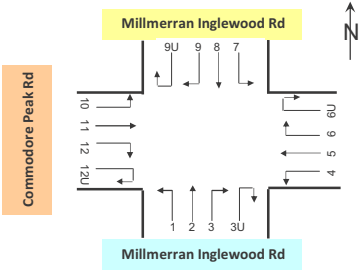
Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	1	0	0	1	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	1	1	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	1	0	1	0	0	0	0
3:45 to 4:00	0	0	0	0	0	1	0	1	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	1	2	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	1	3	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	1	1	0	0	0	0
5:15 to 5:30	0	0	0	0	0	2	1	3	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	1	0	0	0	0
5:45 to 6:00	0	0	0	0	1	0	0	1	0	0	0	0
6:00 to 6:15	0	0	0	0	1	1	0	2	0	0	0	0
6:15 to 6:30	0	0	0	0	5	0	0	5	0	0	0	0
6:30 to 6:45	0	0	0	0	3	0	2	5	0	0	0	0
6:45 to 7:00	0	0	0	0	5	4	1	10	0	0	0	0
7:00 to 7:15	0	0	0	0	7	0	3	10	0	0	0	0
7:15 to 7:30	0	0	0	0	9	1	0	10	0	0	0	0
7:30 to 7:45	0	0	0	0	4	0	0	4	0	0	0	0
7:45 to 8:00	0	0	0	0	5	0	0	5	0	0	0	0
8:00 to 8:15	0	0	0	0	6	0	1	7	0	0	0	0
8:15 to 8:30	1	0	0	1	10	4	0	14	0	0	0	0
8:30 to 8:45	0	0	0	0	5	0	1	6	0	0	0	0
8:45 to 9:00	0	0	0	0	4	1	1	6	0	0	0	0
9:00 to 9:15	0	0	0	0	5	0	0	5	0	0	0	0
9:15 to 9:30	0	0	0	0	4	1	0	5	0	0	0	0
9:30 to 9:45	0	0	0	0	5	0	2	7	0	0	0	0
9:45 to 10:00	0	0	0	0	6	1	1	8	0	0	0	0
10:00 to 10:15	0	0	0	0	6	0	0	6	0	0	0	0
10:15 to 10:30	0	0	0	0	7	1	0	8	0	0	0	0
10:30 to 10:45	0	0	0	0	5	4	0	9	0	0	0	0
10:45 to 11:00	0	0	0	0	5	3	1	9	0	0	0	0
11:00 to 11:15	0	0	0	0	4	0	0	4	0	0	0	0
11:15 to 11:30	0	0	0	0	7	3	0	10	0	0	0	0
11:30 to 11:45	0	0	0	0	6	0	1	7	0	0	0	0
11:45 to 12:00	0	0	0	0	6	1	1	8	0	0	0	0
12:00 to 12:15	0	0	0	0	5	0	0	5	0	0	0	0
12:15 to 12:30	0	0	0	0	6	0	3	9	0	0	0	0
12:30 to 12:45	0	0	0	0	6	3	1	10	0	0	0	0
12:45 to 13:00	0	0	0	0	9	1	1	11	0	0	0	0
13:00 to 13:15	0	0	0	0	12	1	0	13	0	0	0	0
13:15 to 13:30	0	0	0	0	3	1	0	4	0	0	0	0
13:30 to 13:45	0	0	0	0	8	0	0	8	0	0	0	0
13:45 to 14:00	0	0	0	0	5	1	0	6	0	0	0	0
14:00 to 14:15	1	0	0	1	2	0	0	2	0	0	0	0
14:15 to 14:30	0	0	0	0	4	1	0	5	0	0	0	0
14:30 to 14:45	0	0	0	0	5	2	0	7	0	0	0	0
14:45 to 15:00	0	0	0	0	6	1	0	7	0	0	0	0
15:00 to 15:15	0	0	0	0	11	1	1	13	0	0	0	0
15:15 to 15:30	0	0	0	0	12	0	2	14	0	0	0	0
15:30 to 15:45	0	0	0	0	13	0	0	13	0	0	0	0
15:45 to 16:00	0	0	0	0	8	1	0	9	0	0	0	0
16:00 to 16:15	0	0	0	0	7	1	0	8	0	0	0	0
16:15 to 16:30	0	0	0	0	7	0	0	7	0	0	0	0
16:30 to 16:45	0	0	0	0	6	1	0	7	0	0	0	0
16:45 to 17:00	0	0	0	0	5	0	0	5	0	0	0	0
17:00 to 17:15	0	0	0	0	6	1	0	7	0	0	0	0
17:15 to 17:30	0	0	0	0	8	0	0	8	0	0	0	0
17:30 to 17:45	0	0	0	0	0	0	1	1	0	0	0	0
17:45 to 18:00	0	0	0	0	4	0	2	6	0	0	0	0
18:00 to 18:15	0	0	0	0	7	2	1	10	0	0	0	0
18:15 to 18:30	0	0	0	0	3	0	0	3	0	0	0	0
18:30 to 18:45	1	0	0	1	2	0	0	2	0	0	0	0
18:45 to 19:00	0	0	0	0	8	0	0	8	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45	0	0	0	0	1	0	0	1	0	0	0	0
19:45 to 20:00	0	0	0	0	2	0	0	2	0	0	0	0
20:00 to 20:15	0	0	0	0	0	1	1	2	0	0	0	0
20:15 to 20:30	0	0	0	0	1	0	0	1	0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	0	0	1	0	0	1	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	1	1	0	0	0	0
21:15 to 21:30	0	0	0	0	1	0	1	2	0	0	0	0
21:30 to 21:45	0	0	0	0	1	1	0	2	0	0	0	0
21:45 to 22:00	0	0	0	0	1	0	1	2	0	0	0	0
22:00 to 22:15	0	0	0	0	0	2	0	2	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	1	1	0	0	0	0
22:45 to 23:00	0	0	0	0	2	0	0	2	0	0	0	0
23:00 to 23:15	0	0	0	0	1	0	0	1	0	0	0	0
23:15 to 23:30	0	0	0	0	1	0	0	1	0	0	0	0

23:30 to 23:45	0	0	0	0	1	0	0	1			0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0			0	0	0	0
24hr Totals	3	0	0	3	328	50	37	415			0	0	0	0

Approach	Millmerran Inglewood Rd												Commodore Peak Rd											
Direction																								
Time Period																								
	Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	1	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1							
5:30 to 5:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	15	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	9	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	2	4	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	8	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1							
13:45 to 14:00	3	1	0	4																				

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 56. Millmerran Inglewood Rd / Commodore Peak Rd
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

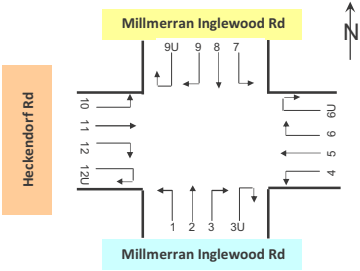
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	1	0	0	1	0	0	0	0
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	1	1	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	1	2	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	2	0	0	2	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	0	1	0	0	0	0
6:15 to 6:30	0	0	0	0	1	1	0	2	0	0	0	0
6:30 to 6:45	0	0	0	0	2	0	0	2	0	0	0	0
6:45 to 7:00	0	0	0	0	3	1	0	4	0	0	0	0
7:00 to 7:15	0	0	0	0	2	0	0	2	0	0	0	0
7:15 to 7:30	0	0	0	0	1	1	0	2	0	0	0	0
7:30 to 7:45	0	0	0	0	1	0	0	1	0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	0	2	0	0	0	0
8:00 to 8:15	1	0	0	1	2	1	1	4	0	0	0	0
8:15 to 8:30	0	0	0	0	2	0	1	3	0	0	0	0
8:30 to 8:45	0	0	0	0	3	0	0	3	0	0	0	0
8:45 to 9:00	0	0	0	0	3	1	0	4	0	0	0	0
9:00 to 9:15	0	0	0	0	3	0	0	3	0	0	0	0
9:15 to 9:30	0	0	0	0	5	0	0	5	0	0	0	0
9:30 to 9:45	0	0	0	0	4	0	0	4	0	0	0	0
9:45 to 10:00	0	0	0	0	3	0	1	4	0	0	0	0
10:00 to 10:15	0	0	0	0	1	1	0	2	0	0	0	0
10:15 to 10:30	0	0	0	0	4	0	0	4	0	0	0	0
10:30 to 10:45	0	0	0	0	6	0	1	7	0	0	0	0
10:45 to 11:00	0	0	0	0	9	0	0	9	0	0	0	0
11:00 to 11:15	0	0	0	0	5	1	0	6	0	0	0	0
11:15 to 11:30	0	0	0	0	8	0	0	8	0	0	0	0
11:30 to 11:45	0	0	0	0	1	0	0	1	0	0	0	0
11:45 to 12:00	0	0	0	0	3	0	0	3	0	0	0	0
12:00 to 12:15	0	0	0	0	1	0	0	1	0	0	0	0
12:15 to 12:30	0	0	0	0	2	0	0	2	0	0	0	0
12:30 to 12:45	0	0	0	0	3	1	0	4	0	0	0	0
12:45 to 13:00	0	0	0	0	4	0	0	4	0	0	0	0
13:00 to 13:15	0	0	0	0	3	0	0	3	0	0	0	0
13:15 to 13:30	0	0	0	0	4	0	0	4	0	0	0	0
13:30 to 13:45	0	0	0	0	2	0	0	2	0	0	0	0
13:45 to 14:00	0	0	0	0	1	0	0	1	0	0	0	0
14:00 to 14:15	0	0	0	0	6	1	0	7	0	0	0	0
14:15 to 14:30	0	0	0	0	6	0	0	6	0	0	0	0
14:30 to 14:45	0	0	0	0	3	0	0	3	0	0	0	0
14:45 to 15:00	0	0	0	0	2	0	0	2	0	0	0	0
15:00 to 15:15	0	0	0	0	0	1	0	1	0	0	0	0
15:15 to 15:30	0	0	0	0	7	0	0	7	0	0	0	0
15:30 to 15:45	0	0	0	0	4	0	0	4	0	0	0	0
15:45 to 16:00	0	0	0	0	6	0	0	6	0	0	0	0
16:00 to 16:15	0	0	0	0	2	0	1	3	0	0	0	0
16:15 to 16:30	0	0	0	0	3	0	0	3	0	0	0	0
16:30 to 16:45	0	0	0	0	6	0	1	7	0	0	0	0
16:45 to 17:00	0	0	0	0	5	0	0	5	0	0	0	0
17:00 to 17:15	0	0	0	0	0	0	1	1	0	0	0	0
17:15 to 17:30	0	0	0	0	2	0	1	3	0	0	0	0
17:30 to 17:45	0	0	0	0	4	0	2	6	0	0	0	0
17:45 to 18:00	0	0	0	0	3	0	1	4	0	0	0	0
18:00 to 18:15	0	0	0	0	0	0	1	1	0	0	0	0
18:15 to 18:30	0	0	0	0	3	0	0	3	0	0	0	0
18:30 to 18:45	0	0	0	0	2	0	0	2	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	0	2	0	1	3	0	0	0	0
19:30 to 19:45	0	0	0	0	1	0	0	1	0	0	0	0
19:45 to 20:00	0	0	0	0	1	0	0	1	0	0	0	0
20:00 to 20:15	0	0	0	0	0	0	1	1	0	0	0	0
20:15 to 20:30	0	0	0	0	1	0	0	1	0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	1	1	0	0	0	0
20:45 to 21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30	0	0	0	0	0	0	1	1	0	0	0	0
21:30 to 21:45	0	0	0	0	1	0	0	1	0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	1	1	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	1	1	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	1	0	0	1	0	0	0	0
23:15 to 23:30	0	0	0	0	1	0	0	1	0	0	0	0

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 59. Millmerran Inglewood Rd / Heckendorf Rd
Day/Date	: Thu, 24th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



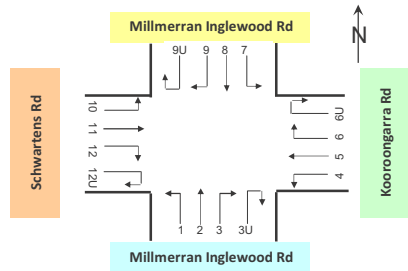
Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	1	1	1	3	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	0	0	1	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	2	3	0	0	0	0
5:15 to 5:30	0	0	0	0	1	0	0	1	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	1	0	0	0	0
5:45 to 6:00	0	0	0	0	1	0	1	2	0	0	0	0
6:00 to 6:15	0	0	0	0	4	0	0	4	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	1	1	0	0	0	0
6:30 to 6:45	0	0	0	0	3	0	1	4	0	0	0	0
6:45 to 7:00	0	0	0	0	3	0	0	3	0	0	0	0
7:00 to 7:15	0	0	0	0	5	1	1	7	0	0	0	0
7:15 to 7:30	0	0	0	0	1	0	1	2	0	0	0	0
7:30 to 7:45	0	0	0	0	4	0	0	4	0	0	0	0
7:45 to 8:00	0	0	0	0	6	0	0	6	0	0	0	0
8:00 to 8:15	0	1	0	1	4	0	1	5	0	0	0	0
8:15 to 8:30	0	0	0	0	4	0	1	5	0	0	0	0
8:30 to 8:45	0	0	0	0	9	0	1	10	0	0	0	0
8:45 to 9:00	0	0	0	0	4	0	2	6	0	0	0	0
9:00 to 9:15	0	0	0	0	3	2	4	9	0	0	0	0
9:15 to 9:30	0	0	0	0	6	0	0	6	0	0	0	0
9:30 to 9:45	0	0	0	0	3	0	0	3	0	0	0	0
9:45 to 10:00	0	0	0	0	3	0	1	4	0	0	0	0
10:00 to 10:15	0	0	0	0	2	1	3	6	0	0	0	0
10:15 to 10:30	0	0	0	0	4	1	1	6	0	0	0	0
10:30 to 10:45	0	0	0	0	4	2	2	8	0	0	0	0
10:45 to 11:00	0	0	0	0	9	0	2	11	0	0	0	0
11:00 to 11:15	0	0	0	0	3	1	3	7	0	0	0	0
11:15 to 11:30	0	0	0	0	4	1	1	6	0	0	0	0
11:30 to 11:45	0	0	0	0	4	0	1	5	0	0	0	0
11:45 to 12:00	0	0	0	0	1	1	1	3	0	0	0	0
12:00 to 12:15	0	0	0	0	6	1	0	7	0	0	0	0
12:15 to 12:30	0	0	0	0	5	2	4	11	0	0	0	0
12:30 to 12:45	0	0	0	0	8	0	2	10	0	0	0	0
12:45 to 13:00	0	0	0	0	6	0	0	6	0	0	0	0
13:00 to 13:15	0	0	0	0	7	0	1	8	0	0	0	0
13:15 to 13:30	0	0	0	0	5	0	2	7	0	0	0	0
13:30 to 13:45	0	0	0	0	3	0	0	3	0	0	0	0
13:45 to 14:00	0	0	0	0	7	0	1	8	0	0	0	0
14:00 to 14:15	0	0	0	0	3	0	1	4	0	0	0	0
14:15 to 14:30	0	0	0	0	6	0	0	6	0	0	0	0
14:30 to 14:45	0	0	0	0	5	1	3	9	0	0	0	0
14:45 to 15:00	0	0	0	0	1	0	1	2	0	0	0	0
15:00 to 15:15	0	0	0	0	0	1	0	1	0	0	0	0
15:15 to 15:30	0	0	0	0	5	2	0	7	0	0	0	0
15:30 to 15:45	0	0	0	0	6	0	0	6	0	0	0	0
15:45 to 16:00	0	0	0	0	3	0	0	3	0	0	0	0
16:00 to 16:15	0	0	0	0	4	1	0	5	0	0	0	0
16:15 to 16:30	0	0	0	0	2	1	1	4	0	0	0	0
16:30 to 16:45	0	0	0	0	1	0	1	2	0	0	0	0
16:45 to 17:00	0	0	0	0	1	0	3	4	0	0	0	0
17:00 to 17:15	0	0	0	0	1	0	2	3	0	0	0	0
17:15 to 17:30	0	0	0	0	5	0	0	5	0	0	0	0
17:30 to 17:45	0	0	0	0	2	0	1	3	0	0	0	0
17:45 to 18:00	0	0	0	0	3	0	0	3	0	0	0	0
18:00 to 18:15	0	0	0	0	5	0	1	6	0	0	0	0
18:15 to 18:30	0	0	0	0	2	0	0	2	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0	1	1	0	0	0	0
18:45 to 19:00	0	0	0	0	1	0	0	1	0	0	0	0
19:00 to 19:15	0	0	0	0	2	0	1	3	0	0	0	0
19:15 to 19:30	0	0	0	0	0	1	0	1	0	0	0	0
19:30 to 19:45	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	0	0	0	0	2	0	1	3	0	0	0	0
20:00 to 20:15	0	0	0	0	0	0	1	1	0	0	0	0
20:15 to 20:30	0	0	0	0	4	2	1	7	0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	0	0	0	0	1	1	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	1	1	0	0	0	0
21:15 to 21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45	0	0	0	0	1	0	0	1	0	0	0	0
21:45 to 22:00	0	0	0	0	1	0	0	1	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	2	2	1	5	0	0	0	0
23:15 to 23:30	0	0	0	0	0	0	2	2	0	0	0	0

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd												
Direction	Direction 1 (Left Turn)				Direction 2 (Through)					Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	1	1	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	1	1	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	1	1	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0	0
5:45 to 6:00	1	0	0	1	0	1	0	1	0	0	0	0	0
6:00 to 6:15	0	0	0	0	1	1	0	2	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	1	0	0	1	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	2	0	0	2	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	5	0	1	6	0	0	0	0
8:00 to 8:15	0	0	0	0	0	3	2	0	5	0	0	0	0
8:15 to 8:30	0	0	0	0	0	2	0	0	2	3	0	0	3
8:30 to 8:45	0	0	0	0	0	2	0	0	2	0	0	0	0
8:45 to 9:00	0	0	0	0	0	3	2	0	5	0	0	0	0
9:00 to 9:15	0	0	0	0	0	2	0	0	2	0	0	0	0
9:15 to 9:30	0	0	0	0	0	8	0	0	8	0	0	0	0
9:30 to 9:45	0	0	0	0	0	3	0	1	4	0	0	0	0
9:45 to 10:00	0	0	0	0	0	1	1	0	2	0	0	0	0
10:00 to 10:15	0	0	0	0	0	2	0	0	2	0	0	0	0
10:15 to 10:30	0	0	0	0	0	6	1	0	7	0	0	0	0
10:30 to 10:45	0	0	0	0	0	8	0	1	9	0	0	0	0
10:45 to 11:00	0	0	0	0	0	10	0	1	11	0	0	0	0
11:00 to 11:15	0	0	0	0	0	6	0	0	6	0	0	0	0
11:15 to 11:30	0	0	0	0	0	2	0	0	2	0	0	0	0
11:30 to 11:45	0	0	0	0	0	5	0	0	5	0	0	0	0
11:45 to 12:00	0	0	0	0	0	3	0	0	3	0	0	0	0
12:00 to 12:15	0	0	0	0	0	2	0	0	2	0	0	0	0
12:15 to 12:30	0	0	0	0	0	3	0	0	3	0	0	0	0
12:30 to 12:45	0	0	0	0	0	6	1	0	7	0	0	0	0
12:45 to 13:00	0	0	0	0	0	3	0	0	3	0	0	0	0
13:00 to 13:15	0	0	0	0	0	1	0	0	1	0	0	0	0
13:15 to 13:30	0	0	0	0	0	4	0	1	5	0	0	0	0
13:30 to 13:45	0	0	0	0	0	3	0	0	3	0	0	0	0
13:45 to 14:00	0	0	0	0	0	2	1	0	3	0	0	0	0
14:00 to 14:15	0	1	0	1	2	0	0	0	2	0	0	0	0
14:15 to 14:30	0	0	0	0	0	5	0	0	5	0	0	0	0
14:30 to 14:45	0	0	0	0	0	4	0	0	4	0	0	0	0
14:45 to 15:00	0	0	0	0	0	4	0	0	4	0	0	0	0
15:00 to 15:15	0	0	0	0	0	4	1	0	5	0	0	0	0
15:15 to 15:30	0	0	0	0	0	2	0	0	2	0	0	0	0
15:30 to 15:45	0	0	0	0	0	7	0	0	7	0	0	0	0
15:45 to 16:00	0	0	0	0	0	0	0	1	1	0	0	0	0
16:00 to 16:15	0	0	0	0	0	1	0	1	2	0	0	0	0
16:15 to 16:30	0	0	0	0	0	3	0	1	4	0	0	0	0
16:30 to 16:45	0	0	0	0	0	1	0	0	1	0	0	0	0
16:45 to 17:00	0	0	0	0	0	2	0	0	2	0	0	0	0
17:00 to 17:15	0	0	0	0	0	0	0	2	2	0	0	0	0
17:15 to 17:30	0	0	0	0	0	1	1	1	3	0	0	0	0
17:30 to 17:45	0	0	0	0	0	1	0	2	3	0	0	0	0
17:45 to 18:00	0	0	0	0	0	0	1	1	2	0	0	0	0
18:00 to 18:15	0	0	0	0	0	1	0	1	2	0	0	0	0
18:15 to 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00	0	0	0	0	0	1	0	0	1	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0	0	1	1	0	0	0	0
19:15 to 19:30	0	0	0	0	0	3	0	0	3	0	0	0	0
19:30 to 19:45	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	0	0	0	0	0	1	0	3	4	0	0	0	0
20:00 to 20:15	0	0	0	0	0	0	0	1	1	0	0	0	0
20:15 to 20:30	0	0	0	0	0	1	0	0	1	0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	0	0	0	1	0	1	2	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30	0	0	0	0	0	0	0	1	1	0	0	0	0
21:30 to 21:45	0	0	0	0	0	1	0	0	1	0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	0	1	1	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	0	1	1	0	0	0	0
23:15 to 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0

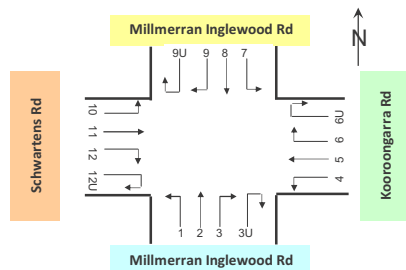
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 60. Millmerran Inglewood Rd / Kooroongarra Rd / Schwartens Rd
Day/Date	: Mon, 21st Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

[illegible]

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:45 to 0:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
24hr Totals	1	0	0	1	285	65	62	412	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0

Approach	Millmerran Inglewood Rd																Schwartens Rd															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	7	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	11	0	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	14	3	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	9	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	4	3	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	10	2	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	2	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	2	4	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	8	5	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	5	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0																													

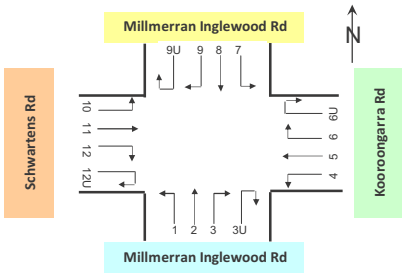
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 60. Millmerran Inglewood Rd / Kooroongarra Rd / Schwartens Rd
Day/Date	: Tue, 22nd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 60. Millmerran Inglewood Rd / Kooroongarra Rd / Schwartens Rd
Day/Date	: Wed, 23rd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



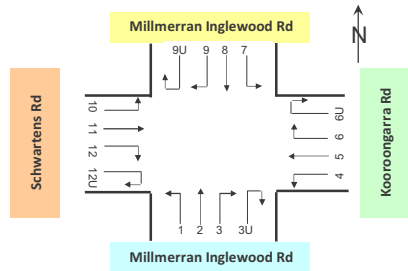
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Millmerran Inglewood Rd																Kooroongarra Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	5	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
6:45 to 7:00	0	0	0	0	4	2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	1	3	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	4	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	8	2	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	2	0	0	2	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	9	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	4	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	2	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	4	1	4	9	0	0	0	0	0																			

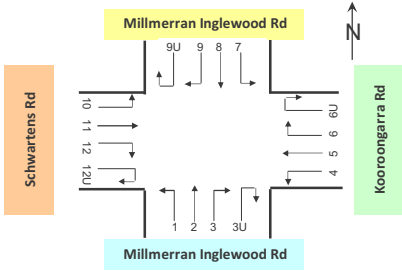
23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	1	0	0	1	331	64	35	430	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0

Approach	Millmerran Inglewood Rd																Schwartens Rd																
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	4	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	8	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
6:15 to 6:30	0	0	0	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	18	2	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	7	2	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	3	5	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	2	2	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	3	0	0	3	0</																								

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 60. Millmerran Inglewood Rd / Kooroongarra Rd / Schwartens Rd
Day/Date	: Sat, 19th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

[illegible]

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 60. Millmerran Inglewood Rd / Kooroongarra Rd / Schwartens Rd
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Millmerran Inglewood Rd																Kooroongarra Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
9:30 to 9:45	0	0	0	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	8	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0										

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
24hr Totals	5	1	0	6	137	44	40	221	0	1	0	1	0	0	0	2	1	0	3	5	0	0	5	10	2	0	12	0	0	0	0

Approach	Millmerran Inglewood Rd																Millwood Rd															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 to 5:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
5:45 to 6:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
6:00 to 6:15	1	0	0	1	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 to 6:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 to 6:45	0	1	0	1	2	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 to 7:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
7:00 to 7:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	0	2	2	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	
8:00 to 8:15	0	0	0	0	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	
9:15 to 9:30	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
9:30 to 9:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0</									

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

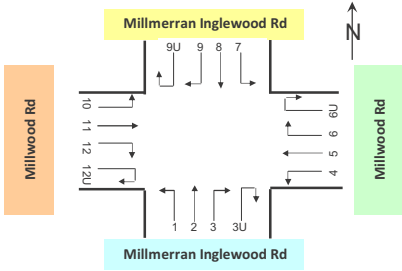
[illegible]

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

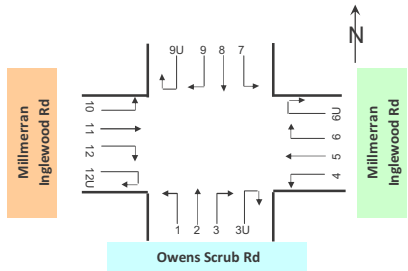
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 61. Millmerran Inglewood Rd / Millwood Rd
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd																Millwood Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	4	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	7	0	1	8	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</				

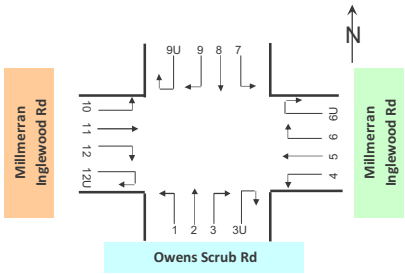
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 63. Millmerran Inglewood Rd / Owens Scrub Rd
Day/Date	: Mon, 21st Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

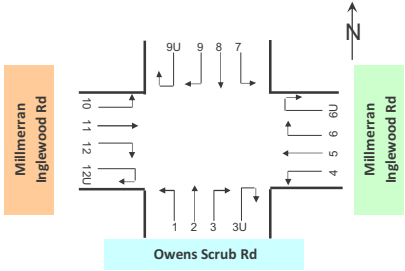
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 63. Millmerran Inglewood Rd / Owens Scrub Rd
Day/Date	: Thu, 24th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Owens Scrub Rd												Millmerran Inglewood Rd													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2					
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	6	0	0	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2					
4:15 to 4:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3					
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2					
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 to 5:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3					
5:30 to 5:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	6					
6:00 to 6:15	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3					
6:15 to 6:30	1	0	0	1		1	0	0	1	0	0	0	0	1	0	0	1	4	0	1	5					
6:30 to 6:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	7					
6:45 to 7:00	1	0	0	1		0	0	0	0	0	0	0	0	1	2	0	3	4	1	0	5					
7:00 to 7:15	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2					
7:15 to 7:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5					
7:30 to 7:45	3	1	0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					
7:45 to 8:00	6	1	0	7		0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4					
8:00 to 8:15	4	1	0	5		1	0	0	1	0	0	0	0	0	0	0	0	0	2	3	5					
8:15 to 8:30	4	0	0	4		0	1	0	1	0	0	0	0	1	0	0	1	2	1	0	3					
8:30 to 8:45	1	1	0	2		0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0					
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	11	2	2	15					
9:00 to 9:15	1	0	1	2		0	1	0	1	0	0	0	0	0	1	0	1	5	1	1	7					
9:15 to 9:30	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4					
9:30 to 9:45	2	0	0	2		1	0	0	1	0	0	0	0	0	1	0	1	10	1	1	12					
9:45 to 10:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	8	1	0	9					
10:00 to 10:15	1	0	0	1		1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1					
10:15 to 10:30	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	11					
10:30 to 10:45	3	1	0	4		0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3					
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2					
11:00 to 11:15	4	1	0	5		0	1	0	1	0	0	0	0	0	0	0	0	2	2	1	5					
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	5					
11:30 to 11:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3					
11:45 to 12:00	2	2	0	4		1	0	0	1	0	0	0	0	0	0	0	0	3	3	0	6					
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	3	2	1	6					
12:15 to 12:30	5	0	0	5		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1					
12:30 to 12:45	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2					
12:45 to 13:00	1	2	0	3		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3					
13:00 to 13:15	3	1	0	4		1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0					
13:15 to 13:30	0	1	0	1		1	0	0	1	0	0	0	0	1	0	0	1	3	1	1	5					
13:30 to 13:45	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5					
13:45 to 14:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3					
14:00 to 14:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3					
14:15 to 14:30	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:30 to 14:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4					
14:45 to 15:00	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4					
15:00 to 15:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	7					
15:15 to 15:30	2	0	0	2		0	0	0	0	0	0	0	0	1	0	0	1	7	1	2	10					
15:30 to 15:45	7	0	0	7		0	0	0	0	0	0	0	0	1	0	0	1	6	0	1	7					
15:45 to 16:00	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	5	1	2	8					
16:00 to 16:15	6	0	0	6		0	0	0	0	0	0	0	0	1	0	0	1	2	0	2	4					
16:15 to 16:30	4	1	0	5		1	0	0	1	0	0	0	0	0	0	0	0	1	1	1	3					
16:30 to 16:45	5	0	0	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2					
16:45 to 17:00	2	0	1	3		1	0	0	1	0	0	0	0	0	0	0	0	1	0	2	3					
17:00 to 17:15	6	0	0	6		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0					
17:15 to 17:30	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3					
17:30 to 17:45	2	0	0	2		0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1					
17:45 to 18:00	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3					
18:00 to 18:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:15 to 18:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2					
18:3																										

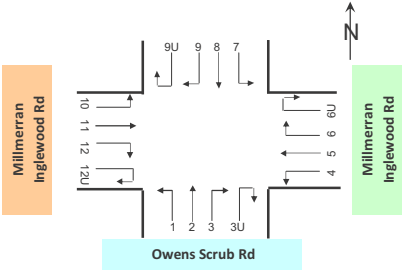
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 63. Millmerran Inglewood Rd / Owens Scrub Rd
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Owens Scrub Rd												Millmerran Inglewood Rd													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:00 to 2:15	3	0	0	3		5	0	0	5	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:15 to 2:30	2	0	0	2		3	1	0	4	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
2:30 to 2:45	1	0	0	1		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:00 to 3:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:45 to 4:00	1	0	0	1		0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:00 to 4:15	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	0	2	0		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	2	0	0	0		0	0	0	0	
4:30 to 4:45	2	0	0	2		0	0	0	0	0	0	0	0	2	0	0	2	1	1	2		4	0	0	0	
4:45 to 5:00	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	0	0	1		1	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	2	2	0	0		2	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	5	0	0	5	2	0	0		2	0	0	0	
5:30 to 5:45	4	0	0	4		0	0	0	0	0	0	0	0	1	0	0	1	3	2	1		6	0	0	0	
5:45 to 6:00	3	0	0	3		0	0	0	0	0	0	0	0	1	0	0	1	5	0	0		5	0	0	0	
6:00 to 6:15	3	0	0	3		3	0	0	3	0	0	0	0	2	0	0	2	2	1	0		3	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	5	1	0		6	0	0	0	
6:30 to 6:45	2	0	0	2		0	0	0	0	0	0	0	0	4	0	0	4	10	2	2		14	0	0	0	
6:45 to 7:00	6	1	0	7		1	0	0	1	0	0	0	0	4	0	0	4	3	1	1		5	0	0	0	
7:00 to 7:15	2	0	0	2		0	0	0	0	0	0	0	0	2	2	0	4	2	0	0		2	0	0	0	
7:15 to 7:30	3	1	0	4		1	0	0	1	0	0	0	0	0	0	0	0	1	1	0		2	0	0	0	
7:30 to 7:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		4	0	0	0	
7:45 to 8:00	6	0	0	6		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0		2	0	0	0	
8:00 to 8:15	3	0	0	3		2	0	0	2	0	0	0	0	0	0	0	0	1	2	0		3	0	0	0	
8:15 to 8:30	4	1	0	5		1	0	0	1	0	0	0	0	1	0	0	1	0	2	1		3	0	0	0	
8:30 to 8:45	1	0	0	1		1	0	0	1	0	0	0	0	1	0	0	1	4	1	1		6	0	0	0	
8:45 to 9:00	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	0	1	1	0		2	0	0	0	
9:00 to 9:15	4	0	0	4		0	0	0	0	0	0	0	0	0	1	0	1	0	0	0		0	0	0	0	
9:15 to 9:30	0	1	0	1		0	1	0	1	0	0	0	0	1	0	0	1	0	1	0		1	0	0	0	
9:30 to 9:45	4	1	0	5		0	0	0	0	0	0	0	0	1	0	0	1	1	0	2		3	0	0	0	
9:45 to 10:00	2	0	0	2		0	0	0	0	0	0	0	0	1	0	0	1	0	3	4		7	0	0	0	
10:00 to 10:15	1	1	0	2		0	0	0	0	0	0	0	0	2	0	0	2	2	0	0		2	0	0	0	
10:15 to 10:30	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	3	0	0		3	0	0	0	
10:45 to 11:00	0	1	0	1		0	0	0	0	0	0	0	0	1	0	0	1	1	0	1		2	0	0	0	
11:00 to 11:15	2	1	1	4		1	0	0	1	0	0	0	0	0	0	0	0	2	0	0		2	0	0	0	
11:15 to 11:30	3	0	0	3		1	0	0	1	0	0	0	0	0	1	0	1	2	2	1		5	0	0	0	
11:30 to 11:45	2	0	0	2		0	0	0	0	0	0	0	0	0	1	0	1	3	1	0		4	0	0	0	
11:45 to 12:00	1	0	0	1		1	1	0	2	0	0	0	0	0	0	0	0	1	0	1		2	0	0	0	
12:00 to 12:15	2	0	0	2		0	0	0	0	0	0	0	0	1	0	0	1	5	0	0		5	0	0	0	
12:15 to 12:30	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		2	0	0	0	
12:30 to 12:45	3	0	0	3		2	1	0	3	0	0	0	0	0	0	0	0	4	1	0		5	0	0	0	
12:45 to 13:00	3	0	0	3		1	0	0	1	0	0	0	0	0	0	0	0	1	2	1		4	0	0	0	
13:00 to 13:15	3	0	0	3		1	0	0	1	0	0	0	0	1	0	0	1	1	0	1		2	0	0	0	
13:15 to 13:30	5	1	0	6		0	0	0	0	0	0	0	0	2	1	0	3	5	0	0		5	0	0	0	

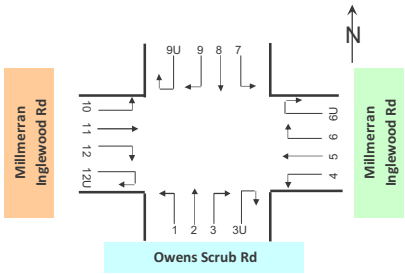
Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 63. Millmerran Inglewood Rd / Owens Scrub Rd
Day/Date	: Sat, 19th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Owens Scrub Rd												Millmerran Inglewood Rd													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:00 to 2:15	2	0	0	2		5	0	0	5	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:30 to 2:45	1	0	0	1		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:45 to 3:00	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:00 to 3:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:00 to 4:15	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
4:15 to 4:30	3	0	0	3		2	1	0	3	0	0	0	0	2	0	0	2	0	1	0		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	2	0	0	0		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
5:15 to 5:30	1	0	0	1		1	0	0	1	0	0	0	0	1	0	0	1	2	2	0		0	0	0	0	
5:30 to 5:45	0	1	0	1		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:45 to 6:00	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	2	1	0		0	0	0	0	
6:15 to 6:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	3	0	0		0	0	0	0	
6:30 to 6:45	1	0	0	1		2	0	0	2	0	0	0	0	0	0	1	1	1	0	0		0	0	0	0	
6:45 to 7:00	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0	
7:15 to 7:30	1	0	0	1		0	0	1	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0	
7:30 to 7:45	0	1	0	1		2	0	0	2	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
8:00 to 8:15	5	0	0	5		0	0	0	0	0	0	0	0	0	1	0	1	1	0	0		0	0	0	0	
8:15 to 8:30	2	0	0	2		0	1	0	1	0	0	0	0	0	0	0	0	0	2	1		0	0	0	0	
8:30 to 8:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		0	0	0	0	
8:45 to 9:00	3	0	0	3		1	0	0	1	0	0	0	0	2	0	0	2	2	0	0		0	0	0	0	
9:00 to 9:15	2	0	0	2		0	0	0	0	0	0	0	0	1	1	0	2	3	1	0		0	0	0	0	
9:15 to 9:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0		0	0	0	0	
9:30 to 9:45	4	0	0	4		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
9:45 to 10:00	1	0	0	1		1	0	0	1	0	0	0	0	1	0	0	1	3	0	1		0	0	0	0	
10:00 to 10:15	3	1	0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0	
10:15 to 10:30	5	0	0	5		0	0	0	0	0	0	0	0	0	0	1	1	2	0	0		0	0	0	0	
10:30 to 10:45	3	0	0	3		0	0	0	0	0	0	0	0	2	0	0	2	1	0	0		0	0	0	0	
10:45 to 11:00	7	0	0	7		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	
11:00 to 11:15	0	1	0	1		1	0	0	1	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0	
11:15 to 11:30	3	1	0	4		1	0	0	1	0	0	0	0	1	0	0	1	6	0	0		0	0	0	0	
11:30 to 11:45	3	0	0	3		0	0	0	0	0	0	0	0	1	0	0	1	3	0	0		0	0	0	0	
11:45 to 12:00	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0	
12:00 to 12:15	0	0	0	0		0	0	1	1	0	0	0	0	1	0	0	1	2	0	0		0	0	0	0	
12:15 to 12:30	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
12:30 to 12:45	2	0	0	2		1	0	0	1	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0	
12:45 to 13:00	2	0	0	2		0	0	0	0	0	0	0	0	2	0	0	2	0	0	1		0	0	0	0	
13:00 to 13:15	3	0	0	3		1	0	0	1	0	0	0	0	1	0	0	1	2	1	0		0	0	0	0	
13:15 to 13:30	4	0	0	4		1	0	0	1	0	0	0	0	1	0	0	1	0	0	1		0	0	0	0	
13:30 to 13:45	1	0	0	1		0	0	0																		

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 63. Millmerran Inglewood Rd / Owens Scrub Rd
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

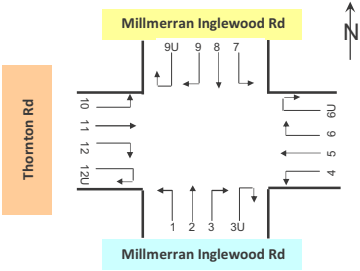


Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Owens Scrub Rd												Millmerran Inglewood Rd													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:15 to 0:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:15 to 2:30	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:30 to 2:45	3	0	0	3		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	0	0	0		0	0	0	0	
4:15 to 4:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:30 to 4:45	1	0	0	1		0	0	0	0	0	0	0	2	0	0	2	1	0	1	2		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:00 to 5:15	1	0	0	1		0	0	0	0	0	0	0	3	0	0	3	0	0	0	0		0	0	0	0	
5:15 to 5:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	0	0	0	0		0	0	0	0	
5:45 to 6:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	0	0	0	0		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
6:30 to 6:45	1	0	0	1		0	0	0	0	0	0	0	0	1	1	2	0	0	0	0		0	0	0	0	
6:45 to 7:00	1	0	0	1		1	1	0	2	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	0	0	0		0	0	0	0	
7:15 to 7:30	2	0	0	2		0	0	0	0	0	0	0	1	0	0	1	0	1	0	1		0	0	0	0	
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	1	0	0	1		0	0	0	0	
7:45 to 8:00	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	3	0	1	4		0	0	0	0	
8:00 to 8:15	2	0	0	2		0	1	0	1	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
8:30 to 8:45	1	0	0	1		0	0	1	1	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
8:45 to 9:00	1	1	0	2		0	0	0	0	0	0	0	0	0	1	1	1	0	0	1		0	0	0	0	
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
9:15 to 9:30	4	0	0	4		0	0	0	0	0	0	0	1	0	0	1	5	1	0	6		0	0	0	0	
9:30 to 9:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
9:45 to 10:00	5	0	0	5		0	0	0	0	0	0	0	1	0	0	1	2	0	0	2		0	0	0	0	
10:00 to 10:15	4	0	0	4		0	0	0	0	0	0	0	2	0	0	2	1	0	1	2		0	0	0	0	
10:15 to 10:30	4	0	0	4		1	0	0	1	0	0	0	1	0	0	1	1	2	0	3		0	0	0	0	
10:30 to 10:45	2	0	0	2		2	0	0	2	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
10:45 to 11:00	5	0	0	5		0	0	0	0	0	0	0	2	0	0	2	3	0	1	4		0	0	0	0	
11:00 to 11:15	2	0	0	2		1	0	0	1	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
11:15 to 11:30	3	0	0	3		0	0	0	0	0	0	0	1	0	0	1	3	0	2	5		0	0	0	0	
11:30 to 11:45	1	0	0	1		2	0	1	3	0	0	0	2	0	0	2	1	0	0	1		0	0	0	0	
11:45 to 12:00	3	0	0	3		3	0	0	3	0	0	0	5	0	0	5	3	0	1	4		0	0	0	0	
12:00 to 12:15	2	0	0	2		0	0	0	0	0	0	0	1	0	0	1	2	0	0	2		0	0	0	0	
12:15 to 12:30	3	0	0	3		1	0	0	1	0	0	0	0	1	0	0	1	3	0	0	3		0	0	0	0
12:30 to 12:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
12:45 to 13:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
13:00 to 13:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0	
13:15 to 13:30	3	1	0	4		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 65. Millmerran Inglewood Rd / Thornton Rd
Day/Date	: Wed, 23rd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

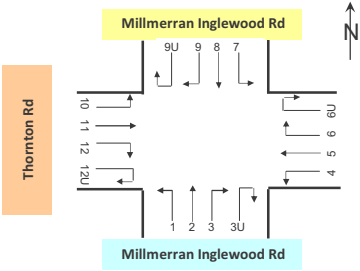
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	1	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	2	0	0	2	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	1	0	1	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	0	1	0	0	0	0
5:15 to 5:30	0	0	0	0	1	0	0	1	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	1	0	0	0	0
5:45 to 6:00	0	0	0	0	2	1	2	5	0	0	0	0
6:00 to 6:15	0	0	0	0	2	0	0	2	0	0	0	0
6:15 to 6:30	0	0	0	0	3	1	2	6	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	1	1	0	0	0	0
6:45 to 7:00	0	0	0	0	2	0	0	2	0	0	0	0
7:00 to 7:15	0	0	0	0	3	0	0	3	0	0	0	0
7:15 to 7:30	0	0	0	0	1	0	0	1	0	0	0	0
7:30 to 7:45	0	0	0	0	2	0	1	3	0	0	0	0
7:45 to 8:00	0	0	0	0	3	1	1	5	0	0	0	0
8:00 to 8:15	0	0	0	0	1	1	1	3	0	0	0	0
8:15 to 8:30	0	0	0	0	5	1	1	7	0	0	0	0
8:30 to 8:45	0	0	0	0	6	1	0	7	0	0	0	0
8:45 to 9:00	0	0	0	0	3	1	2	6	0	0	0	0
9:00 to 9:15	0	0	0	0	3	1	0	4	0	0	0	0
9:15 to 9:30	0	0	0	0	3	0	0	3	0	0	0	0
9:30 to 9:45	0	0	0	0	3	0	1	4	0	0	0	0
9:45 to 10:00	0	0	0	0	1	1	3	5	0	0	0	0
10:00 to 10:15	1	0	0	1	2	1	2	5	0	0	0	0
10:15 to 10:30	0	0	0	0	2	0	0	2	0	0	0	0
10:30 to 10:45	0	0	0	0	7	1	2	10	0	0	0	0
10:45 to 11:00	0	0	0	0	3	1	2	6	0	0	0	0
11:00 to 11:15	0	0	0	0	6	0	1	7	0	0	0	0
11:15 to 11:30	0	0	0	0	4	1	3	8	0	0	0	0
11:30 to 11:45	0	0	0	0	1	0	0	1	0	0	0	0
11:45 to 12:00	0	0	0	0	5	0	0	5	0	0	0	0
12:00 to 12:15	0	0	0	0	2	1	3	6	0	0	0	0
12:15 to 12:30	0	0	0	0	2	1	0	3	0	0	0	0
12:30 to 12:45	0	0	0	0	2	0	0	2	0	0	0	0
12:45 to 13:00	0	0	0	0	4	1	1	6	0	0	0	0
13:00 to 13:15	0	0	0	0	4	2	1	7	0	0	0	0
13:15 to 13:30	0	0	0	0	2	1	1	4	0	0	0	0
13:30 to 13:45	0	0	0	0	1	2	3	6	0	0	0	0
13:45 to 14:00	1	0	0	1	2	0	1	3	0	0	0	0
14:00 to 14:15	0	0	0	0	1	0	0	1	0	0	0	0
14:15 to 14:30	0	0	0	0	5	0	1	6	0	0	0	0
14:30 to 14:45	0	0	0	0	1	2	1	4	0	0	0	0
14:45 to 15:00	0	0	0	0	1	0	0	1	0	0	0	0
15:00 to 15:15	0	0	0	0	7	4	0	11	0	0	0	0
15:15 to 15:30	0	0	0	0	6	1	1	8	0	0	0	0
15:30 to 15:45	0	0	0	0	5	1	2	8	0	0	0	0
15:45 to 16:00	0	0	0	0	4	0	1	5	0	0	0	0
16:00 to 16:15	0	0	0	0	6	2	1	9	0	0	0	0
16:15 to 16:30	0	0	0	0	3	1	0	4	0	0	0	0
16:30 to 16:45	0	0	0	0	5	0	0	5	0	0	0	0
16:45 to 17:00	0	0	0	0	3	0	0	3	0	0	0	0
17:00 to 17:15	0	0	0	0	2	1	0	3	0	0	0	0
17:15 to 17:30	0	0	0	0	1	0	0	1	0	0	0	0
17:30 to 17:45	0	0	0	0	1	1	1	3	0	0	0	0
17:45 to 18:00	0	0	0	0	1	0	0	1	0	0	0	0
18:00 to 18:15	0	0	0	0	0	2	0	2	0	0	0	0
18:15 to 18:30	0	0	0	0	2	0	0	2	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0	1	1	0	0	0	0
19:15 to 19:30	0	0	0	0	0	0	1	1	0	0	0	0
19:30 to 19:45	0	0	0	0	0	0	1	1	0	0	0	0
19:45 to 20:00	0	0	0	0	0	0	1	1	0	0	0	0
20:00 to 20:15	0	0	0	0	0	0	2	2	0	0	0	0
20:15 to 20:30	0	0	0	0	1	0	0	1	0	0	0	0
20:30 to 20:45	0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	1	0	1	2	0	0	0	0
22:30 to 22:45	0	0	0	0	1	0	0	1	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	1	0	0	1	0	0	0	0
23:15 to 23:30	0	0	0	0	0	0	1	1	0	0	0	0

Job No.	: AUQLD3222
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 65. Millmerran Inglewood Rd / Thornton Rd
Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Millmerran Inglewood Rd											
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	1	1	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	1	0	0	1	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	2	0	1	3	0	0	0	0
4:00 to 4:15	0	0	0	0	1	0	0	1	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	1	1	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	2	0	0	2	0	0	0	0
5:30 to 5:45	0	0	0	0	2	1	0	3	0	0	0	0
5:45 to 6:00	0	0	0	0	6	0	1	7	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	0	1	0	0	0	0
6:15 to 6:30	0	0	0	0	4	2	1	7	0	0	0	0
6:30 to 6:45	0	0	0	0	2	0	0	2	0	0	0	0
6:45 to 7:00	1	0	0	1	5	0	0	5	0	0	0	0
7:00 to 7:15	0	0	0	0	5	1	0	6	0	0	0	0
7:15 to 7:30	0	0	0	0	4	0	1	5	0	0	0	0
7:30 to 7:45	0	0	0	0	7	1	0	8	1	0	0	1
7:45 to 8:00	0	0	0	0	5	0	0	5	0	0	0	0
8:00 to 8:15	0	0	0	0	3	1	0	4	0	0	0	0
8:15 to 8:30	0	0	0	0	1	0	1	2	0	0	0	0
8:30 to 8:45	0	0	0	0	8	1	0	9	0	0	0	0
8:45 to 9:00	0	0	0	0	3	0	0	3	0	0	0	0
9:00 to 9:15	0	0	0	0	6	1	0	7	0	0	0	0
9:15 to 9:30	0	0	0	0	3	2	0	5	0	0	0	0
9:30 to 9:45	0	0	0	0	5	1	0	6	0	0	0	0
9:45 to 10:00	0	0	0	0	4	1	0	5	0	0	0	0
10:00 to 10:15	0	0	0	0	3	0	1	4	0	0	0	0
10:15 to 10:30	0	0	0	0	4	1	0	5	0	0	0	0
10:30 to 10:45	0	0	0	0	4	0	0	4	0	0	0	0
10:45 to 11:00	0	0	0	0	5	1	0	6	0	0	0	0
11:00 to 11:15	0	0	0	0	2	0	3	5	0	0	0	0
11:15 to 11:30	0	0	0	0	4	2	0	6	0	0	0	0
11:30 to 11:45	1	0	0	1	6	0	1	7	0	0	0	0
11:45 to 12:00	0	0	0	0	3	1	0	4	0	0	0	0
12:00 to 12:15	0	0	0	0	4	0	1	5	0	0	0	0
12:15 to 12:30	0	0	0	0	4	1	0	5	0	0	0	0
12:30 to 12:45	0	0	0	0	1	0	0	1	0	0	0	0
12:45 to 13:00	0	0	0	0	2	0	1	3	0	0	0	0
13:00 to 13:15	0	0	0	0	4	0	0	4	0	0	0	0
13:15 to 13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	0	0	0	0	2	0	0	2	0	0	0	0
13:45 to 14:00	0	0	0	0	1	1	0	2	0	0	0	0
14:00 to 14:15	0	0	0	0	1	0	0	1	0	0	0	0
14:15 to 14:30	0	0	0	0	2	0	1	3	0	0	0	0
14:30 to 14:45	0	0	0	0	4	0	1	5	1	0	0	1
14:45 to 15:00	0	0	0	0	1	0	1	2	0	0	0	0
15:00 to 15:15	0	0	0	0	5	1	0	6	0	0	0	0
15:15 to 15:30	0	0	0	0	7	1	0	8	0	0	0	0
15:30 to 15:45	0	0	0	0	5	2	0	7	0	0	0	0
15:45 to 16:00	0	0	0	0	3	0	1	4	0	0	0	0
16:00 to 16:15	0	0	0	0	4	0	0	4	0	0	0	0
16:15 to 16:30	0	0	0	0	3	1	0	4	0	0	0	0
16:30 to 16:45	0	0	0	0	8	0	0	8	0	0	0	0
16:45 to 17:00	0	0	0	0	6	0	1	7	0	0	0	0
17:00 to 17:15	0	0	0	0	1	0	0	1	0	0	0	0
17:15 to 17:30	0	0	0	0	2	0	1	3	0	0	0	0
17:30 to 17:45	0	0	0	0	2	1	0	3	0	0	0	0
17:45 to 18:00	0	0	0	0	1	0	0	1	0	0	0	0
18:00 to 18:15	0	0	0	0	1	0	0	1	0	0	0	0
18:15 to 18:30	0	0	0	0	3	0	0	3	0	0	0	0
18:30 to 18:45	0	0	0	0	2	0	0	2	0	0	0	0
18:45 to 19:00	0	0	0	0	1	0	0	1	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	0	3	0	0	3	0	0	0	0
19:30 to 19:45	0	0	0	0	1	0	0	1	0	0	0	0
19:45 to 20:00	0	0	0	0	1	0	0	1	0	0	0	0
20:00 to 20:15	0	0	0	0	1	0	0	1	0	0	0	0
20:15 to 20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:30 to 20:45	0	0	0	0	1	0	0	1	0	0	0	0
20:45 to 21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15	0	0	0	0	1	0	0	1	0	0	0	0
21:15 to 21:30	0	0	0	0	1	0	0	1	0	0	0	0
21:30 to 21:45	0	0	0	0	2	1	0	3	0	0	0	0
21:45 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	1	1	0	0	0	0
22:15 to 22:30	1	0	0	1	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	0	0	1	0	0	1	0	0	0	0

Research Analytics
Data Collection and Storage
www.ohmgroup.com
contact@ohmgroup.com

*Please note that Bus is classified in Medium Class.

Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movement						
15-min ending	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2			
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-1045	0	0	0	0	0	0	0	0	0	0	0	0																																		

Quality Check		
Vehs	4635	
Bike	0	
Peds	0	
Total	4635	
Row Total	4635	OK

The diagram illustrates the study area layout. It features a central vertical road labeled 'Queensland Road'. To its left is 'Toowoomba-Cecil Plains Road' and to its right is another 'Toowoomba-Cecil Plains Road'. A 'Camera Location' is marked with a blue diamond on the left road. Key points along the roads are labeled: D1, C2, 12, 10, 9, C1, B1 on the top; D2, C2, 12, 10, 9, C1, B2 on the bottom. Distances are indicated by arrows and numbers: 15, 14, 13 on the left road; 5, 7, 8 on the right road.



Research Analytics
Data Collection and Analysis
www.researchanalytics.com
contact@researchanalytics.com

*Please note that Bus is classified in Medium Class.

[illegible][illegible]

AM Peak	5:30	to	6:30
PM Peak	13:45	to	14:45



Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movements							
15-min ending	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2									
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7-00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7-15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7-30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7-45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
8-00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
8-15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
8-30	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
8-45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
9-00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
9-15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
9-30	0	0	0	0	0	0	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
9-45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
10-00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
10-15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
10-30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
10-45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
11-00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		

An aerial view of a road construction site. The road is a multi-lane highway with a central median. Yellow and white markings are visible on the road surface, indicating lane boundaries and construction zones. A red arrow points to a specific area on the road. The surrounding landscape is grassy and hilly.

*Please note that Bus is classified in Medium Class

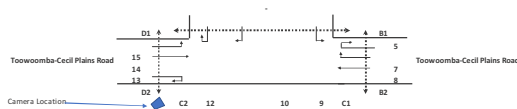
[illegible]

Vehs	4996
Bike	0
Peds	0
Total	4996
Row Total	4996

Project No. RA2207
Site No. 71_5
Location Toowoomba-Cecil Plains Road/Quarry Access Road - SAT
Day, Date 4/6/39
Weather Fine

AM Peak	9:30	to	10:30
PM Peak	10:15	to	11:15

*Please note that Bus is classified in Medium Class.



Research Analytics
Data Coder Kits and Tools
www.researchkit.com
sales@researchkit.com

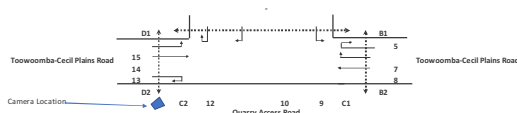
[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movements						
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2									
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		

Project No. RA2207
Site No. 71_6
Location Toowoomba-Cecil Plains Road/Quarry Access Road - SUN
Day, Date 4/6/40
Weather Fine

AM Peak	10:00	to	11:00
PM Peak	16:15	to	17:15

*Please note that Bus is classified in Medium Class.



Research Analytics
Data Collection and Analysis
www.researchanalytics.com
info@researchanalytics.com

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Pedestrian Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2										
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</																			

Quality Check		
Vehs	1944	
Bike	0	
Peds	0	
Total	1944	
Raw Total	1944	OK

Research Analytics
Data Collaboration and Discovery
www.researchanalytics.co.uk
Contact: info@researchanalytics.co.uk

*Please note that Bus is classified in Medium Class

Movement 9										Movement 10										Movement 11										Movement 12										Movement 13										Movement 14										Movement 15										Movement 16										Federation Movement																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
15-min					Light					Medium					Heavy					Cycle					Total					Light					Medium					Heavy					Cycle					Total					Light					Medium					Heavy					Cycle					Total					Light					Medium					Heavy					Cycle					Total					A1					A2					B1					B2					C1					C2					D1					D2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Research Analytics
Data Collection and Governance
WWW.CRCPRESS.COM/2020/03/20200311
CONTACT: MANAGER@CRCPRESS.COM

*Please note that Bus is classified in Medium Class

[illegible]

Research Analytics
Data Collection and Surveys
University of Kent
kent@kent.ac.uk
kent@kent.ac.uk

*Please note that Bus is classified in Medium Class.

[illegible]

```

761
  0
  0
761
761 OK

```

Research Analytics
Data Collection and Surveys
www.researchanalytics.com
info@researchanalytics.com

[illegible]

Research Analytics
Data Collection and Surveys
www.researchanalytics.co.uk
01473 210000 | 01473 210001

[illegible]

Research Analytics
Data Collection and Surveys
www.researchanalytics.com
contact@researchanalytics.com

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Forked Movement						
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2									
0:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</																						

Research Analytics
Data Collection and Analysis
www.ra.ox.ac.uk | 01865 275422 | e.ra@ox.ac.uk
contact@research.ox.ac.uk

*Please note that Bus is classified in Medium Class.

[illegible]

AM Peak	7:15	to	8:15
PM Peak	15:30	to	16:30

*Please note that Bus is classified in Medium Class

[illegible][illegible]

AM Peak	7:15	to	8:15
PM Peak	15:30	to	16:30

*Please note that Bus is classified in Medium Class

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Feederway Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2										
0-15																																																
0-30																																																
0-45																																																
1-00																																																
1-15																																																
1-30																																																
1-45																																																
2-00																																																
2-15																																																
2-30																																																
2-45																																																
3-00																																																
3-15																																																
3-30																																																
3-45																																																
4-00																																																
4-15																																																
4-30																																																
4-45																																																
5-00																																																
5-15																																																
5-30																																																
5-45																																																
6-00																																																
6-15																																																
6-30																																																
6-45																																																
7-00																																																
7-15																																																
7-30																																																
7-45																																																
8-00																																																
8-15																																																
8-30																																																
8-45																																																
9-00																																																
9-15																																																
9-30																																																
9-45																																																
10-00																																																
10-15																																																
10-30																																																
10-45																																																
11-00																																																
11-15																																																
11-30																																																
11-45																																																
12-00																																																
12-15																																																
12-30																																																
12-45																																																
13-00																																																
13-15																																																
13-30																																																
13-45																																																
14-00																																																
14-15																																																
14-30																																																
14-45																																																
15-00																																																
15-15																																																
15-30																																																
15-45																																																
16-00																																																
16-15																																																
16-30																																																
16-45																																																
17-00																																																
17-15																																																
17-30																																																
17-45																																																
18-00																																																
18-15																																																



*Please note that Bus is classified in Medium Class.

	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
15-min ending	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						

[illegible]

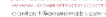
```
076
  15
  0
091
091 OK
```


AM Peak	9:00	to	10:00
PM Peak	11:00	to	12:00

*Please note that Bus is classified in Medium Class

[illegible][illegible]

AM Peak	7:30	to	8:30
PM Peak	15:45	to	16:45



AM Peak	7:30	to	8:30
PM Peak	15:45	to	16:45

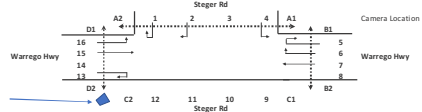
[illegible]

[illegible]

Project No. RA2207
Site No. 62.3
Location Warrego Hwy, Steper Rd - THU
Day, Date 44637
Weather Fine

AM Peak 7:15 to 8:15
PM Peak 15:30 to 16:30

*Please note that Bus is classified in Medium Class

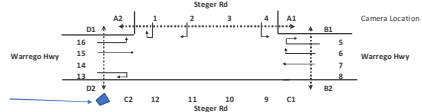


15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:30	1	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0					
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:00	0	0	0	0	2	1	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:30	0	0	0	0	0	1	1	0	3	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:00	0	0	0	0	0	1	0	0	2	5	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:15	0	0	0	0	0	1	2	0	3	3	2	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00	0	0	0	0	0	1	0	0	0	2	2	1	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30	0	0	0	0	0	3	1	0	0	4	2	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00	0	0	0	0	0	3	1	0	0	4	1	1	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	1	1	0	0	5	2	4	1	0	0	0	5	3	0	0	0				
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:45	0	0	0	0	0	1	2	1	0	4	4	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	3	1	1	0	5	5	1	0	0	0	0	0	0	0	0	0				
11:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:45	0	0	0	0	0	1	0	0	0	1	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												

Project No. RA2207
Site No. 61.4
Location Warrego Hwy, Steger Rd - FR1
Day, Date 44638
Weather Fine

AM Peak 7:30 to 8:30
PM Peak 14:30 to 15:30

*Please note that Bus is classified in Medium Class



15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
8:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1					
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
9:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
10:45	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	0	0	0	0	0	7	0	0	0	7	2	0	0	0	2	2	0	0	0	3	1	0	0	0	1	11	0	0	0	0	0	0	0	0	0	6				
12:15	0	0	0	0	0	1	1	0	0	2	4	1	0	0	5	5	0	0	0	5	1	0	0	0	1	3	1	0	0	0	4	102	10	1	113	7	3			
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	4	1	0	0	5	7	0	0	0	7	8	1	0	0	0	0	0	0	0	0	3				
13:00	0	0	0	0	0	5	0	0	0	5	4	0	0	0	4	3	0	2	0	5	2	0	0	0	2	5	0	0	0	0	5	87	11	2	0	0	14			
13:15	0	0	0	0	0	2	0	0	0	2	3	1	0	0	4	0	1	0	0	1	12	0	0	0	12	6	0	0	0	0	0	0	0	0	0	0				
13:30	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	2	0	0	6	6	0	0	0	6	8	0	0	0	0	0	0	0	0	0	0				
13:45	0	0	0	0	0	2	0	0	0	2	2	1	0	0	1	0	4	1	0	0	4	1	0	0	5	85	9	4	0	0	108	10	1	0	0	11				
14:00	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	5	4	3	0	0	7	3	0	0	3	5	1	0	0	0	6	104	13	2	0	0	9			
14:15	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	3	3	0	0	0	3	8	2	0	0	0	0	0	0	0	0	0				
14:30	0	0	0	0	0	4	0	0	0	4	5	1	0	0	6	4	1	0	0	5	2	0	0	0	2	3	1	0	0	0	4	101	8	7	0	0	9			
14:45	0	0	0	0	0	4	0	0	0	4	2	3	0	0	5	2	0	0	0	2	3	0	0	0	3	3	1	0	0	0	4	134	7	5	0	0	0			
15:00	0	0	0	0	0	6	0	0	0	6	15	0	0	0	15	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	1	86	5	1	0	0	0			
15:15	0	0	0	0	0	3	0	0	0	3	6	2	0	0	8	5	1	3	0	9	5	0	0	0	5	7	2	0	0	0	9	125	9	2	0	0	11			
15:30	0	0	0	0	0	3	0	0	0	3	1	0	0	0	2	4	0	0	0	4	3	0	0	0	3	5	1	0	0	0	6	115	8	4	1	0	0			
15:45	0	0	0	0	0	4	0	0	0	4	8	1	0	0	9	2	0	0	0	2	2	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0				
16:00	0	0	0	0	0	2	0	0	0	2	4	0	0	0	4	3	0	0	0	3	2	0	0	0	2	3	1	0	0	0	4	119	8	3	0	0	0			
16:15	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	5	1	0	0	6	2	0	0	0	2	5	0	0	0	0	5	132	5	3	0	0	18			
16:30	0	0	0	0	0	13	0	0	0	13	3	1	0	0	4	0	0	0	0	6	4	0	0	0	6	8	0	0	0	0	0	0	0	0	0	0				
16:45	0	0	0	0	0	5	0	0	0	5	2	0	0	0	2	1	1	0	0	2	3	0	0	0	3	8	0	0	0	0	9	139	9	3	0	0	7			
17:00	0	0	0	0	0	10	0	0	0	10	7	0	0	0	7	4	1	0	0	5	6	0	0	0	6	4	0	0	0	0	4	108	7	2	0	0	7			
17:15	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	0	0	0	0	5	6	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0				
17:30	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	4	3	1	0	0	4	4	0	0	0	0	4	129	3	4	0	0	0			
17:45	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	2	0	0	0	2	2	0	0	0	3	2	0	0	0	0	2	103	2	8	0	0	2			
18:00	0	0	0	0	0	5	1	0	0	6	1	0	0	0	2	0	0	0	0	2	4	0	0	0	4	6	1	0	0	0	7	92	6	6	0	0	0			
18:15	0	0	0	0	0	4	0	0	0	4	3	0	0	0	3	1	1	2	0	4	0	0	0	0	3	1	0	0	0	0	4	72	0	4	0	0	3			
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:45	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	2	1	0	0	3	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0				
19:00	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0				
19:15	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0				
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
19:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
20:00	0	0	0	0	0	1	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1															

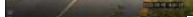
*Please note that Bus is classified in Medium Class

[illegible]

*Please note that Bus is classified in Medium Class.

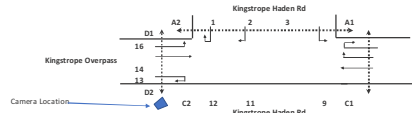
[illegible]

AM Peak	7:15	to	8:15
PM Peak	15:45	to	16:45



*Please note that Bus is classified in Medium Class

Project No. RA2207
Site No. 86_2
Location KingsstroveHadenRd_KingsstroveOverpass - WED
Day, Date 44636
Weather Fine



AM Peak	7:15	to	8:15
PM Peak	16:30	to	17:30

*Please note that Bus is classified in Medium Class

15-min ending	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8						
	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3									
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:15	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	0	3									
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
2:45	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2									
3:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	1									
3:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3									
3:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5									
3:45	0	0	0	0	0	0	1	0	0	0	1	1	2	0	0	1	2	0	0	0	0	0	0	0	0	2									
4:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5									
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
4:30	0	0	0	0	0	0	1	0	0	0	1	1	5	0	0	1	1	5	0	0	0	0	0	0	0	5	5								
4:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	14	1	0	0	0	0	0	0	0	15									
5:00	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	14									
5:15	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	14	1	0	0	0	0	0	0	0	16									
5:30	0	0	0	0	0	0	1	1	0	0	2	20	0	0	0	0	20	0	0	0	0	0	0	0	0	20									
5:45	0	0	0	0	0	0	2	0	0	0	2	50	1	1	0	2	50	1	1	0	0	0	0	0	0	54									
6:00	0	0	0	0	0	0	2	0	0	0	2	29	0	0	0	2	29	0	0	0	0	0	0	0	0	29									
6:15	0	0	0	0	0	0	2	0	0	0	2	35	2	0	0	2	35	2	0	0	0	0	0	0	0	37									
6:30	0	0	0	0	0	0	2	0	0	0	2	41	3	0	0	2	41	3	0	0	0	0	0	0	0	44									
6:45	0	0	0	0	0	0	2	1	0	0	3	54	2	0	0	3	54	2	0	0	0	0	0	0	0	56									
7:00	0	0	0	0	0	0	3	1	0	0	1	5	38	2	0	0	5	38	2	0	0	0	0	0	0	40									
7:15	0	0	0	0	0	0	1	0	0	0	1	60	2	1	0	1	60	2	1	0	0	0	0	0	0	63									
7:30	0	0	0	0	0	0	3	0	0	0	3	67	0	0	0	3	67	0	0	0	0	0	0	0	0	69									
7:45	0	0	0	0	0	0	1	0	0	0	1	71	4	1	0	1	71	4	1	0	0	0	0	0	0	76									
8:00	0	0	0	0	0	0	0	0	0	0	0	69	3	0	0	0	69	3	0	0	0	0	0	0	0	72									
8:15	0	0	0	0	0	0	2	1	0	0	4	64	4	1	0	4	64	4	1	0	0	0	0	0	0	67									
8:30	0	0	0	0	0	0	1	0	0	0	1	47	1	0	0	1	47	1	0	0	0	0	0	0	0	48									
8:45	0	0	0	0	0	0	2	0	0	0	2	39	3	0	0	2	39	3	0	0	0	0	0	0	0	42									
9:00	0	0	0	0	0	0	2	0	0	0	2	40	2	1	0	2	40	2	1	0	0	0	0	0	0	42									
9:15	0	0	0	0	0	0	1	1	0	0	2	31	1	0	0	2	31	1	0	0	0	0	0	0	0	32									
9:30	0	0	0	0	0	0	3	0	0	0	3	27	3	2	0	3	27	3	2	0	0	0	0	0	0	32									
9:45	0	0	0	0	0	0	1	0	0	0	1	20	1	0	0	1	20	1	0	0	0	0	0	0	0	21									
10:00	0	0	0	0	0	0	0	1	0	0	1	17	0	0	0	1	17	0	0	0	0	0	0	0	0	17									
10:15	0	0	0	0	0	0	1	0	0	0	1	14	0	1	0	1	14	0	1	0	0	0	0	0	0	15									
10:30	0	0	0	0	0	0	2	1	1	0	4	19	0	0	0	4	19	0	0	0	0	0	0	0	0	20									
10:45	0	0	0	0	0	0	3	1	1	0	5	26	4	1	0	5	26	4	1	0	0	0	0	0	0	31									
11:00	0	0	0	0	0	0	2	0	0	0	2	29	2	0	0	2	29	2	0	0	0	0	0	0	0	31									
11:15	0	0	0	0	0	0	2	0	0	0	2	17	0	1	0	2	17	0	1	0	0	0	0	0	0	18									
11:30	1	0	0	0	0	1	3	0	1	0	4	13	1	0	0	4	13	1	0	0	0	0	0	0	0	14									
11:45	0	0	0	0	0	0	2	0	0	0	2	15	1	1	0	2	15	1	1	0	0	0	0	0	0	17									
12:00	1	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	23	2	0	0	0	0	0	0	0	25									
12:15	0	0	0	0	0	0	1	0	1	0	2	21	1	0	0	2	21	1	0	0	0	0	0	0	0	22									
12:30	0	0	0	0	0	0	1	0	0	0	1	12	1	2	0	1	12	1	2	0	0	0	0	0	0	15									
12:45	0	0	0	0	0	0	3	0	0	0	3	15	3	0	0	3	15	3	0	0	0	0	0	0	0	18									
13:00	0	0	0	0	0	0	1	0	0	0	1	21	1	0	0	1	21	1	0	0	0	0	0	0	0	22									
13:15	0	0	0	0	0	0	1	0	1	0	2	14	1	0	0	2	14	1	0	0	0	0	0	0	0	15									
13:30	0	0	0	0	0	0	2	0	0	0	2	22	2	0	0	2	22	2	0	0	0	0	0	0	0	24									
13:45	0	0	0	0	0	0	1	0	0	0	1	11	4	0	0	1	11	4	0	0	0	0	0	0	0	15									
14:00	0	0	0	0	0	0	0	1	1	0	2	24	1	0	0	2	24	1	0	0	0	0	0	0	0	25									
14:15	0	0	0	0	0	0	1	0	1	0	2	13	1	0	0	2	13	1	0	0	0	0	0	0	0	14									
14:30	0	0	0	0	0	0	1	0	0	0	1	26	2	0	0	1	26	2	0	0	0	0	0	0	0	28									
14:45	0	0	0	0	0	0	1	1	0	0	2	34	2	0	0	2	34	2	0	0	0	0	0	0	0	36									
15:00	0	0	0	0	0	0	1	1	0	0	1	2																							

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Production Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2										
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											

The diagram illustrates the study area at the intersection of Kingstrove Overpass and Kingstrove Haden Rd. It shows the layout of the intersection, including lanes, traffic signals (A1, A2, D1, D2), and a camera location indicated by a blue arrow pointing to a blue diamond shape. The diagram is labeled with 'Kingstrove Overpass' and 'Kingstrove Haden Rd'.



Research Analytics
Data Collection and Surveys
www.researchanalytics.com
contact@researchanalytics.com

*Please note that Bus is classified in Medium Class

15-min ending	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8			
	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total		
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0							
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0							
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2:15	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0							
2:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0							
2:45	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0							
3:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0							
3:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0							
3:30	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0							
3:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
4:00	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0							
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
4:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0							
4:45	0	0	0	0	0	0	1	0	0	0	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0							
5:00	0	0	0	0	0	0	1	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0							
5:15	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0							
5:30	0	0	0	0	0	0	1	0	0	0	1	26	1	0	0	0	0	0	0	0	0	0	0	0	0							
5:45	0	0	0	0	0	0	3	0	0	0	3	26	0	0	0	0	0	0	0	0	0	0	0	0	0							
6:00	0	0	0	0	0	0	2	0	0	0	2	29	0	0	0	0	0	0	0	0	0	0	0	0	0							
6:15	0	0	0	0	0	0	1	0	0	0	2	40	5	0	0	0	0	0	0	0	0	0	0	0	0							
6:30	0	0	0	0	0	0	1	0	0	0	1	37	3	0	0	0	0	0	0	0	0	0	0	0	0							
6:45	0	0	0	0	0	0	2	0	0	0	2	49	2	0	0	0	0	0	0	0	0	0	0	0	0							
7:00	0	0	0	0	0	0	1	0	0	0	1	40	2	0	0	0	0	0	0	0	0	0	0	0	0							
7:15	0	0	0	0	0	0	0	0	0	0	0	64	1	0	0	0	0	0	0	0	0	0	0	0	0							
7:30	0	0	0	0	0	0	1	0	0	0	1	59	5	0	0	0	0	0	0	0	0	0	0	0	0							
7:45	0	0	0	0	0	0	0	0	0	0	1	79	5	0	0	0	0	0	0	0	0	0	0	0	0							
8:00	0	0	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:15	0	0	0	0	0	0	2	1	0	0	3	72	3	0	0	0	0	0	0	0	0	0	0	0	0							
8:30	0	0	0	0	0	0	3	0	0	0	4	37	3	0	0	0	0	0	0	0	0	0	0	0	0							
8:45	0	0	0	0	0	0	2	0	0	0	2	42	2	0	0	0	0	0	0	0	0	0	0	0	0							
9:00	0	0	0	0	0	0	4	0	0	0	4	42	0	0	0	0	0	0	0	0	0	0	0	0	0							
9:15	0	0	0	0	0	0	1	1	0	0	2	26	2	0	0	0	0	0	0	0	0	0	0	0	0							
9:30	0	0	0	0	0	0	4	0	0	0	4	44	4	0	0	0	0	0	0	0	0	0	0	0	0							
9:45	0	0	0	0	0	0	0	0	0	0	0	1	28	0	0	0	0	0	0	0	0	0	0	0	0							
10:00	0	0	0	0	0	0	3	0	0	0	3	21	2	0	0	0	0	0	0	0	0	0	0	0	0							
10:15	0	0	0	0	0	0	0	0	0	0	1	22	2	0	0	0	0	0	0	0	0	0	0	0	0							
10:30	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0							
10:45	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0							
11:00	0	0	0	0	0	0	3	0	0	0	3	22	3	1	0	0	0	0	0	0	0	0	0	0	0							
11:15	0	0	0	0	0	0	3	1	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0							
11:30	0	0	0	0	0	0	3	0	0	0	3	21	2	0	0	0	0	0	0	0	0	0	0	0	0							
11:45	0	0	0	0	0	0	0	0	0	0	0	21	3	1	0	0	0	0	0	0	0	0	0	0	0							
12:00	0	0	0	0	0	0	1	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0							
12:15	0	0	0	0	0	0	3	0	0	0	3	24	3	0	0	0	0	0	0	0	0	0	0	0	0							
12:30	0	0	0	0	0	0	3	0	0	0	3	26	2	1	0	0	0	0	0	0	0	0	0	0	0							
12:45	0	0	0	0	0	0	7	1	0	0	8	23	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:00	0	0	0	0	0	0	0	0	0	0	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:15	0	0	0	0	0	0	2	0	0	0	2	15	4	0	0	0	0	0	0	0	0	0	0	0	0							
13:30	0	0	0	0	0	0	2	1	0	0	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0							
13:45	0	0	0	0	0	0	1	0	0	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0							
14:00	0	0	0	0	0	0	2	2	0	0	4	15	3	0	0	0	0	0	0	0	0	0	0	0	0							
14:15	0	0	0	0	0	0	3	0	0	0	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0							
14:30	0	0	0	0	0	0	3	0	0	0	3	19	3	0	0	0	0	0	0	0	0	0	0	0	0							
14:45	0	0	0	0	0	0	2	2	0	0	4	31	1	0	0	0	0	0	0	0	0	0	0	0	0							
15:00	0	0	0	0	0	0	0	1	1	0	0	2	19	4	0	0	0	0	0	0	0	0	0	0	0							
15:15	0	0	0	0	0	0	3	0	0	0	3	25	3	0	0	0	0	0	0	0	0	0	0	0	0							
15:30	0	0	0	0	0	0	4	0	0	0	4	31	2	0	0	0	0	0	0	0	0	0	0	0	0							
15:45	0	0	0	0	0	0	1	0	0	0	1	27	2	0	0	0	0	0	0	0	0	0	0	0	0							
16:00	0	0	0	0	0	0	2	0	0	0	2	26	0	0	0	0	0	0	0	0	0	0	0	0	0							
16:15	0	0	0	0	0	0	6	0	0	0	6	23	4	0	0	0	0	0	0	0	0	0	0	0	0							
16:30	0	0	0	0	0	0	4	0	0	0	4	25	0	0	0	0	0	0	0	0</												

[illegible]

Vehs	4018	
Bike	4	
Peds	0	
Total	4022	
Row Total	4022	OK



Research Analytics
Data Collection and Turnover
www.researchanalytics.com
contact: tlipson@ra.com

*Please note that Bus is classified in Medium Class.

[illegible][illegible]

*Please note that Bus is classified in Medium Class.

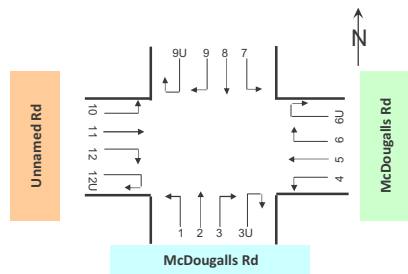


Quality Check	
Vehs	2471
Bike	11
Peds	0
Total	2482
Raw Total	2482 OK

Day/Date	: Tue, 22nd Mar 2022
Weather	: Fine
Description	: Classified Intersection

[illegible]

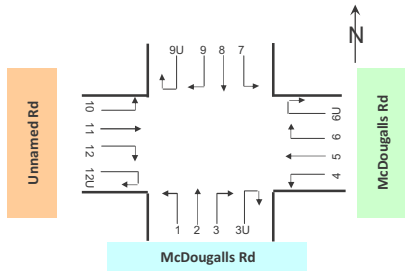
Day/Date	: Wed, 23rd Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

Job No.	: AUQLD3222	
Client	: AECOM Australia Pty Ltd	
Suburb	: Inland Rail B2G	
Location	: 108. McDougalls Rd / Unnamed Rd	
Day/Date	: Thu, 24th Mar 2022	
Weather	: Fine	
Description	: Classified Intersection Count	
	: 15 mins Data	



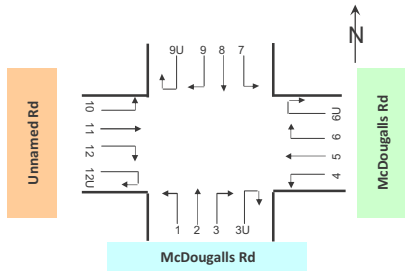
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

Day/Date	: Fri, 18th Mar 2022
Weather	: Fine
Description	: Classified Intersect

[illegible]

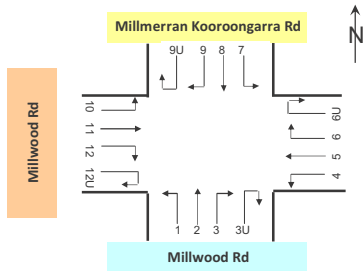
Day/Date	: Sun, 20th Mar 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

Job No.	: AUQLD3222	
Client	: AECOM Australia Pty Ltd	
Suburb	: Inland Rail B2G	
Location	: 131. Millmerran Kooroongarra Rd / Millwood Rd	
Day/Date	: Fri, 18th Mar 2022	
Weather	: Fine	
Description	: Classified Intersection Count	
	: 15 mins Data	



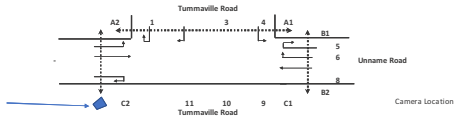
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

*Please note that Bus is classified in Medium Class



Project No.	RA2207
Site No.	136_7
Location	Tummalaville RoadUnnamed Road - TUE
Day, Date	44649
Weather	Fine



Research Analytics
Data Collection and Storage
www.researchanalytics.com
Contact: info@researchanalytics.com

AM Peak	8:00	to	9:00
PM Peak	13:15	to	14:15

*Please note that Bus is classified in Medium Class

[illegible]

15-min ending	Movement 10					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Federation Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2						
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</																																	

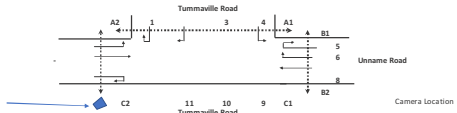
AM Peak	7:15	to	8:15
PM Peak	16:30	to	17:30

[illegible][illegible]

AM Peak	7:00	to	8:00
PM Peak	17:00	to	18:00

[illegible]

Project No. RA2207
Site No. 136_4
Location Tummalaville Road/Unnamed Road - SAT
Day, Date 44646
Weather Fine



Research
analytics
Data Collection and Survey
www.researchanalytics.com
contact@researchanalytics.com

AM Peak	9:15	to	10:15
PM Peak	11:30	to	12:30



```

94
  0
  0
94
94 OK

```


*Please note that Bus is classified in Medium Class

[illegible]

*Please note that Bus is classified in Medium Class.

[illegible]



**Research
Analytics**
Data Collection and Surveys
www.researchanalytics.com
contact@researchanalytics.com

*Please note that Bus is classified in Medium Class

[illegible][illegible]

*Please note that Bus is classified in Medium Class

[illegible]

Research Analytics
Data Collection and Summary
www.researchanalytics.com
info@researchanalytics.com

*Please note that Bus is classified in Medium Class.

[illegible]

*Please note that Bus is classified in Medium Class

[illegible]

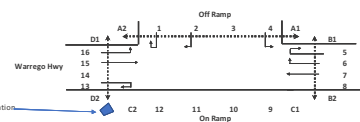
*Please note that Bus is classified in Medium Class.



*Please note that Bus is classified in Medium Class.

[illegible]

*Please note that Bus is classified in Medium Class.



15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:45	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:00	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:30	0	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:45	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:30	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:45	0	0	0	0	0	0	23	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:00	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:15	0	0	0	0	0	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:30	0	0	0	0	0	0	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:45	0	0	0	0	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00	0	0	0	0	0	0	29	6	3	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15	0	0	0	0	0	0	41	10	1	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30	0	0	0	0	0	0	35	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:45	0	0	0	0	0	0	35	6	4	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:00	0	0	0	0	0	0	29	4	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30	0	0	0	0	0	0	34	7	1	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45	0	0	0	0	0	0	21	5	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00	0	0	0	0	0	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:15	0	0	0	0	0	0	13	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:30	0	0	0	0	0	0	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00	0	0	0	0	0	0	16	12	4	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:15	0	0	0	0	0	0	12	2	4	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:30	0	0	0	0	0	0	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:45	0	0	0	0	0	0	26	6	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00	0	0	0	0	0	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	0	26	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	0	0	11	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:15	0	0	0	0	0	0	11	9	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30	0	0	0	0	0	0	16	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:00	0	0	0	0	0	0	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:15	0	0	0	0	0	0	21	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:30	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:45	0	0	0	0	0	0																																		

[illegible]

*Please note that Bus is classified in Medium Class

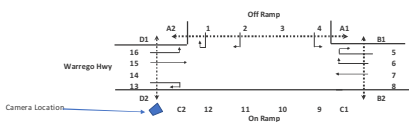


Quality Check		
Vehs	14093	
Bike	0	
Peds	8	
Total	14101	
Raw Total	14101	OK

Project No. RA2207
Site No. 143.2
Location Warrego Highway/Towoomba Bypass SB Ramps - WED
Day, Date 44636
Weather Fine

AM Peak 7:30 to 8:30
PM Peak 15:15 to 16:15

*Please note that Bus is classified in Medium Class

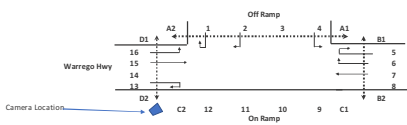


15-min ending	Movement 1										Movement 2										Movement 3										Movement 4										Movement 5									
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total																				
9:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
9:30	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
9:45	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0																				
1:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0																				
1:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0																				
1:30	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
1:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0																				
2:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
2:15	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0																				
2:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0																				
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
3:30	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
3:45	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0																				
4:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0																				
4:15	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0																				
4:30	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0																				
4:45	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0																				
5:00	0	0	0	0	0	5	5	0	0	10	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0																				
5:15	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0																				
5:30	0	0	0	0	0	12	5	2	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
5:45	0	0	0	0	0	21	1	0	0	22	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0																				
6:00	0	0	0	0	0	15	1	5	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
6:15	0	0	0	0	0	21	4	2	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
6:30	0	0	0	0	0	26	6	4	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
6:45	0	0	0	0	0	29	8	3	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
7:00	0	0	0	0	0	30	7	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
7:15	0	0	0	0	0	19	7	4	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
7:30	0	0	0	0	0	18	8	4	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
7:45	0	0	0	0	0	27	9	3	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
8:00	0	0	0	0	0	22	8	2	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
8:15	0	0	0	0	0	28	7	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
8:30	0	0	0	0	0	24	4	3	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
8:45	0	0	0	0	0	23	6	8	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
9:00	0	0	0	0	0	18	5	3	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
9:15	0	0	0	0	0	16	3	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
9:30	0	0	0	0	0	15	3	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
9:45	0	0	0	0	0	17	6	4	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
10:00	0	0	0	0	0	18	5	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
10:15	0	0	0	0	0	14	4	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
10:30	0	0	0	0	0	14	8	2	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
10:45	0	0	0	0	0	20	5	2	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
11:00	0	0	0	0	0	20	5	2	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
11:15	0	0	0	0	0	20	5	4	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
11:30	0	0	0	0	0	10	8	3	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
11:45	0	0	0	0	0	19	6	6	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
12:00	0	0	0	0	0	18	6	4	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
12:15	0	0	0	0	0	18	2	2	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
12:30	0	0	0	0	0	18	8	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
12:45	0	0	0	0	0	0	15	3	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
13:00	0	0	0	0	0	9	5	5	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
13:15	0	0	0	0	0	8	1	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
13:30	0	0	0	0	0	12	6	4	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
13:45	0	0	0	0	0	13	5	4	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
14:00	0	0	0	0	0	15	7	3	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
14:15	0	0	0	0	0	14	7	4																																										

Project No. RA2207
Site No. 143.3
Location Warrego Highway/Towamba Bypass SB Ramps - THU
Day, Date 44637
Weather Fine

AM Peak 7:15 to 8:15
PM Peak 15:30 to 16:30

*Please note that Bus is classified in Medium Class

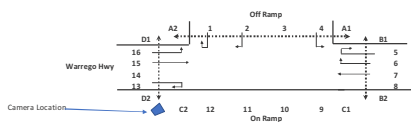


15-min epoch	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:30	0	0	0	0	5	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:00	0	0	0	0	3	3	7	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:30	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:00	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:15	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:45	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:00	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:15	0	0	0	0	2	2	6	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:30	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:45	0	0	0	0	4	3	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:00	0	0	0	0	7	7	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:15	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:30	0	0	0	0	6	2	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:45	0	0	0	0	23	23	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:00	0	0	0	0	17	4	3	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:15	0	0	0	0	20	2	3	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:30	0	0	0	0	20	3	3	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:45	0	0	0	0	20	6	1	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00	0	0	0	0	22	6	3	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:15	0	0	0	0	22	4	3	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30	0	0	0	0	22	4	6	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:45	0	0	0	0	14	6	2	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:00	0	0	0	0	16	6	7	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15	0	0	0	0	16	8	4	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30	0	0	0	0	17	6	2	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45	0	0	0	0	19	6	4	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00	0	0	0	0	21	8	4	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:15	0	0	0	0	29	6	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:30	0	0	0	0	18	6	3	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45	0	0	0	0	8	4	6	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00	0	0	0	0	19	4	5	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:15	0	0	0	0	18	5	2	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:30	0	0	0	0	15	5	8	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:45	0	0	0	0	11	7	2	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00	0	0	0	0	11	11	2	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	15	30	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	13	7	7	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	5	5	2	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	0	0	0	0	18	28	4	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:15	0	0	0	0	19	8	3	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30	0	0	0	0	16	7	4	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	0	0	0	12	12	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:00	0	0	0	0	13	5	5	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:15	0	0	0	0	17	8	5	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:30	0	0	0	0	17	17	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:45	0	0	0	0	9	9	6	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:00	0	0	0	0	15	11	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:15	0	0	0	0	13	13	0	0	26	0	0	0	0	0																					

Project No. RA2207
Site No. 143.4
Location Warrego Highway/Towamba Bypass SB Ramps - FRI
Day Date 44638
Weather Fine

AM Peak 7:30 to 8:30
PM Peak 15:15 to 16:15

*Please note that Bus is classified in Medium Class

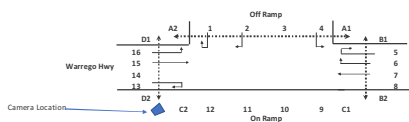


15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:30	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:30	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1:45	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:15	0	0	0	0	1	2	1	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0						
2:30	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:45	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:00	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:15	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:30	0	0	0	0	1	4	0	6	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0						
3:45	0	0	0	0	2	5	2	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0						
4:00	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:15	0	0	0	0	4	1	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0						
4:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:00	0	0	0	0	9	3	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:15	0	0	0	0	7	2	2	0	11	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0						
5:30	0	0	0	0	11	2	2	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5:45	0	0	0	0	18	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:00	0	0	0	0	21	3	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:15	0	0	0	0	26	5	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:30	0	0	0	0	16	2	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:45	0	0	0	0	20	5	2	0	27	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0						
7:00	0	0	0	0	27	5	2	0	34	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0						
7:15	0	0	0	0	24	6	7	0	31	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0						
7:30	0	0	0	0	24	6	5	0	35	0	0	0	0	0	2	1	2	0	5	0	0	0	0	0						
7:45	0	0	0	0	17	5	2	0	24	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0						
8:00	0	0	0	0	20	2	5	0	25	0	0	0	0	0	2	1	0	3	5	0	0	0	0	0						
8:15	0	0	0	0	16	12	5	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:30	0	0	0	0	23	1	4	0	28	0	0	0	0	0	1	0	3	0	2	0	0	0	0	0						
8:45	0	0	0	0	19	5	7	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:00	0	0	0	0	15	3	0	0	18	0	0	0	0	0	2	2	0	5	0	0	0	0	0	0						
9:15	0	0	0	0	13	6	1	0	20	0	0	0	0	0	1	1	2	0	5	0	0	0	0	0						
9:30	0	0	0	0	12	6	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:45	0	0	0	0	23	8	3	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:00	0	0	0	0	14	5	3	0	22	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0						
10:15	0	0	0	0	17	4	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:30	0	0	0	0	12	6	3	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
10:45	0	0	0	0	11	2	7	0	20	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0						
11:00	0	0	0	0	11	2	4	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:15	0	0	0	0	11	5	5	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:30	0	0	0	0	11	1	7	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
11:45	0	0	0	0	15	2	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:00	0	0	0	0	12	5	1	0	18	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0						
12:15	0	0	0	0	8	9	6	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:30	0	0	0	0	12	3	3	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
12:45	0	0	0	0	7	3	3	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:00	0	0	0	0	12	3	4	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:15	0	0	0	0	10	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:30	0	0	0	0	12	4	5	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
13:45	0	0	0	0	19	3	8	0	30	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0						
14:00	0	0	0	0	15	3	0	0	25	0	0	0	0	0	2	0	4	0	6	0	0	0	0	0						
14:15	0	0	0	0	11	2	4	0	15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0						
14:30	0	0	0	0	10	5	2	0	17	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0						
14:45	0	0	0	0	11	4	3	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
15:00	0	0	0	0	21	3	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
15:15	0	0	0	0	10	6	4	0	20	0	0	0	0	0	2	3	2	0	7	0	0	0	0	0						
15:30	0	0	0	0	14	6	5	0	26	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0						
15:45	0	0	0	0	19	3	8	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
16:00	0	0	0	0	13	4	2	0	19	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0						
16:15	0	0	0	0	11	5	8	0	26	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						
16:30	0	0	0	0	19	3	8	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
16:45	0	0	0	0	18	2	4	0	24	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0						
17:00	0	0	0	0	21	7	5	0	33	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0						
17:15	0	0	0	0	11	2	4	0	15	0	0	0	0	0	0	0	0	0	2											

Project No. RA2207
Site No. 143.5
Location Warrego Highway/Towombamba Bypass SB Ramps - SAT
Day, Date 44639
Weather Fine

AM Peak 9:15 to 10:15
PM Peak 11:00 to 12:00

*Please note that Bus is classified in Medium Class



15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7				
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total					
0:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:30	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0				
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0				
1:00	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0				
1:15	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0				
1:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00	0	0	0	0	4	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45	0	0	0	0	2	2	0	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0				
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30	0	0	0	0	6	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00	0	0	0	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	13	0	2	2	0	0	0	0	0	0	0	0	0	0	0				
4:30	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15	0	0	0	0	1	2	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00	0	0	0	0	8	1	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15	0	0	0	0	5	3	1	0	9	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45	0	0	0	0	12	1	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00	0	0	0	0	9	3	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15	0	0	0	0	8	5	2	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30	0	0	0	0	16	1	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45	0	0	0	0	9	2	1	0	12	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00	0	0	0	0	11	2	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15	0	0	0	0	14	1	2	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30	0	0	0	0	15	2	3	0	20	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0				
8:45	0	0	0	0	15	2	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00	0	0	0	0	19	0	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15	0	0	0	0	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30	0	0	0	0	16	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45	0	0	0	0	14	4	0	0	18	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0				
10:00	0	0	0	0	16	1	3	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15	0	0	0	0	17	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:30	0	0	0	0	17	2	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:45	0	0	0	0	11	1	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00	0	0	0	0	17	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15	0	0	0	0	18	1	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30	0	0	0	0	24	0	1	0	25	0	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0				
11:45	0	0	0	0	16	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00	0	0	0	0	16	2	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15	0	0	0	0	9	0	6	0	15	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0				
12:30	0	0	0	0	13	2	2	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45	0	0	0	0	12	2	3	0	17	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0				
13:00	0	0	0	0	14	1	3	0	18	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0				
13:15	0	0	0	0	11	0	2	0	13	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0				
13:30	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
13:45	0	0	0	0	6	0	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						



Research
Analytics
Data Collection and Surveys
www.researchanalytics.com
contact@researchanalytics.com

*Please note that Bus is classified in Medium Class.

15-min ending	Movement 1					Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total					
0-15	0	0	0	0	0	1	4	0	0	1	4	0	0	0	1	4	0	0	0	0	1	4	0	0	0	9	1	0	0	0	1	4	0	0	0	1				
0-30	0	0	0	0	0	1	4	0	0	1	4	0	0	0	1	4	0	0	0	0	1	4	0	0	0	2	1	0	0	0	2	1	0	0	0	2				
0-45	0	0	0	0	0	1	4	0	0	1	4	0	0	0	1	4	0	0	0	0	1	4	0	0	0	4	1	0	0	0	4	1	0	0	0	4				
0-60	0	0	0	0	0	1	2	0	0	3	0	0	0	0	3	0	0	0	0	0	3	0	0	0	6	0	0	0	0	6	0	0	0	0	6					
0-75	0	0	3	3	6	3	3	0	0	3	3	0	0	0	3	3	0	0	0	0	3	3	0	0	6	0	0	0	0	6	0	0	0	0	6					
0-90	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	0	0	0	3					
0-105	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	0	0	0	3					
0-120	0	0	0	0	0	2	2	2	0	6	0	0	0	0	6	0	0	0	0	0	6	0	0	0	6	1	1	0	0	8	1	1	0	0	8					
0-135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-285	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3						
0-300	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-315	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-330	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-345	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	3					
0-360	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	4					
0-375	0	0	2	2	4	2	2	0	0	4	0	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4	0	0	0	0	4					
0-390	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	3					
0-405	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	1	0	0	0	5					
0-420	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-435	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-450	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	3					
0-465	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	1	0	0	0	5					
0-480	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-495	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-510	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-525	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-555	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-570	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-585	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
0-600	0	0	5	5	10	5	5	0	0	5	5	0	0	1	5	1	5	0	0	0	5	5	0	0	1	11	1	0	0	0	12	2	0	0	0	12				
0-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	3					
0-630	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	1	0	0	0	8					
0-645	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	17	1	0	0	0	17					
0-660	0	0	4	4	8	4	4	0	0	8	0	0	0	0	8	0	0	0	0	0	8	0	0	0	4	0	0	0	0	4	0	0	0	0	4					
0-675	0	0	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	23	1	0	0	0	14	2	0	0	0	23					
0-690	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	0	0	0	0	9	0	0	0	11	2	0	0	0	13	1	0	0	0	13					
0-705	0	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0	23	0	0	0	0	23	0	0	0	0	23					
0-720	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	4	0	0	0	18					
0-735	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	12					
0-750	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	33	2	0	0	0	33					
0-765	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30	0	0	0	0	30					
0-780	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	34	1	0	0	0	34					
0-795	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	0	0	0	0	25					
0-810	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	48	5	0	0							

[illegible]

Quality Check		
Vehs	8175	
Bike	1	
Peds	0	
Total	8176	
Raw Total	8176	OK



*Please note that Bus is classified in Medium Class.

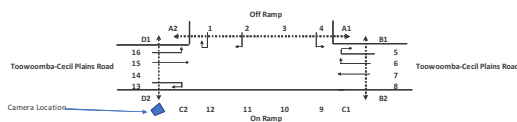
[illegible][illegible]

```

4155
    0
    0
4155
4155 OK

```


Project No.	RA2207	
Site No.	144_7	
Location	Toowoomba-Cecil Plains Road/Toowoomba Bypass SB Ramps - TUE	
Day, Date	4/6/49	
Weather	Fine	Toowoomba-Cecil Plains Road



Research Analytics
Data Collection and Analysis
www.researchanalytics.com
© 2013 Research Analytics, Inc.

AM Peak	7:30	to	8:30
PM Peak	13:15	to	14:15

*Please note that Bus is classified in Medium Class

*Please note that Bus is classified in Medium Class.

*Please note that Bus is classified in Medium Class.

*Please note that Bus is classified in Medium Class.

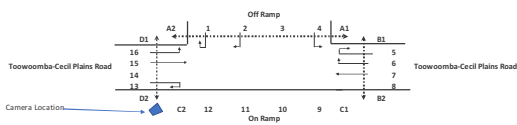
15-min ending	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				
	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total			
015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0			
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
230	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0		
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0			
300	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0		
315	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0		
330	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	7	0	0	0		
345	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0		
400	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0		
415	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	6	0	6	0	0	0	0	0	0	2	0	0	22	0	0	0		
430	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	2	0		
445	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0			
500	0	0	7	0	0	0	7	0	0	0	7	0	0	0	0	7	0	7	0	0	0	0	0	0	30	0	0	30	0	0	0		
615	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	15	3	0		
530	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	24	5	1	0		
545	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0		
600	0	0	0	0	0	0	28	1	1	0	30	0	0	0	0	0	1	0	0	0	0	0	0	0	63	3	0	0	66	3	1	0	
615	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	31	2	0	0	33	3	0	0	
630	0	0	7	0	0	0	7	0	0	0	7	0	0	0	0	7	0	7	0	0	0	0	0	0	34	4	0	1	38	1	0	0	
645	0	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	50	5	0	0	55	3	0	0	
700	0	0	0	0	0	0	15	2	0	0	17	0	0	0	0	0	4	0	0	0	0	0	0	0	33	4	0	0	37	3	0	0	
715	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	7	0	7	0	0	0	0	0	0	7	0	0	7	20	0	0		
730	0	0	0	0	0	0	8	2	0	0	10	0	0	0	0	0	3	0	0	0	0	0	0	0	36	4	0	0	39	7	1	0	
745	0	0	0	0	0	0	10	0	1	0	11	0	1	0	0	0	2	0	0	0	0	0	0	0	46	10	0	0	56	6	0	0	
800	0	0	12	0	0	0	12	0	0	0	12	0	0	0	0	12	0	12	0	0	0	0	0	0	44	5	0	0	49	3	0	0	
815	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	28	7	1	0	35	6	1	0	
830	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	1	0	0	0	0	0	0	0	30	3	1	0	34	5	3	0	
845	0	0	0	0	0	0	6	5	0	0	6	5	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
900	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	24	9	0	0	33	3	0	0	
915	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	3	0	0	0	0	0	0	0	0	21	7	0	0	28	2	1	0
930	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	13	4	0	0	16	0	0	0
945	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	21	4	0	0	
1015	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	16	0	0	0	
1030	0	0	0	1	0	0	5	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13	6	1	0	20	4	2	0	
1045	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11	6	0	0	17	5	2	0	
1100	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	5	0	0	17	2	1	0	
1145	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	16	2	5	0	
1200	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	21	7	0	0	28	2	1	0	
1215	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	0	0	0	0	0	0	4	2	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	33	3	1	0	37	1	0	0
1315	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330	0	0	0	0	0	0	11	1	0	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34	3	2	0	39	0	0	0
1345	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430	0	0	0	0	0	0	10	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	18	8	2	0
1445	0	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	1	0	29	3	0	0
1500	0	0	3	0	0	0	3	3	0	0	6	3	3	0	0	0	3	3	0	0	0</												

Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Podium Movements							
15-min ending	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2				
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</																												

Project No. RA2207
Site No. 144.1
Location Toowoomba-Cecil Plains Road/Toowoomba Bypass 58 Ramp - WED
Day, Date 44643
Weather Fine

AM Peak 7:45 to 8:45
PM Peak 13:45 to 14:45

*Please note that Bus is classified in Medium Class



15-min ending	Movement 1										Movement 2										Movement 3										Movement 4										Movement 5										Movement 6										Movement 7									
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total																																			
8:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																		
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
8:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
11:30	0	0	0	0	0	4	2	1	0	7	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	20	11	1	0	32	8	1	1																																		
11:45	0	0	0	0	1	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	25	6	1	0																																			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	9	2	0	0																																			
12:15	0	0	0	0	0	2	1	0	0	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	20	9	0	0	29	6	0	1																																		
12:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	20	5	3	0	25	4	2	0																																		
12:45	0	0	0	0	0	14	6	3	0	23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	31	5	1	1																																		
13:00	0	0	0	0	0	7	1	0	0	8	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	29	7	0	0	36	4	0	0																																		
13:15	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	28	6	0	0	34	4	2	0																																		
13:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0																																			
13:45	0	0	0	0	0	8	3	0	0	11	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	53	7	0	0	60	5	3	1																																		
14:00	0	0	0	0	0	7	2	0	0	9	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	42	7	0	0	49	5	4	2																																		
14:15	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	13	2	0	0	15	8	2	0																																		
14:30	0	0	0	0	0	4	2	0	0	6	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	27	6	2	0	35	10	1	0																																		
14:45	0	0	0	0	0	6	3	0	0	9	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	30	3	0	0	33	16	0	1																																		
15:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
15:15	0	0	0	0	0	4	0	1	0	5	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	20	6	1	0	27	7	0	0																																		
15:30	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	0	0	26	8	0	1																																		
15:45	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	20	2	0	0	22	5	0	0																																		
16:00	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	35	5	5	1																																		
16:15	0	0	0	0	0	4	1	0	0	5	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	21	1	1	0	23	9	3	3																																		
16:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	29	10	0	0																																		
16:45	0	0	0	0	0	6	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	2	0	27	11	0	1																																		
17:00	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	6	1	0																																		
17:15	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	36	17	13	0	50	17	13	0																																			
17:30	0	0	0	0	0	6	0	0	0	6	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	20	1	0	0	21	11	1	1																																		
17:45	0	0	0	0	0	8	0	0	0	8	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	14	0	0	0	14	5	1	2																																		
18:00	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	22	0	0	0																																		
18:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	20	3	0	0	23	5	1	0																																		
18:30	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	10	0	0	0	11	4	0	1																																		
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																			
19:00	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	1	2																																		
19:15	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	1	0	0																																		
19:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0																																		
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	2																																		
20:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	1	1	15	2	0	0																																		
20:15																																																																						

AM Peak	7:15	to	8:15
PM Peak	13:45	to	14:45



Movement 9				Movement 10				Movement 11				Movement 12				Movement 13				Movement 14				Movement 15				Movement 16				Production Movements							
15-min ending	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2	
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	

The diagram illustrates the study area's road network. It features a main horizontal road, Toowoomba-Cecil Plains Road, with an 'Off Ramp' branching upwards and an 'On Ramp' branching downwards. Camera locations are marked as A1, A2, B1, B2, C1, and C2. Vehicle trajectories are shown as arrows with numbers indicating vehicle counts or identifiers. For example, on the main road, trajectories are labeled 16, 15, 14, and 13 on the left side, and 5, 6, 7, and 8 on the right side. On the Off Ramp, trajectories are labeled 1, 2, 3, and 4. On the On Ramp, trajectories are labeled 11, 10, 9, and 8. Camera C2 is located at the bottom left, pointing towards the main road. Camera C1 is located on the main road, pointing towards the On Ramp. Camera B2 is located on the main road, pointing towards the Off Ramp. Camera B1 is located on the main road, pointing towards the On Ramp. Camera A2 is located on the Off Ramp, pointing towards the main road. Camera A1 is located on the Off Ramp, pointing towards the main road.



Research Analytics
Data Collection and Services
www.us6foraol.com
contact@us6foraol.com

[illegible][illegible]

Quality Check		
Vehs	3006	
Bike	0	
Peds	0	
Total	3006	
Raw Total	3006	OK



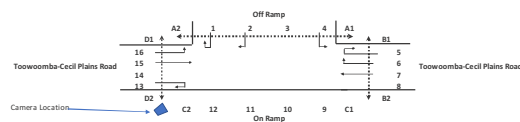
**Research
Analytics**
Data Collection and Surveys
www.kitware.com
©2015 Kitware, Inc.

*Please note that Bus is classified in Medium Class.

15-min ending	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8			
	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total	light	Medium	Heavy	Cycle	Total		
015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
045	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1		
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0		
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0		
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
245	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
430	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
445	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1
500	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	
630	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
645	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	
700	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	
715	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	
730	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
745	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0	0	
800	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	13	2	0	0	0	0	0	
815	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	0	1
830	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	
845	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	5	2	0	0	0	0	0	
900	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	
915	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	1
930	0	0	0	0	0	0	4	0	0	0	4	0	0	0	4	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	
945	0	0	0	0	0	0	4	1	0	0	5	0	0	0	1	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	
1000	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	19	0	0	0	0	0	0	
1015	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	
1030	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	22	0	0	0	1	0	0	3
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	
1115	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	1	0	0	0	0	0	0	25	7	0	0	0	0	0	0
1130	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	1	0	0	0	0	0	0	21	1	0	0	0	0	0	0
1215	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0
1330	0	0	0	0	0	0	3	3	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
1345	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	4	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	4	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0
1530	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0
1545	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0
1615	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0														

15-min cycle	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Facilities Movement					
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2								
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																										

Project No. RA2207
Site No. 144_5
Location Toowoomba-Cecil Plains Road/Toowoomba Bypass SB Ramps - SUN
Day, Date 44647
Weather Fine



Research Analytics
Data Collection and Surveys
www.researchanalytics.com
contact@researchanalytics.com

AM Peak	10:00	to	11:00
PM Peak	12:15	to	13:15

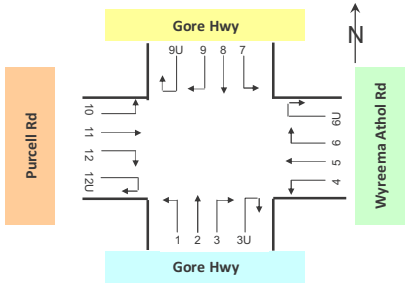
*Please note that Bus is classified in Medium Class.

[illegible]

15-min ending	Movement 9					Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16					Podiatric Movements							
	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	Light	Medium	Heavy	Cycle	Total	A1	A2	B1	B2	C1	C2	D1	D2					
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																														

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 1(a). Gore Hwy / Purcell Rd / Wyreema Athol Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



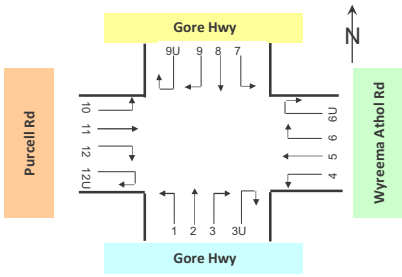
Approach	Gore Hwy																Wyreema Athol Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	6	0	1	7	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	16	1	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	18	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	20	0	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	15	0	0	15	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	39	4	2	45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	1	0	0	1	28	2	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	38	7	1	46	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	1	0	0	1	34	2	0	36	0	0	1	1	0	0	0	0	1	0	0	1	3	0	0	3	0	1	0	1	0	0	0	0
7:15 to 7:30	0	0	0	0	60	4	2	66	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	74	5	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
7:45 to 8:00	0	0	0	0	74	2	3	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	44	2	5	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:15 to 8:30	0	0	0	0	47	8	6	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	46	7	3	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	36	10	4	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	30	7	0	37	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
9:15 to 9:30	0	0	0	0	34	7	1	42	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
9:30 to 9:45	0	0	0	0	34	5	0	39	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
9:45 to 10:00	0	0	0	0	32	4	1	37	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	25	4	1	30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	28	2	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	36	6	1	43	0	0	0	0																				

23:30 to 23:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
24hr Totals	2	0	0	2	1,883	210	72	2,165	20	2	0	22	0	0	0	0	25	0	0	25	14	3	0	17	3	0	0	3	0	0	0	0

23:30 to 23:45	0	0	0	0	1	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	8	0	0	8	2,624	344	425	3,393	15	2	0	17	0	1	0	1	25	1	1	27	23	1	0	24	6	2	0	8

Approach	Gore Hwy																Purcell Rd															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
0:15 to 0:30	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:30 to 0:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:45 to 1:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 to 1:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 to 1:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 to 1:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 to 2:00	0	0	0	0	2	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 to 2:30	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 to 3:00	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 to 3:15	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 to 3:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 to 3:45	0	0	0	0	2	2	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 to 4:00	0	0	0	0	4	2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 to 4:15	0	0	0	0	3	2	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 to 4:30	0	0	0	0	5	1	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 to 4:45	0	0	0	0	7	1	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 to 5:00	0	0	0	0	17	3	8	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 to 5:15	0	0	0	0	23	5	3	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 to 5:30	0	0	0	0	34	6	5	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 to 5:45	0	0	0	0	44	3	7	54	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
5:45 to 6:00	0	0	0	0	35	6	3	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 to 6:15	0	0	0	0	41	6	4	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 to 6:30	0	0	0	0	44	7	6	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 to 6:45	0	0	0	0	30	13	7	50	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
6:45 to 7:00	1	0	0	1	30	8	5	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 to 7:15	0	0	0	0	27	7	6	40	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
7:15 to 7:30	0	0	0	0	32	7	4	43	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0				
7:30 to 7:45	0	0	0	0	32	5	4	41	0	1	0	1	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0				
7:45 to 8:00	0	0	0	0	55	6	4	65	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
8:00 to 8:15	0	0	0	0	43	8	4	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 to 8:30	0	0	0	0	49	9	9	67	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0				
8:30 to 8:45	0	0	0	0	44	8	4	56	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
8:45 to 9:00	0	0	0	0	44	6	4	54	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1				
9:00 to 9:15	0	0	0	0	43	8	4	55	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
9:15 to 9:30	0	0	0	0	28	7	7	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30 to 9:45	0	0	0	0	21	6	4	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 to 10:00	0	0	0	0	46	8	5	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:00 to 10:15	0	0	0	0	37	7	5	49	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 to 10:30	0	0	0	0	26	9	5	40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0				
10:30 to 10:45	0	0	0	0	34	6	8	48	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
10:45 to 11:00	0	0	0	0	40	8	4	52	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0				
11:00 to 11:15	0	0	0	0	29	7	3	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 to 11:30	0	0	0	0	45	5	4	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 to 11:45	0	0	0	0	38	2	7	47	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:45 to 12:00	0	0	0	0	38	3	4	45	0	0	0																					

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 1(a). Gore Hwy / Purcell Rd / Wyreema Athol Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



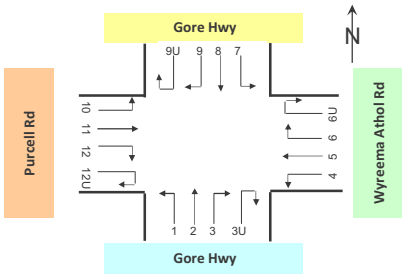
Classifications	Class 1 Class 1-2	Class 2 Class 3-9	Class 3 Class 10-12

Approach	Gore Hwy																Wyreema Athol Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	3	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	2	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	2	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	8	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	5	0	2	7	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	5	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	6	0	3	9	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	15	2	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	19	0	1	20	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	22	0	2	24	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	24	2	2	28	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	1	0	0	1	33	4	7	44	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	53	1	3	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	33	2	5	40	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	46	2	2	50	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	3	0	1	0	1	0	0	0	0
7:15 to 7:30	0	0	0	0	74	10	8	92	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0
7:30 to 7:45	0	0	0	0	63	5	2	70	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	1	64	8	1	73	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	65	8	3	76	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	56	9	1	66	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	38	6	0	44	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	63	4	3	70	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	47	10	3	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	64	11	3	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
9:30 to 9:45	0	0	0	0	60	0	10	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	47	9	6	62	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0
10:00 to 10:15	0	0	0	0	37	7	10	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
10:15 to 10:30	0	0	0	0	41	6	6	53	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

23:30 to 23:45	0	0	0	0	2	2	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
23:45 to 0:00	0	0	0	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
24hr Totals	5	1	0	6	2,828	363	463	3,654	10	2	0	12	0	0	0	0	20	4	1	25	15	3	0	18	14	5	0	19	0	0	0	0

Approach	Gore Hwy																Purcell Rd															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
0:15 to 0:30	0	0	0	0	3	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:30 to 0:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:45 to 1:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 to 1:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 to 1:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 to 1:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 to 2:00	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 to 2:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 to 2:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 to 2:45	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 to 3:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 to 3:15	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 to 3:30	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 to 3:45	0	0	0	0	6	1	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 to 4:00	0	0	0	0	8	1	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 to 4:15	0	0	0	0	2	4	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 to 4:30	0	0	0	0	8	2	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 to 4:45	0	0	0	0	15	1	4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 to 5:00	0	0	0	0	16	2	4	22	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0				
5:00 to 5:15	0	0	0	0	23	1	4	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 to 5:30	0	0	0	0	32	3	9	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 to 5:45	0	0	0	0	48	6	4	58	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0				
5:45 to 6:00	0	0	0	0	46	7	6	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 to 6:15	1	0	0	1	46	8	2	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 to 6:30	1	0	0	1	40	8	3	51	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0				
6:30 to 6:45	0	0	0	0	28	6	3	37	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
6:45 to 7:00	0	0	0	0	24	8	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 to 7:15	0	0	0	0	34	10	5	49	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
7:15 to 7:30	0	0	0	0	55	14	3	72	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0				
7:30 to 7:45	0	0	0	0	51	6	4	61	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
7:45 to 8:00	0	0	0	0	37	10	8	55	1	0	0	1	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0				
8:00 to 8:15	0	0	0	0	57	10	5	72	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0				
8:15 to 8:30	0	0	0	0	50	8	4	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 to 8:45	0	0	0	0	38	5	4	47	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
8:45 to 9:00	0	0	0	0	36	8	5	49	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
9:00 to 9:15	0	0	0	0	38	6	6	50	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0				
9:15 to 9:30	0	0	0	0	40	11	4	55	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30 to 9:45	0	0	0	0	33	5	4	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 to 10:00	0	0	0	0	25	5	4	34	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0				
10:00 to 10:15	0	0	0	0	38	4	2	44	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 to 10:30	0	0	0	0	37	4	4	45	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
10:30 to 10:45	0	0	0	0	35	4	1	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:45 to 11:00	0	0	0	0	27	6	5	38	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:00 to 11:15	0	0	0	0	37	7	2	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 to 11:30	0	0	0	0	24	5	3	32	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:30 to 11:45	0	0	0	0	37	4	4	45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:45 to 12:00	0	0	0	0	44	5	5	54	0	0																						

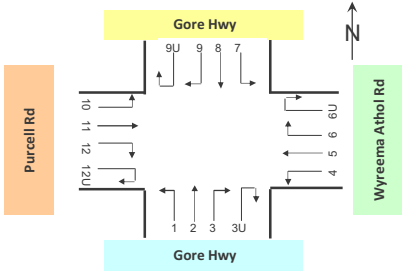
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 1(a). Gore Hwy / Purcell Rd / Wyreema Athol Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Gore Hwy																Wyreema Athol Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	6	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	2	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	6	0	1	7	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	15	3	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	26	0	0	26	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	17	0	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
7:45 to 8:00	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	18	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	26	0	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	26	1	1	28	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:45 to 9:00	0	0	0	0	38	1	1	40	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	38	0	6	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	45	0	4	49	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	54	0	2	56	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	53	2	4	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	43	2	3	48	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
10:15 to 10:30	1	0	0	1	54	3	0	57	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 1(a). Gore Hwy / Purcell Rd / Wyreema Athol Rd
Day/Date	: Sun, 15th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



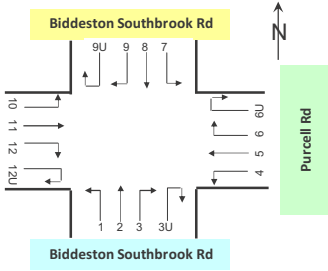
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Gore Hwy																Wyreema Athol Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	5	0	1	6	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	9	0	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	18	0	3	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	19	1	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	28	1	2	31	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	27	1	5	33	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	31	0	1	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	26	3	0	29	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1	0	0	0	0
10:00 to 10:15	0	0	0	0	37	2	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	43	2	2	47	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0																														

23:30 to 23:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	1	0	0	1	1,126	35	46	1,207	17	1	0	18	1	0	0	1	12	2	0	14	14	0	0	14	9	0	0	0

Approach	Gore Hwy																Purcell Rd															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:15 to 0:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:30 to 0:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:45 to 1:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 to 1:15	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 to 1:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 to 1:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 to 2:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 to 2:15	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 to 2:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 to 3:00	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 to 3:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 to 3:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 to 4:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 to 4:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 to 4:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 to 4:45	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 to 5:00	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 to 5:30	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 to 5:45	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 to 6:00	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 to 6:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 to 6:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 to 6:45	0	0	0	0	4	1	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 to 7:00	1	0	0	1	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 to 7:15	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 to 7:30	0	0	0	0	9	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 to 7:45	0	0	0	0	11	2	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 to 8:00	0	0	0	0	11	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 to 8:15	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 to 8:30	0	0	0	0	7	1	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 to 8:45	0	0	0	0	6	1	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 to 9:00	0	0	0	0	13	1	1	15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
9:00 to 9:15	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 to 9:30	1	0	0	1	28	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30 to 9:45	0	0	0	0	22	2	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 to 10:00	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
10:00 to 10:15	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 to 10:30	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:30 to 10:45	0	0	0	0	18	0	1	19	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
10:45 to 11:00	0	0	0	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 to 11:15	0	0	0	0	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 to 11:30	1	0	0	1	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 to 11:45	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:45 to 12:00	0	0	0	0	35	3	0	38	0	0	0	0	0	0	0	0																

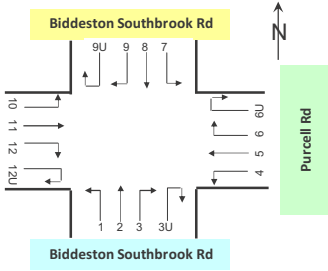
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 2(b). Biddeston Southbrook Rd / Purcell Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Biddeston Southbrook Rd												Purcell Rd																								
Direction																																					
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)																Direction 6 (Right Turn)				Direction 6U (U Turn)				
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total													Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
4:00 to 4:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
5:15 to 5:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
5:45 to 6:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													2	0	0	2	0	0	0	0
6:00 to 6:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
6:15 to 6:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
6:30 to 6:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													3	0	0	3	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
7:30 to 7:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
7:45 to 8:00	3	0	0	3	2	0	0	2	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
8:30 to 8:45	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1													0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1													0	0	0	0	0	0	0	0
10:00 to 10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
10:15 to 10:30	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
10:30 to 10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
10:45 to 11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
11:15 to 11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
12:00 to 12:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0																															

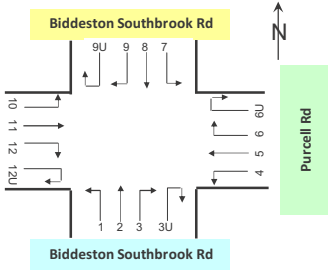
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 2(b). Biddeston Southbrook Rd / Purcell Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Biddeston Southbrook Rd												Purcell Rd												
Direction																									
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)					Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 to 5:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 to 5:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 to 6:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 to 6:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 to 6:30	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
9:30 to 9:45	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
10:00 to 10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
13:30 to 13:45	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
13:45 to 14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0										

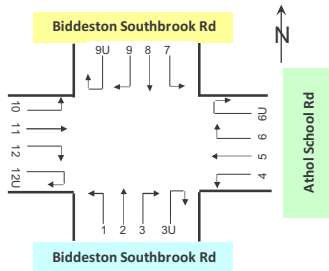
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 2(b). Biddeston Southbrook Rd / Purcell Rd
Day/Date	: Fri, 13th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Biddeston Southbrook Rd												Purcell Rd																								
Direction																																					
Time Period	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)																Direction 6 (Right Turn)				Direction 6U (U Turn)				
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total													Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
4:00 to 4:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
5:15 to 5:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
6:00 to 6:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
6:15 to 6:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
7:00 to 7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													2	0	0	2	0	0	0	0
7:30 to 7:45	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0													1	0	0	1	0	0	0	0
7:45 to 8:00	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0													2	0	0	2	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
8:45 to 9:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:00 to 9:15	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:15 to 9:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
10:30 to 10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
11:45 to 12:00	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													0	0	0	0	0	0	0	0
12:45 to 13:00	1	0																																			

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 3(c). Biddeston Southbrook Rd / Athol School Rd
Day/Date	: Wed, 18th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

Approach	Biddeston Southbrook Rd												Athol School Rd											
Direction	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1							
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1							
8:30 to 8:45	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	2							
8:45 to 9:00	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1							
12:45 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1							
13:30 to 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	2	0	0	2	0	1	0	1	0	0	0	0	0	1	0	0	1							
16:30 to 16:45	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1							
17:30 to 17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

23:30 to 23:45	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														
23:45 to 0:00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														
24hr Totals	69 1 2 72 8 0 0 8 0 0 0 0 8 1 0 9															17 1 0 18 1 0 0 0 1														

Approach	Biddeston Southbrook Rd															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0				
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0				
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0				
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0				
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 to 5:15	0	0	0	0	1	0	0	1	0	0	0	0				
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 to 7:30	1	0	0	1	0	0	0	0	0	0	0	0				
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 to 8:45	1	0	0	1	0	0	0	0	0	0	0	0				
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 to 9:30	1	0	0	1	1	0	0	1	0	0	0	0				
9:30 to 9:45	0	0	0	0	2	1	0	3	0	0	0	0				
9:45 to 10:00	0	0	0	0	2	0	0	2	0	0	0	0				
10:00 to 10:15	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0				
10:30 to 10:45	1	0	0	1	0	0	0	0	0	0	0	0				
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 to 11:15	0	0	0	0	1	0	0	1	0	0	0	0				
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 to 12:00	0	0	0	0	2	0	0	2	0	0	0	0				
12:00 to 12:15	1	0	0	1	0	0	0	0	0	0	0	0				
12:15 to 12:30	0	0	0	0	1	0	0	1	0	0	0	0				
12:30 to 12:45	1	0	0	1	1	0	0	1	0	0	0	0				
12:45 to 13:00	0	0	0	0	1	0	0	1	0	0	0	0				
13:00 to 13:15	0	0	0	0	1	0	0	1	0	0	0	0				
13:15 to 13:30	1	0	0	1	0	0	0	0	0	0	0	0				
13:30 to 13:45	0	0	0	0	0	0	0	0	0	0	0	0				
13:45 to 14:00	0	0	0	0	1	0	0	1	0	0	0	0				
14:00 to 14:15	0	0	0	0	0	0	0	0	0	0	0	0				
14:15 to 14:30	2	0	0	2	1	0	0	1	0	0	0	0				
14:30 to 14:45	2	0	0	2	0	0	0	0	0	0	0	0				
14:45 to 15:00	1	0	0	1	2	0	0	2	0	0	0	0				
15:00 to 15:15	0	0	0	0	0	0	0	0	0	0	0	0				
15:15 to 15:30	0	0	0	0	0	2	0	2	0	0	0	0				
15:30 to 15:45	2	0	0	2	1	0	0	1	0	0	0	0				
15:45 to 16:00	0	0	0	0	7	0	0	7	0	0	0	0				
16:00 to 16:15	0	0	0	0	6	0	0	6	0	0	0	0				
16:15 to 16:30	0	0	0	0	3	0	0	3	0	0	0	0				
16:30 to 16:45	0	0	0	0	1	1	0	2	0	0	0	0				
16:45 to 17:00	0	0	0	0	2	0	0	2	0	0	0	0				
17:00 to 17:15	0	0	0	0	4	0	0	4	0	0	0	0				
17:15 to 17:30	1	0	0	1	3	0	0	3	0	0	0	0				
17:30 to 17:45	0	0	0	0	0	0	0	0	0	0	0	0				
17:45 to 18:00	0	0	0	0	2	0	0	2	0	0	0	0				
18:00 to 18:15	0	0	0	0	0	0	0	0	0	0	0	0				
18:15 to 18:30	0	0	0	0	2	0	0	2	0	0	0	0				
18:30 to 18:45	0	0	0	0	0	0	0	0	0	0	0	0				
18:45 to 19:00	0	0	0	0	2	0	0	2	0	0	0	0				
19:00 to 19:15	0	0	0	0	0	0	0	0	0	0	0	0				
19:15 to 19:30	0	0	0	0	0	0	0	0	0	0	0	0				
19:30 to 19:45	0	0	0	0	1	0	0	1	0	0	0	0				
19:45 to 20:00	0	0	0	0	0	0	0	0	0	0	0	0				
20:00 to 20:15	0	0	0	0	0	0	0	0	0	0	0	0				
20:15 to 20:30	0	0	0	0	0	0	0	0	0	0	0	0				
20:30 to 20:45	0	0	0	0	0	0	0	0	0	0	0	0				
20:45 to 21:00	0	0	0	0	0	0	0	0	0	0	0	0				
21:00 to 21:15	0	0	0	0	0	0	0	0	0	0	0	0				
21:15 to 21:30	0	0	0	0	0	0	0	0	0	0	0	0				
21:30 to 21:45	0	0	0	0	0	0	0	0	0	0	0	0				
21:45 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0				
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0				
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0				
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0				
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0				
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0				
23:15 to 23:30	0	0	0	0	0	0	0	0	0	0	0	0				
23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0				
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0				
24hr Totals	15	0	0	15	54	2	0	56	0	0	0	0				

23:30 to 23:45	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	0	0	0	0	1,591	177	86	1,854	1	0	0	1	0	0	0	0	4	0	0	4	2	0	0	2	0	0	0	0

Approach	Gore Hwy																Bushy Ln															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	8	2	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	8	0	1	9	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	26	3	0	29	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	31	1	1	33	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	21	7	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	26	2	3	31	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	15	5	2	22	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	17	3	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	21	9	0	30	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	36	3	2	41	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	22	0	1	23	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	2	0	2	39	6	1	46	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	37	7	3	47	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	49	6	4	59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	18	3	0	21	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	29	4	1	34	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	23	2	0	25	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	17	6	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	20	4	1	25	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	22	6	0	28	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	1	0	0	1	21	1	0	22	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	18	3	0	21	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45																																

23:30 to 23:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
23:45 to 0:00	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
24hr Totals	0	0	0	0	2,098	250	315	2,663	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	0

Approach	Gore Hwy																Bushy Ln															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	5	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	6	3	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	10	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	18	1	2	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	21	1	4	26	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	36	3	4	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	31	1	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	39	2	1	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	25	3	4	32	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	27	8	4	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	17	5	1	23	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	35	5	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	40	3	1	44	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	39	6	4	49	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	42	8	2	52	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	48	7	1	56	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	43	7	1	51	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	37	7	1	45	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	29	3	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	35	10	2	47	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	1	31	7	4	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	26	5	3	34	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	35	8	3	46	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	31	8	6	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	27	8	3	38	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

23:30 to 23:45	0	0	0	0	1	3	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45 to 0:00	0	0	0	0	2	3	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	1	0	0	1	2,403	379	384	3,166	1	0	0	1	0	0	0	0	2	0	0	2	0	1	0	1	2	0	0	0	0

Approach	Gore Hwy																Bushy Ln															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:15 to 0:30	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:30 to 0:45	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:45 to 1:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 to 1:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 to 1:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 to 1:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 to 2:00	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 to 2:15	0	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 to 2:30	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 to 3:00	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 to 3:15	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 to 3:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 to 3:45	0	0	0	0	3	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 to 4:00	0	0	0	0	4	1	2	7	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
4:00 to 4:15	0	0	0	0	3	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 to 4:30	0	0	0	0	4	3	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 to 4:45	0	0	0	0	8	1	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 to 5:00	0	0	0	0	14	1	9	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 to 5:15	0	0	0	0	20	4	6	30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
5:15 to 5:30	0	0	0	0	28	5	4	37	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 to 5:45	0	0	0	0	48	2	8	58	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
5:45 to 6:00	0	0	0	0	43	7	4	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 to 6:15	0	0	0	0	38	6	3	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 to 6:30	0	0	0	0	46	6	6	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 to 6:45	0	0	0	0	24	11	4	39	1	1	0	2	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0				
6:45 to 7:00	0	0	0	0	33	12	5	50	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
7:00 to 7:15	0	0	0	0	21	8	6	35	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
7:15 to 7:30	0	0	0	0	34	2	4	40	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0				
7:30 to 7:45	0	0	0	0	30	8	4	42	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
7:45 to 8:00	0	0	0	0	51	3	6	60	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0				
8:00 to 8:15	0	0	0	0	42	7	5	54	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
8:15 to 8:30	0	0	0	0	52	10	6	68	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0				
8:30 to 8:45	0	0	0	0	49	5	5	59	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
8:45 to 9:00	0	0	0	0	34	7	6	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 to 9:15	0	0	0	0	40	8	5	53	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
9:15 to 9:30	0	0	0	0	25	6	7	38	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
9:30 to 9:45	0	0	0	0	26	8	5	39	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 to 10:00	0	0	0	0	26	5	3	34	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
10:00 to 10:15	0	0	0	0	42	7	6	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 to 10:30	0	0	0	0	28	8	5	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:30 to 10:45	0	0	0	0	30	6	10	46	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
10:45 to 11:00	0	0	0	0	32	8	5	45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 to 11:15	0	0	0	0	30	7	3	40	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0				
11:15 to 11:30	0	0	0	0	36	4	0	40	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 to 11:45	0	0	0	0	46	5	8	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 to 12:00	0	0	0	0	39	2	4	45	1	0	0																					

23:30 to 23:45	0	0	0	0	3	0	11	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45 to 0:00	0	0	0	0	1	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24hr Totals	0	0	0	0	2,586	317	483	3,386	1	0	0	1	1	0	0	1	3	2	0	5	4	0	0	4	0	0	0	0

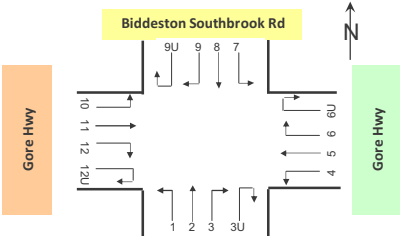
Approach	Gore Hwy																Bushy Ln															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	3	0	3	6	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	7	2	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	2	2	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	9	3	8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	10	1	4	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	16	2	5	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	14	1	5	20	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	37	8	5	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	39	9	4	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	46	11	4	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	39	9	2	50	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	46	5	4	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	27	9	4	40	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	27	8	1	36	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	24	7	5	36	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	49	15	3	67	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	51	6	5	62	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	48	10	6	64	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	48	11	7	66	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	61	7	4	72	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	34	2	4	40	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	33	9	6	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	32	9	6	47	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	1	30	10	4	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	41	4	9	54	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	26	6	3	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	29	1	1	31	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	39	5	6	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	34	4																										

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	1	0	0	1	998	30	46	1,074	1	0	0	1	1	0	0	1	2	0	0	2	1	0	0	1	1	0	0	0

Approach	Gore Hwy																Bushy Ln															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:15 to 0:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0:45 to 1:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 to 1:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 to 1:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 to 1:45	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 to 2:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 to 2:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 to 3:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 to 3:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 to 3:45	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 to 4:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 to 4:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 to 4:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 to 4:45	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 to 5:00	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 to 5:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 to 5:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
5:30 to 5:45	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 to 6:00	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 to 6:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 to 6:30	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 to 6:45	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 to 7:00	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 to 7:15	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
7:15 to 7:30	0	0	0	0	7	1	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 to 7:45	0	0	0	0	7	2	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 to 8:00	0	0	0	0	13	0	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 to 8:15	0	0	0	0	10	1	1	12	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
8:15 to 8:30	0	0	0	0	6	1	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 to 8:45	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 to 9:00	0	0	0	0	12	2	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 to 9:15	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
9:15 to 9:30	0	0	0	0	25	0	1	26	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
9:30 to 9:45	0	0	0	0	19	2	0	21	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
9:45 to 10:00	0	0	0	0	25	1	0	26	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0				
10:00 to 10:15	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
10:15 to 10:30	0	0	0	0	14	0	0	14	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
10:30 to 10:45	0	0	0	0	16	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:45 to 11:00	0	0	0	0	18	0	0	18	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:00 to 11:15	0	0	0	0	26	0	0	26	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:15 to 11:30	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0				
11:30 to 11:45	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 to 12:00	0	0	0	0	25	3	0	28	3	0	0	3	0	0	0	0</																

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 5(e). Gore Hwy / Biddeston Southbrook Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

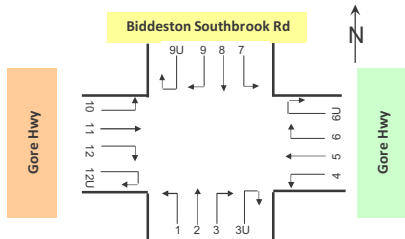


Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		1	1	0	2	0	0	0	0	0	0	0	0
0:15 to 0:30		2	0	0	2	0	0	0	0	0	0	0	0
0:30 to 0:45		2	1	1	4	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	1	1	0	0	0	0	0	0	0	0
1:00 to 1:15		1	1	0	2	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45		1	0	0	1	0	0	0	0	0	0	0	0
2:45 to 3:00		1	0	0	1	1	0	0	1	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		1	0	1	2	0	0	0	0	0	0	0	0
3:30 to 3:45		1	0	0	1	0	0	0	0	0	0	0	0
3:45 to 4:00		3	0	0	3	0	0	0	0	0	0	0	0
4:00 to 4:15		2	2	0	4	0	0	0	0	0	0	0	0
4:15 to 4:30		6	0	1	7	0	0	0	0	0	0	0	0
4:30 to 4:45		8	2	1	11	0	0	0	0	0	0	0	0
4:45 to 5:00		7	1	0	8	0	0	0	0	0	0	0	0
5:00 to 5:15		12	0	0	12	0	0	0	0	0	0	0	0
5:15 to 5:30		20	2	0	22	0	0	0	0	0	0	0	0
5:30 to 5:45		25	1	0	26	0	0	0	0	0	0	0	0
5:45 to 6:00		31	2	0	33	0	0	0	0	0	0	0	0
6:00 to 6:15		20	7	1	28	0	0	0	0	0	0	0	0
6:15 to 6:30		25	6	1	32	0	0	0	0	0	0	0	0
6:30 to 6:45		15	5	2	22	0	0	0	0	0	0	0	0
6:45 to 7:00		22	4	2	28	1	0	0	1	0	0	0	0
7:00 to 7:15		27	7	0	34	0	0	0	0	0	0	0	0
7:15 to 7:30		38	3	1	42	0	0	0	0	0	0	0	0
7:30 to 7:45		27	1	0	28	0	0	0	0	0	0	0	0
7:45 to 8:00		44	10	1	55	0	0	0	0	0	0	0	0
8:00 to 8:15		37	7	3	47	0	0	0	0	0	0	0	0
8:15 to 8:30		51	6	5	62	0	0	0	0	0	0	0	0
8:30 to 8:45		19	3	0	22	1	0	0	1	0	0	0	0
8:45 to 9:00		28	4	1	33	0	0	0	0	0	0	0	0
9:00 to 9:15		26	2	0	28	0	0	0	0	0	0	0	0
9:15 to 9:30		17	7	0	24	0	0	0	0	0	0	0	0
9:30 to 9:45		19	4	1	24	0	0	0	0	0	0	0	0
9:45 to 10:00		23	4	1	28	0	0	0	0	0	0	0	0
10:00 to 10:15		26	2	0	28	0	0	0	0	0	0	0	0
10:15 to 10:30		19	2	0	21	0	0	0	0	0	0	0	0
10:30 to 10:45		33	5	0	38	0	0	0	0	0	0	0	0
10:45 to 11:00		24	4	1	29	0	0	0	0	0	0	0	0
11:00 to 11:15		15	8	0	23	0	0	0	0	0	0	0	0
11:15 to 11:30		27	7	0	34	0	0	0	0	0	0	0	0
11:30 to 11:45		31	6	0	37	0	0	0	0	1	0	0	1
11:45 to 12:00		22	3	0	25	0	0	0	0	0	0	0	0
12:00 to 12:15		21	5	0	26	0	0	0	0	0	0	0	0
12:15 to 12:30		45	4	0	49	0	0	0	0	0	0	0	0
12:30 to 12:45		19	5	1	25	0	0	0	0	0	0	0	0
12:45 to 13:00		25	0	3	28	0	0	0	0	0	0	0	0
13:00 to 13:15		23	6	0	29	1	0	0	1	0	0	0	0
13:15 to 13:30		33	4	0	37	0	0	0	0	0	0	0	0
13:30 to 13:45		21	8	0	29	0	0	0	0	0	0	0	0
13:45 to 14:00		35	4	1	40	0	0	0	0	0	0	0	0
14:00 to 14:15		26	3	1	30	0	0	0	0	0	0	0	0
14:15 to 14:30		36	3	0	39	0	0	0	0	0	0	0	0
14:30 to 14:45		31	1	2	34	1	0	0	1	0	0	0	0
14:45 to 15:00		31	3	1	35	0	0	0	0	0	0	0	0
15:00 to 15:15		30	6	0	36	1	0	0	1	0	0	0	0
15:15 to 15:30		43	5	0	48	0	0	0	0	0	0	0	0
15:30 to 15:45		32	2	0	34	2	0	0	2	0	0	0	0
15:45 to 16:00		36	1	0	37	0	0	0	0	0	0	0	0
16:00 to 16:15		49	4	0	53	0	0	0	0	0	0	0	0
16:15 to 16:30		57	1	0	58	1	0	0	1	0	0	0	0
16:30 to 16:45		44	5	0	49	0	0	0	0	0	0	0	0
16:45 to 17:00		42	1	0	43	1	0	0	1	0	0	0	0
17:00 to 17:15		61	2	1	64	0	0	0	0	0	0	0	0
17:15 to 17:30		53	2	0	55	3	0	0	3	0	0	0	0
17:30 to 17:45		54	1	0	55	1	0	0	1	0	0	0	0
17:45 to 18:00		48	0	0	48	0	0	0	0	0	0	0	0
18:00 to 18:15		48	3	0	51	0	0	0	0	0	0	0	0
18:15 to 18:30		29	4	1	34	1	0	0	1	0	0	0	0
18:30 to 18:45		17	2	0	19	0	0	0	0	0	0	0	0
18:45 to 19:00		14	1	0	15	1	0	0	1	0	0	0	0
19:00 to 19:15		13	0	1	14	0	0	0	0	0	0	0	0
19:15 to 19:30		9	2	1	12	0	0	0	0	0	0	0	0
19:30 to 19:45		12	3	2	17	0	0	0	0	0	0	0	0
19:45 to 20:00		8	1	1	10	0	0	0	0	0	0	0	0
20:00 to 20:15		9	0	1	10	0	0	0	0	0	0	0	0
20:15 to 20:30		11	1	2	14	1	0	0	1	0	0	0	0
20:30 to 20:45		4	1	1	6	1	0	0	1	0	0	0	0
20:45 to 21:00		7	2	4	13	0	0	0	0	0	0	0	0
21:00 to 21:15		10	0	0	10	0	0	0	0	0	0	0	0
21:15 to 21:30		5	0	1	6	1	0	0	1	0	0	0	0
21:30 to 21:45		8	0	0	8	0	0	0	0	0	0	0	0
21:45 to 22:00		3	1	4	8	0	0	0	0	0	0	0	0
22:00 to 22:15		5	2	0	7	0	0	0	0	0	0	0	0
22:15 to 22:30		6	0	1	7	0	0	0	0	0	0	0	0
22:30 to 22:45		4	0	1	5	0	0	0	0	0	0	0	0
22:45 to 23:00		2	0	0	2	0	0	0	0	0	0	0	0
23:00 to 23:15		4	0	0	4	0	0	0	0	0	0	0	0
23:15 to 23:30		8	0	1	9	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals				1,891	229	57	2,177	19	0	0	19	1	0	0	1

Approach	Biddeston Southbrook Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		0	0	0	0
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		0	0	0	0
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0		0	0	0	0
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	1	0	0	1	4	0	1	5				0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	4	0	0	4				0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	1	0	0	1	6	0	1	7				0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	10	1	0	11				0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	14	1	1	16				0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	1	0	0	1	19	0	0	19				0	0	0	0	
5:30 to 5:45	0	0	0	0		4	0	0	0	0	0	0	0	0	21	1	2	24				0	0	0	0	
5:45 to 6:00	0	0	0	0		1	0	0	0	0	2	0	0	2	15	0	0	15				0	0	0	0	
6:00 to 6:15	1	0	0	1		1	0	0	0	0	4	0	0	4	29	0	2	31				0	0	0	0	
6:15 to 6:30	2	1	0	3		0	0	0	0	0	2	0	0	2	41	3	0	44				0	0	0	0	
6:30 to 6:45	2	0	0	2		0	0	0	0	0	1	0	0	1	31	3	0	34				0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	32	4	1	37				0	0	0	0	
7:00 to 7:15	1	0	0	1		0	1	0	0	0	0	0	0	0	39	3	1	43				0	0	0	0	
7:15 to 7:30	1	0	0	1		2	0	0	0	0	0	0	0	0	55	5	0	60				0	0	0	0	
7:30 to 7:45	1	0	0	1		3	0	0	0	0	2	0	0	2	77	4	1	82				0	0	0	0	
7:45 to 8:00	3	0	0	3		0	0	0	0	0	2	0	0	2	61	3	3	67				0	0	0	0	
8:00 to 8:15	0	0	0	0		3	0	0	0	0	0	0	0	0	43	3	5	51				0	0	0	0	
8:15 to 8:30	0	0	0	0		2	0	0	0	0	1	0	0	1	48	7	4	59				0	0	0	0	
8:30 to 8:45	0	0	0	0		3	0	0	0	0	2	0	0	2	46	9	4	59				0	0	0	0	
8:45 to 9:00	0	0	0	0		2	0	0	0	0	1	0	0	1	39	8	3	50				0	0	0	0	
9:00 to 9:15	0	0	0	0		0	0	0	0	0	1	0	0	1	30	6	0	36				0	0	0	0	
9:15 to 9:30	0	0	0	0		1	0	0	0	0	1	0	0	1	32	8	1	41				0	0	0	0	
9:30 to 9:45	0	0	0	0		3	0	0	0	0	0	0	0	0	36	7	0	43				0	0	0	0	
9:45 to 10:00	1	0	0	1		0	0	0	0	0	0	0	0	0	31	3	1	35				0	0	0	0	
10:00 to 10:15	0	0	0	0		1	0	0	0	0	2	0	0	2	26	5	1	32				0	0	0	0	
10:15 to 10:30	1	0	0	1		0	0	0	0	0	3	0	0	3	25	2	0	27				0	0	0	0	
10:30 to 10:45	1	0	0	1		2	0	0	0	0	0	0	0	0	34	8	1	43				0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	1	0	0	1	20	2	1	23				0	0	0	0	
11:00 to 11:15	1	0	0	1		0	0	0	0	0	1	0	0	1	25	5	1	31				0	0	0	0	
11:15 to 11:30	0	0	0	0		1	0	0	0	0	0	0	0	0	23	3	1	27				0	0	0	0	
11:30 to 11:45	0	1	0	1		0	0	0	0	0	0	0	0	0	18	2	1	21				0	0	0	0	
11:45 to 12:00	0	0	0	0		2	0	0	0	0	0	0	0	0	24	5	2	31				0	0	0	0	
12:00 to 12:15	0	0	0	0		0	0	0	0	0	1	0	0	1	30	1	1	32				0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	24	1	1	26				0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	1	0	0	1	18	3	2	23				0	0	0	0	
12:45 to 13:00	2	0	0	2		1	0	0	0	0	2	0	0	2	27	4	1	32				0	0	0	0	
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	23	5	1									

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 5(e), Gore Hwy / Biddeston Southbrook Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

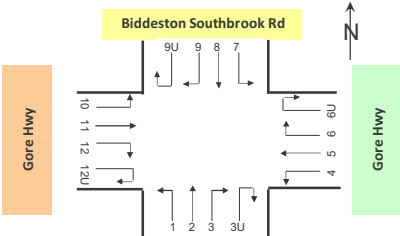
Approach		Gore Hwy											
Direction		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	1	5	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	1	1	0	0	0	0	0	0	0	0
1:00 to 1:15		0	1	1	2	0	0	0	0	0	0	0	0
1:15 to 1:30		2	0	1	3	0	0	0	0	0	0	0	0
1:30 to 1:45		2	3	1	6	0	0	0	0	0	0	0	0
1:45 to 2:00		0	2	1	3	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		1	0	1	2	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		0	1	0	1	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	3	3	0	0	0	0	0	0	0	0
3:15 to 3:30		4	0	1	5	0	0	0	0	0	0	0	0
3:30 to 3:45		3	1	2	6	0	0	0	0	0	0	0	0
3:45 to 4:00		1	0	1	2	0	0	0	0	0	0	0	0
4:00 to 4:15		5	3	2	10	0	0	0	0	0	0	0	0
4:15 to 4:30		6	2	1	9	0	0	0	0	0	0	0	0
4:30 to 4:45		7	2	0	9	0	0	0	0	0	0	0	0
4:45 to 5:00		13	1	0	14	0	0	0	0	0	0	0	0
5:00 to 5:15		17	2	1	20	0	0	0	0	0	0	0	0
5:15 to 5:30		23	3	3	29	0	0	0	0	0	0	0	0
5:30 to 5:45		35	3	3	41	0	0	0	0	0	0	0	0
5:45 to 6:00		36	1	3	40	0	0	0	0	0	0	0	0
6:00 to 6:15		35	3	0	38	0	0	0	0	0	0	0	0
6:15 to 6:30		23	4	2	29	0	0	0	0	0	0	0	0
6:30 to 6:45		28	9	4	41	0	0	0	0	0	0	0	0
6:45 to 7:00		22	5	1	28	0	0	0	0	0	0	0	0
7:00 to 7:15		37	6	2	45	0	0	0	0	0	0	0	0
7:15 to 7:30		45	2	1	48	0	0	0	0	0	0	0	0
7:30 to 7:45		44	8	2	54	0	0	0	0	0	0	0	0
7:45 to 8:00		40	8	3	51	0	0	0	0	0	0	0	0
8:00 to 8:15		48	7	0	55	0	0	0	0	0	0	0	0
8:15 to 8:30		47	7	1	55	1	0	0	1	0	0	0	0
8:30 to 8:45		43	7	1	51	0	1	0	1	0	0	0	0
8:45 to 9:00		29	6	2	37	0	0	0	0	0	0	0	0
9:00 to 9:15		39	9	2	50	1	0	0	1	0	0	0	0
9:15 to 9:30		33	8	4	45	0	0	0	0	0	0	0	0
9:30 to 9:45		27	3	3	33	1	0	0	1	0	0	0	0
9:45 to 10:00		40	8	3	51	0	0	0	0	0	0	0	0
10:00 to 10:15		33	9	6	48	0	0	0	0	0	0	0	0
10:15 to 10:30		29	7	2	38	0	0	0	0	0	0	0	0
10:30 to 10:45		29	3	2	34	0	0	0	0	0	0	0	0
10:45 to 11:00		28	2	4	34	0	0	0	0	0	0	0	0
11:00 to 11:15		26	5	4	35	0	0	0	0	0	0	0	0
11:15 to 11:30		25	3	4	32	0	0	0	0	0	0	0	0
11:30 to 11:45		35	9	1	45	0	0	0	0	0	0	0	0
11:45 to 12:00		28	9	6	43	0	0	0	0	0	0	0	0
12:00 to 12:15		31	6	5	42	0	0	0	0	0	0	0	0
12:15 to 12:30		27	6	6	39	0	0	0	0	0	0	0	0
12:30 to 12:45		27	3	2	32	2	0	0	2	0	0	0	0
12:45 to 13:00		29	4	4	37	0	0	0	0	0	0	0	0
13:00 to 13:15		38	4	5	47	0	0	0	0	0	0	0	0
13:15 to 13:30		38	5	3	46	0	0	0	0	0	0	0	0
13:30 to 13:45		37	5	2	44	0	0	0	0	0	0	0	0
13:45 to 14:00		23	6	4	33	0	0	0	0	0	0	0	0
14:00 to 14:15		34	4	3	41	0	0	0	0	0	0	0	0
14:15 to 14:30		30	7	6	43	1	0	0	1	0	0	0	0
14:30 to 14:45		46	4	4	54	1	0	0	1	0	0	0	0
14:45 to 15:00		54	7	4	65	0	0	0	0	0	0	0	0
15:00 to 15:15		45	3	2	50	0	0	0	0	0	0	0	0
15:15 to 15:30		51	4	3	58	1	0	0	1	0	0	0	0
15:30 to 15:45		41	3	3	47	1	0	0	1	0	0	0	0
15:45 to 16:00		70	3	3	76	1	0	0	1	0	0	0	0
16:00 to 16:15		51	6	4	61	1	0	0	1	0	0	0	0
16:15 to 16:30		55	4	3	62	1	0	0	1	0	0	0	0
16:30 to 16:45		58	3	5	66	1	0	0	1	0	0	0	0
16:45 to 17:00		47	3	3	53	1	1	0	2	0	0	0	0
17:00 to 17:15		75	0	2	77	1	0	0	1	0	0	0	0
17:15 to 17:30		63	2	5	70	0	0	0	0	0	0	0	0
17:30 to 17:45		73	1	7	81	0	0	0	0	0	0	0	0
17:45 to 18:00		62	4	10	76	2	0	0	2	0	0	0	0
18:00 to 18:15		59	4	5	68	0	0	0	0	0	0	0	0
18:15 to 18:30		35	3	4	42	0	0	0	0	0	0	0	0
18:30 to 18:45		25	4	12	41	0	0	0	0	0	0	0	0
18:45 to 19:00		16	3	3	22	0	0	0	0	0	0	0	0
19:00 to 19:15		18	1	2	21	0	0	0	0	0	0	0	0
19:15 to 19:30		15	5	4	24	0	0	0	0	0	0	0	0
19:30 to 19:45		16	2	1	19	1	0	0	1	0	0	0	0
19:45 to 20:00		19	3	4	26	1	0	0	1	0	0	0	0
20:00 to 20:15		15	1	4	20	1	0	0	1	0	0	0	0
20:15 to 20:30		16	4	3	23	0	0	0	0	0	0	0	0
20:30 to 20:45		10	0	6	16	0	0	0	0	0	0	0	0
20:45 to 21:00		12	3	4	19	0	0	0	0	0	0	0	0
21:00 to 21:15		8	2	5	15	0	0	0	0	0	0	0	0
21:15 to 21:30		14	2	8	24	0	0	0	0	0	0	0	0
21:30 to 21:45		6	1	6	13	0	0	0	0	0	0	0	0
21:45 to 22:00		3	1	5	9	0	0	0	0	0	0	0	0
22:00 to 22:15		6	0	3	9	0	0	0	0	0	0	0	0
22:15 to 22:30		3	0	3	6	0	0	0	0	0	0	0	0
22:30 to 22:45		9	2	1	12	0	0	0	0	0	0	0	0
22:45 to 23:00		3	1	1	5	1	0	0	1	0	0	0	0
23:00 to 23:15		2	0	1	3	0	0	0	0	0	0	0	0
23:15 to 23:30		5	0	2	7	0	0	0	0	0	0	0	0

23:30 to 23:45				4	0	2	6	0	0	0	0	0	0	0
23:45 to 0:00				3	0	3	6	0	0	0	0	0	0	0
24hr Totals				2,399	311	277	2,987	21	2	0	23	0	0	0

Approach	Biddeston Southbrook Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	1	0	2	3	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	1	4		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	0	1	1		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	0	3		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	1	0	0	1		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	1	5		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	8	0	0	8		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	1	0	6		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	14	2	0	16		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	1	0	19		0	0	0	0	
5:30 to 5:45	0	0	0	0		2	0	0	0	0	0	0	2	0	0	2	29	0	0	29		0	0	0	0	
5:45 to 6:00	0	1	0	1		1	0	0	0	0	0	0	0	0	0	0	19	0	1	20		0	0	0	0	
6:00 to 6:15	0	0	0	0		2	0	0	0	0	0	0	1	0	0	1	26	2	0	28		0	0	0	0	
6:15 to 6:30	1	0	0	1		2	0	0	0	0	0	0	0	0	0	0	37	1	0	38		0	0	0	0	
6:30 to 6:45	0	0	0	0		1	0	0	0	0	0	0	3	0	0	3	35	4	2	41		0	0	0	0	
6:45 to 7:00	2	0	0	2		1	0	0	0	0	0	0	0	0	0	0	40	4	2	46		0	0	0	0	
7:00 to 7:15	0	0	0	0		4	0	0	0	0	0	0	1	0	0	1	37	5	0	42		0	0	0	0	
7:15 to 7:30	2	0	0	2		3	0	0	0	0	0	0	0	0	0	0	68	5	2	75		0	0	0	0	
7:30 to 7:45	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	73	3	4	80		0	0	0	0	
7:45 to 8:00	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	64	6	2	72		0	0	0	0	
8:00 to 8:15	0	0	0	0		1	0	0	0	0	0	0	3	0	0	3	38	2	1	41		0	0	0	0	
8:15 to 8:30	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	35	1	0	36		0	0	0	0	
8:30 to 8:45	0	0	0	0		2	0	0	0	0	0	0	3	0	0	3	59	6	2	67		0	0	0	0	
8:45 to 9:00	0	0	0	0		5	0	0	0	0	0	0	2	0	0	2	45	5	2	52		0	0	0	0	
9:00 to 9:15	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	40	5	2	47		0	0	0	0	
9:15 to 9:30	0	0	0	0		5	0	0	0	0	0	0	2	0	0	2	37	5	4	46		0	0	0	0	
9:30 to 9:45	0	0	0	0		1	0	0	0	0	0	0	2	0	0	2	31	5	1	37		0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	44	6	2	52		0	0	0	0	
10:00 to 10:15	0	1	0	1		4	0	0	0	0	0	0	0	1	0	1	36	4	1	41		0	0	0	0	
10:15 to 10:30	1	0	0	1		2	0	0	0	0	0	0	1	0	0	1	22	3	5	30		0	0	0	0	
10:30 to 10:45	0	0	0	0		1	0	0	0	0	0	0	0	1	0	1	33	11	5	49		0	0	0	0	
10:45 to 11:00	0	0	0	0		1	0	0	0	0	0	0	1	1	0	2	39	7	6	52		0	0	0	0	
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	39	4	3	46		0	0	0	0	
11:15 to 11:30	0	0	0	0		2	0	0	0	0	0	0	0	1	0	1	42	7	3	52		0	0	0	0	
11:30 to 11:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	32	1	7	40		0	0	0	0	
11:45 to 12:00	0	0	0	0		2	0	0	0	0	0	0	0	0	0	0	31	3	4	38		0	0	0	0	
12:00 to 12:15	0	0	0	0		2	0	0	0	0	0	0	2	0	0	2	34	6	11	51		0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	4	1	32		0	0	0	0	
12:30 to 12:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	32	5	7	44		0	0	0	0	
12:45 to 13:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	37	3	5	45		0	0	0	0	
13																										

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 5(e). Gore Hwy / Biddeston Southbrook Rd
Day/Date	: Wed, 18th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



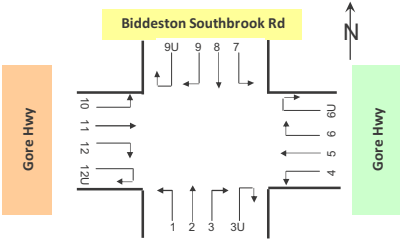
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		2	1	1	4	0	0	0	0	0	0	0	0
0:15 to 0:30		2	2	0	4	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	2	2	0	0	0	0	0	0	0	0
1:00 to 1:15		1	0	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45		0	2	0	2	0	0	0	0	0	0	0	0
1:45 to 2:00		2	2	0	4	0	0	0	0	0	0	0	0
2:00 to 2:15		0	1	2	3	0	0	0	0	0	0	0	0
2:15 to 2:30		1	1	1	3	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		3	0	1	4	0	0	0	0	0	0	0	0
3:00 to 3:15		1	1	3	5	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	1	1	0	0	0	0	0	0	0	0
3:30 to 3:45		3	2	4	9	0	0	0	0	0	0	0	0
3:45 to 4:00		5	0	2	7	0	0	0	0	0	0	0	0
4:00 to 4:15		3	3	3	9	0	0	0	0	0	0	0	0
4:15 to 4:30		4	2	6	12	0	0	0	0	0	0	0	0
4:30 to 4:45		8	2	1	11	0	0	0	0	0	0	0	0
4:45 to 5:00		15	2	8	25	0	0	0	0	0	0	0	0
5:00 to 5:15		23	7	4	34	0	0	0	0	0	0	0	0
5:15 to 5:30		29	5	3	37	0	0	0	0	0	0	0	0
5:30 to 5:45		48	2	7	57	0	0	0	0	0	0	0	0
5:45 to 6:00		43	7	3	53	1	0	0	1	0	0	0	0
6:00 to 6:15		41	6	5	52	0	0	0	0	0	0	0	0
6:15 to 6:30		44	5	5	54	0	0	0	0	0	0	0	0
6:30 to 6:45		27	15	5	47	0	0	0	0	0	0	0	0
6:45 to 7:00		36	9	5	50	0	0	0	0	0	0	0	0
7:00 to 7:15		21	8	6	35	0	0	0	0	0	0	0	0
7:15 to 7:30		35	3	4	42	0	0	0	0	0	0	0	0
7:30 to 7:45		34	6	5	45	0	0	0	0	0	0	0	0
7:45 to 8:00		56	5	5	66	0	0	0	0	0	0	0	0
8:00 to 8:15		43	7	5	55	0	0	0	0	0	0	0	0
8:15 to 8:30		50	10	6	66	0	0	0	0	0	0	0	0
8:30 to 8:45		53	7	4	64	2	0	0	2	0	0	0	0
8:45 to 9:00		37	6	5	48	1	0	0	1	0	0	0	0
9:00 to 9:15		51	8	5	64	0	0	0	0	0	0	0	0
9:15 to 9:30		22	10	8	40	0	0	0	0	0	0	0	0
9:30 to 9:45		29	8	3	40	0	0	0	0	0	0	0	0
9:45 to 10:00		36	5	3	44	0	0	0	0	0	0	0	0
10:00 to 10:15		42	8	7	57	0	0	0	0	0	0	0	0
10:15 to 10:30		26	8	4	38	0	0	0	0	0	0	0	0
10:30 to 10:45		34	5	10	49	0	0	0	0	0	0	0	0
10:45 to 11:00		36	9	5	50	0	0	0	0	0	0	0	0
11:00 to 11:15		35	7	3	45	0	0	0	0	0	0	0	0
11:15 to 11:30		40	5	2	47	0	0	0	0	0	0	0	0
11:30 to 11:45		41	3	7	51	0	0	0	0	0	0	0	0
11:45 to 12:00		43	2	4	49	0	0	0	0	0	0	0	0
12:00 to 12:15		33	3	9	45	0	0	0	0	0	0	0	0
12:15 to 12:30		40	4	5	49	1	0	0	1	0	0	0	0
12:30 to 12:45		28	3	8	39	0	0	0	0	0	0	0	0
12:45 to 13:00		41	6	3	50	0	0	0	0	0	0	0	0
13:00 to 13:15		43	4	5	52	0	0	0	0	0	0	0	0
13:15 to 13:30		34	5	6	45	0	0	0	0	0	0	0	0
13:30 to 13:45		46	6	5	57	0	0	0	0	0	0	0	0
13:45 to 14:00		30	12	4	46	1	0	0	1	0	0	0	0
14:00 to 14:15		48	2	5	55	0	0	0	0	0	0	0	0
14:15 to 14:30		50	5	5	60	0	0	0	0	0	0	0	0
14:30 to 14:45		57	6	10	73	1	0	0	1	0	0	0	0
14:45 to 15:00		49	3	6	58	0	0	0	0	0	0	0	0
15:00 to 15:15		49	3	7	59	0	0	0	0	0	0	0	0
15:15 to 15:30		50	9	4	63	0	0	0	0	0	0	0	0
15:30 to 15:45		44	3	4	51	0	0	0	0	0	0	0	0
15:45 to 16:00		51	0	8	59	2	0	0	2	0	0	0	0
16:00 to 16:15		68	5	5	78	0	0	0	0	0	0	0	0
16:15 to 16:30		54	2	7	63	0	0	0	0	0	0	0	0
16:30 to 16:45		68	0	8	76	1	0	0	1	0	0	0	0
16:45 to 17:00		62	4	8	74	0	0	0	0	0	0	0	0
17:00 to 17:15		65	0	5	70	0	0	0	0	0	0	0	0
17:15 to 17:30		68	1	3	72	0	0	0	0	0	0	0	0
17:30 to 17:45		78	4	5	87	1	0	0	1	0	0	0	0
17:45 to 18:00		51	1	6	58	0	0	0	0	0	0	0	0
18:00 to 18:15		39	3	8	50	0	0	0	0	0	0	0	0
18:15 to 18:30		30	2	6	38	0	0	0	0	0	0	0	0
18:30 to 18:45		31	0	5	36	1	0	0	1	0	0	0	0
18:45 to 19:00		24	4	5	33	0	0	0	0	0	0	0	0
19:00 to 19:15		15	2	3	20	0	0	0	0	0	0	0	0
19:15 to 19:30		19	0	7	26	0	0	0	0	0	0	0	0
19:30 to 19:45		17	4	7	28	0	0	0	0	0	0	0	0
19:45 to 20:00		14	0	5	19	0	0	0	0	0	0	0	0
20:00 to 20:15		14	1	6	21	1	0	0	1	0	0	0	0
20:15 to 20:30		16	0	8	24	0	0	0	0	0	0	0	0
20:30 to 20:45		16	2	4	22	2	0	0	2	0	0	0	0
20:45 to 21:00		9	2	2	13	1	0	0	1	0	0	0	0
21:00 to 21:15		13	1	1	15	0	0	0	0	0	0	0	0
21:15 to 21:30		9	0	2	11	0	0	0	0	0	0	0	0
21:30 to 21:45		14	1	6	21	1	0	0	1	0	0	0	0
21:45 to 22:00		7	0	4	11	0	0	0	0	0	0	0	0
22:00 to 22:15		10	0	1	11	0	0	0	0	0	0	0	0
22:15 to 22:30		5	1	3	9	0	0	0	0	0	0	0	0
22:30 to 22:45		1	1	4	6	0	0	0	0	0	0	0	0
22:45 to 23:00		5	1	1	7	0	0	0	0	0	0	0	0
23:00 to 23:15		5	1	4	10	0	0	0	0	0	0	0	0
23:15 to 23:30		3	0	2	5	0	0	0	0	0	0	0	0

23:30 to 23:45				4	0	1	5	0	0	0	0	0	0	0
23:45 to 0:00				1	1	0	2	0	0	0	0	0	0	0
24hr Totals				2,634	325	410	3,369	17	0	0	17	0	0	0

Approach	Biddeston Southbrook Rd																Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	4	6		0	0	0	0					
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0					
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0					
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	2	7		0	0	0	0					
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0					
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	2	4		0	0	0	0					
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	3	4		0	0	0	0					
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	4	1	2	7		0	0	0	0					
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0					
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	2	5		0	0	0	0					
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	4	5		0	0	0	0					
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	2	7		0	0	0	0					
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0					
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	3	0	1	4		0	0	0	0					
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	3	7		0	0	0	0					
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	5	10		0	0	0	0					
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	3	8		0	0	0	0					
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	1	10		0	0	0	0					
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	4	2	1	7		0	0	0	0					
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	8	4	1	13		0	0	0	0					
5:00 to 5:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	13	0	0	13		0	0	0	0					
5:15 to 5:30	0	0	0	0		1	0	0	1	0	0	0	0	1	1	0	2	15	0	3	18		0	0	0	0				
5:30 to 5:45	0	0	0	0		2	0	0	2	0	0	0	0	0	0	0	27	0	1	28		0	0	0	0					
5:45 to 6:00	0	0	0	0		1	1	0	2	0	0	0	0	2	0	0	2	21	2	1	24		0	0	0	0				
6:00 to 6:15	0	2	0	2		1	0	0	1	0	0	0	0	1	0	0	1	25	2	5	32		0	0	0	0				
6:15 to 6:30	2	0	0	2		1	0	0	1	0	0	0	0	1	0	0	1	37	3	3	43		0	0	0	0				
6:30 to 6:45	1	0	0	1		1	0	0	1	0	0	0	0	1	0	0	1	53	2	2	57		0	0	0	0				
6:45 to 7:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	34	4	3	41		0	0	0	0					
7:00 to 7:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	42	3	2	47		0	0	0	0					
7:15 to 7:30	0	0	0	0		5	0	0	5	0	0	0	0	1	0	0	1	73	7	1	81		0	0	0	0				
7:30 to 7:45	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	62	7	3	72		0	0	0	0					
7:45 to 8:00	1	0	0	1		0	0	0	0	0	0	0	0	3	0	0	3	75	6	5	86		0	0	0	0				
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	1	1	0	2	67	3	5	75		0	0	0	0					
8:15 to 8:30	0	0	0	0		3	1	0	4	0	0	0	0	1	0	0	1	68	2	1	71		0	0	0	0				
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	60	2	6	68		0	0	0	0					
8:45 to 9:00	0	1	0	1		1	0	0	1	0	0	0	0	2	0	0	2	45	4	5	54		0	0	0	0				
9:00 to 9:15	0	0	0	0		2	0	0	2	0	0	0	0	3	0	0	3	61	4	3	68		0	0	0	0				
9:15 to 9:30	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	0	48	6	2	56		0	0	0	0				
9:30 to 9:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	49	8	3	60		0	0	0	0					
9:45 to 10:00	0	0	0	0		1	0	0	1	0	0	0	0	2	0	0	2	38	5	2	45		0	0	0	0				
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	54	6	1	61		0	0	0	0					
10:15 to 10:30	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	35	6	3	44		0	0	0	0				
10:30 to 10:45	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0	34	1	7	42		0	0	0	0					
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	27	8	8	43		0	0	0	0					
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	35	7	5	47		0	0	0	0					
11:15 to 11:30	0	0	0	0		2	0	0	2	0	0	0	0	0	0	0	48	9	3	60		0	0	0	0					
11:30 to 11:45	0	0	0	0		2	0	0	2	0	0	0	0	0	0	0	37	5	8	50		0	0	0	0					
11:45 to 12:00	0	0	0	0		1	1	0	2	0	0	0	0	0	0	0	40	5	1	46		0	0	0	0					
12:00 to 12:15	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	26	6	3	35		0	0	0	0				
12:15 to 12:30	0	0	0	0		2	0	0	2	0	0	0	0	0	0	0	0	26	5	4	35		0	0	0	0				
12:30 to 12:45	0	0	0	0		3	0	0	3	0	0	0	0	0	0	0	0	40	4	7	51		0	0	0	0				
12:45 to 13:00	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	29	8	9	46		0	0	0	0				
13:00 to 13:15	0	0	0	0		1	0	0	1	0	0	0	0	0	1	0	1	39	6	5	50		0	0	0	0				
13:15 to 13:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	30	10	10	50		0	0	0	0					
13:30 to 13:45	0	0	0	0		1	1	0	2	0	0	0	0	1	0	0	1	46	9	4	59		0	0	0	0				
13:45 to 14:00	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	40	9	6	55		0	0	0	0				
14:00 to 14:15	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	40	7	6	53		0	0	0	0				
14:15 to 14:30	1	0	0	1		0	0	0	0	0	0	0	0	1	1	0	2	45	10	6	61		0	0	0	0				
14:30 to 14:45	0	0	0	0		1	0	0	1	0	0	0	0	5	0	0	5	34	9	7	50		0	0	0	0				
14:45 to 15:00	0	0	0	0		2	0	0	2	0	0	0	0	3	0	0	3	55	3	8	66		0	0	0	0				
15:00 to 15:15	1	0	0	1		2	0	0	2	0	0	0	0	1	0	0	1	65	8	11	84		0	0	0	0				
15:15 to 15:30	0	0	0	0		2	0	0	2	0	0	0	0	2	0	0	2	51	7	4	62		0	0	0	0				
15:30 to 15:45	0	0	0	0		0	1	0	1	0	0	0	0	1	0	0	1	70	3	7	80		0	0	0	0				
15:45 to 16:00	1	0	0	1		1	1	0	2	0	0	0	0	1	0	0	1	43	10	6	59		0	0	0	0				
16:00 to 16:15	0	0	0	0		6	0	0	6	0	0	0	0	0	1	0	1	61	10	7	78		0	0	0	0				
16:15 to 16:30	0	0	0	0		2	0	0	2	0	0	0	0	4	0	0	4	60	9	9	78		0	0	0	0				
16:30 to 16:45	0	0	0	0		1	0	0	1	0	0	0	0	3	0	0	3	59	16	7	82		0	0	0	0				
16:45 to 17:00	0	0	0	0		2	0	0	2	0	0	0	0	3	1	0	4	58	3	12	73		0	0	0	0				
17:00 to 17:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0													

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 5(e). Gore Hwy / Biddeston Southbrook Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

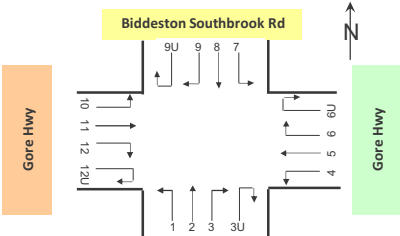
Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		3	0	2	5	1	0	0	1	0	0	0	0
0:15 to 0:30		3	0	6	9	0	0	0	0	0	0	0	0
0:30 to 0:45		2	0	1	3	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	2	2	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	2	2	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		1	1	0	2	0	0	0	0	0	0	0	0
1:45 to 2:00		0	2	1	3	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	1	1	0	0	0	0	0	0	0	0
2:15 to 2:30		2	1	0	3	0	0	0	0	0	0	0	0
2:30 to 2:45		1	0	1	2	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	2	2	0	0	0	0	0	0	0	0
3:00 to 3:15		1	0	1	2	0	0	0	0	0	0	0	0
3:15 to 3:30		2	2	0	4	1	0	0	1	0	0	0	0
3:30 to 3:45		3	3	1	7	0	0	0	0	0	0	0	0
3:45 to 4:00		7	2	2	11	0	0	0	0	0	0	0	0
4:00 to 4:15		1	4	5	10	1	0	0	1	1	0	0	1
4:15 to 4:30		10	2	8	20	0	0	0	0	0	0	0	0
4:30 to 4:45		11	2	3	16	0	0	0	0	0	0	0	0
4:45 to 5:00		16	2	5	23	0	0	0	0	0	0	0	0
5:00 to 5:15		17	2	6	25	1	0	0	1	0	0	0	0
5:15 to 5:30		34	6	5	45	0	0	0	0	0	0	0	0
5:30 to 5:45		42	7	5	54	0	0	0	0	0	0	0	0
5:45 to 6:00		46	12	3	61	0	0	0	0	0	0	0	0
6:00 to 6:15		41	10	3	54	0	0	0	0	0	0	0	0
6:15 to 6:30		45	5	2	52	0	0	0	0	0	0	0	0
6:30 to 6:45		27	9	4	40	0	0	0	0	0	0	0	0
6:45 to 7:00		31	9	0	40	0	0	0	0	0	0	0	0
7:00 to 7:15		33	9	5	47	0	0	0	0	0	0	0	0
7:15 to 7:30		51	17	3	71	0	0	0	0	0	0	0	0
7:30 to 7:45		49	6	6	61	0	1	0	1	0	0	0	0
7:45 to 8:00		49	13	5	67	0	0	0	0	0	0	0	0
8:00 to 8:15		50	12	7	69	1	0	0	1	0	0	0	0
8:15 to 8:30		60	8	4	72	0	0	0	0	0	0	0	0
8:30 to 8:45		40	3	4	47	0	0	0	0	0	0	0	0
8:45 to 9:00		35	8	7	50	0	0	0	0	0	0	0	0
9:00 to 9:15		35	9	6	50	0	0	0	0	0	0	0	0
9:15 to 9:30		32	12	4	48	0	0	0	0	0	0	0	0
9:30 to 9:45		42	5	7	54	1	0	0	1	0	0	0	0
9:45 to 10:00		30	5	3	38	0	0	0	0	0	0	0	0
10:00 to 10:15		31	1	1	33	0	0	0	0	0	0	0	0
10:15 to 10:30		40	8	6	54	0	0	0	0	0	0	0	0
10:30 to 10:45		36	4	2	42	0	0	0	0	0	0	0	0
10:45 to 11:00		26	5	4	35	0	0	0	0	0	0	0	0
11:00 to 11:15		39	6	3	48	0	1	0	1	0	0	0	0
11:15 to 11:30		22	5	3	30	0	0	0	0	0	0	0	0
11:30 to 11:45		41	8	4	53	0	0	0	0	0	0	0	0
11:45 to 12:00		41	6	5	52	1	0	0	1	0	0	0	0
12:00 to 12:15		37	4	3	44	0	0	0	0	0	0	0	0
12:15 to 12:30		32	11	4	47	0	0	0	0	0	0	0	0
12:30 to 12:45		41	5	6	52	0	0	0	0	0	0	0	0
12:45 to 13:00		36	4	8	48	0	0	0	0	0	0	0	0
13:00 to 13:15		58	4	8	70	0	0	0	0	0	0	0	0
13:15 to 13:30		35	5	4	44	0	0	0	0	0	0	0	0
13:30 to 13:45		32	4	4	40	0	0	0	0	0	0	0	0
13:45 to 14:00		44	5	7	56	0	0	0	0	0	0	0	0
14:00 to 14:15		48	6	4	58	0	0	0	0	0	0	0	0
14:15 to 14:30		31	1	7	39	0	0	0	0	0	0	0	0
14:30 to 14:45		49	6	6	61	1	0	0	1	0	0	0	0
14:45 to 15:00		55	8	5	68	0	0	0	0	0	0	0	0
15:00 to 15:15		52	3	7	62	0	0	0	0	0	0	0	0
15:15 to 15:30		46	6	5	57	0	0	0	0	0	0	0	0
15:30 to 15:45		45	3	7	55	0	0	0	0	0	0	0	0
15:45 to 16:00		63	5	4	72	0	0	0	0	1	0	0	1
16:00 to 16:15		56	6	7	69	1	0	0	1	0	0	0	0
16:15 to 16:30		62	4	5	71	0	0	0	0	0	0	0	0
16:30 to 16:45		70	8	9	87	0	1	0	1	0	0	0	0
16:45 to 17:00		64	2	8	74	2	0	0	2	0	0	0	0
17:00 to 17:15		79	2	9	90	0	0	0	0	0	0	0	0
17:15 to 17:30		82	4	7	93	1	0	0	1	0	0	0	0
17:30 to 17:45		72	1	6	79	0	0	0	0	0	0	0	0
17:45 to 18:00		59	4	3	66	1	0	0	1	0	0	0	0
18:00 to 18:15		40	2	2	44	0	0	0	0	0	0	0	0
18:15 to 18:30		49	2	5	56	0	0	0	0	0	0	0	0
18:30 to 18:45		44	2	6	52	0	0	0	0	0	0	0	0
18:45 to 19:00		25	4	4	33	1	0	0	1	0	0	0	0
19:00 to 19:15		22	0	4	26	3	0	0	3	0	0	0	0
19:15 to 19:30		17	1	9	27	0	0	0	0	0	0	0	0
19:30 to 19:45		18	2	7	27	0	0	0	0	0	0	0	0
19:45 to 20:00		12	3	2	17	1	0	0	1	0	0	0	0
20:00 to 20:15		15	0	7	22	0	0	0	0	0	0	0	0
20:15 to 20:30		18	0	5	23	0	0	0	0	0	0	0	0
20:30 to 20:45		9	0	4	13	0	0	0	0	0	0	0	0
20:45 to 21:00		13	3	4	20	0	0	0	0	0	0	0	0
21:00 to 21:15		16	3	4	23	0	0	0	0	0	0	0	0
21:15 to 21:30		16	1	3	20	0	0	0	0	0	0	0	0
21:30 to 21:45		11	0	7	18	0	0	0	0	0	0	0	0
21:45 to 22:00		11	0	4	15	0	0	0	0	0	0	0	0
22:00 to 22:15		4	0	4	8	0	0	0	0	0	0	0	0
22:15 to 22:30		5	0	2	7	0	0	0	0	0	0	0	0
22:30 to 22:45		1	0	1	2	0	0	0	0	0	0	0	0
22:45 to 23:00		3	0	1	4	0	0	0	0	0	0	0	0
23:00 to 23:15		3	0	1	4	0	0	0	0	0	0	0	0
23:15 to 23:30		3	0	2	5	0	0	0	0	0	0	0	0

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 5(e). Gore Hwy / Biddeston Southbrook Rd
Day/Date	: Fri, 13th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



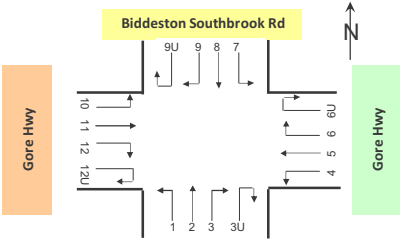
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		3	0	1	4	0	0	0	0	0	0	0	0
0:15 to 0:30		5	0	0	5	0	0	0	0	0	0	0	0
0:30 to 0:45		0	1	1	2	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	1	1	0	0	0	0	0	0	0	0
1:00 to 1:15		1	1	2	4	0	0	0	0	0	0	0	0
1:15 to 1:30		3	0	1	4	0	0	0	0	0	0	0	0
1:30 to 1:45		0	2	0	2	0	0	0	0	0	0	0	0
1:45 to 2:00		0	1	1	2	0	0	0	0	0	0	0	0
2:00 to 2:15		1	1	1	3	0	0	0	0	0	0	0	0
2:15 to 2:30		1	1	1	3	0	0	0	0	0	0	0	0
2:30 to 2:45		2	0	1	3	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	1	1	0	0	0	0	0	0	0	0
3:00 to 3:15		0	1	0	1	0	0	0	0	0	0	0	0
3:15 to 3:30		1	0	1	2	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	1	1	0	0	0	0	0	0	0	0
3:45 to 4:00		4	0	0	4	0	0	0	0	0	0	0	0
4:00 to 4:15		4	3	1	8	0	0	0	0	0	0	0	0
4:15 to 4:30		8	0	1	9	0	0	0	0	0	0	0	0
4:30 to 4:45		9	3	4	16	0	0	0	0	0	0	0	0
4:45 to 5:00		14	0	0	14	0	0	0	0	0	0	0	0
5:00 to 5:15		17	0	0	17	0	0	0	0	0	0	0	0
5:15 to 5:30		28	1	3	32	0	0	0	0	0	0	0	0
5:30 to 5:45		40	3	3	46	0	0	0	0	0	0	0	0
5:45 to 6:00		41	4	2	47	0	0	0	0	0	0	0	0
6:00 to 6:15		28	0	1	29	0	0	0	0	0	0	0	0
6:15 to 6:30		25	5	0	30	0	0	0	0	0	0	0	0
6:30 to 6:45		14	1	1	16	0	0	0	0	0	0	0	0
6:45 to 7:00		21	2	2	25	0	0	0	0	0	0	0	0
7:00 to 7:15		29	6	2	37	0	0	0	0	0	0	0	0
7:15 to 7:30		36	1	3	40	0	0	0	0	0	0	0	0
7:30 to 7:45		30	3	1	34	0	0	0	0	0	0	0	0
7:45 to 8:00		33	2	1	36	0	0	0	0	0	0	0	0
8:00 to 8:15		33	0	2	35	0	0	0	0	0	0	0	0
8:15 to 8:30		35	3	1	39	1	0	0	1	0	0	0	0
8:30 to 8:45		29	2	1	32	1	0	0	1	0	0	0	0
8:45 to 9:00		26	2	1	29	0	0	0	0	0	0	0	0
9:00 to 9:15		30	4	1	35	0	0	0	0	0	0	0	0
9:15 to 9:30		32	2	2	36	0	0	0	0	0	0	0	0
9:30 to 9:45		24	2	1	27	1	0	0	1	0	0	0	0
9:45 to 10:00		22	3	5	30	0	0	0	0	0	0	0	0
10:00 to 10:15		23	0	1	24	0	0	0	0	0	0	0	0
10:15 to 10:30		38	4	2	44	0	0	0	0	0	0	0	0
10:30 to 10:45		25	1	0	26	1	0	0	1	0	0	0	0
10:45 to 11:00		27	1	4	32	0	0	0	0	0	0	0	0
11:00 to 11:15		33	2	3	38	0	0	0	0	0	0	0	0
11:15 to 11:30		24	1	2	27	0	0	0	0	0	0	0	0
11:30 to 11:45		31	1	1	33	0	0	0	0	0	0	0	0
11:45 to 12:00		43	0	2	45	1	0	0	1	0	0	0	0
12:00 to 12:15		35	1	2	38	0	0	0	0	0	0	0	0
12:15 to 12:30		28	2	1	31	0	0	0	0	0	0	0	0
12:30 to 12:45		32	0	0	32	0	0	0	0	0	0	0	0
12:45 to 13:00		48	1	0	49	1	0	0	1	0	0	0	0
13:00 to 13:15		37	4	1	42	0	0	0	0	0	0	0	0
13:15 to 13:30		46	0	2	48	1	0	0	1	0	0	0	0
13:30 to 13:45		29	0	0	29	0	1	0	1	0	0	0	0
13:45 to 14:00		55	4	1	60	0	0	0	0	0	0	0	0
14:00 to 14:15		40	1	1	42	1	0	0	1	0	0	0	0
14:15 to 14:30		46	0	4	50	1	0	0	1	0	0	0	0
14:30 to 14:45		39	2	2	43	0	0	0	0	0	0	0	0
14:45 to 15:00		46	2	2	50	0	0	0	0	0	0	0	0
15:00 to 15:15		45	3	0	48	0	0	0	0	0	0	0	0
15:15 to 15:30		39	2	2	43	0	0	0	0	0	0	0	0
15:30 to 15:45		51	1	0	52	1	0	0	1	0	0	0	0
15:45 to 16:00		56	2	1	59	0	0	0	0	0	0	0	0
16:00 to 16:15		44	2	0	46	1	0	0	1	0	0	0	0
16:15 to 16:30		51	1	1	53	1	0	0	1	0	0	0	0
16:30 to 16:45		37	0	0	37	0	0	0	0	0	0	0	0
16:45 to 17:00		48	1	0	49	1	0	0	1	0	0	0	0
17:00 to 17:15		57	1	0	58	1	0	0	1	0	0	0	0
17:15 to 17:30		49	4	0	53	1	0	0	1	0	0	0	0
17:30 to 17:45		48	2	2	52	0	0	0	0	0	0	0	0
17:45 to 18:00		41	0	0	41	1	0	0	1	0	0	0	0
18:00 to 18:15		29	1	0	30	0	0	0	0	0	0	0	0
18:15 to 18:30		27	0	1	28	0	0	0	0	0	0	0	0
18:30 to 18:45		19	0	0	19	0	0	0	0	0	0	0	0
18:45 to 19:00		11	0	0	11	0	0	0	0	0	0	0	0
19:00 to 19:15		23	0	1	24	0	0	0	0	0	0	0	0
19:15 to 19:30		11	0	0	11	0	0	0	0	0	0	0	0
19:30 to 19:45		10	0	1	11	0	0	0	0	0	0	0	0
19:45 to 20:00		13	0	0	13	0	0	0	0	0	0	0	0
20:00 to 20:15		9	0	0	9	0	0	0	0	0	0	0	0
20:15 to 20:30		9	0	0	9	0	0	0	0	0	0	0	0
20:30 to 20:45		8	0	3	11	0	0	0	0	0	0	0	0
20:45 to 21:00		8	1	0	9	0	0	0	0	0	0	0	0
21:00 to 21:15		12	0	0	12	0	0	0	0	0	0	0	0
21:15 to 21:30		7	0	0	7	0	0	0	0	0	0	0	0
21:30 to 21:45		10	0	0	10	0	0	0	0	0	0	0	0
21:45 to 22:00		8	0	0	8	0	0	0	0	0	0	0	0
22:00 to 22:15		6	0	0	6	0	0	0	0	0	0	0	0
22:15 to 22:30		3	0	0	3	0	0	0	0	0	0	0	0
22:30 to 22:45		8	0	0	8	0	0	0	0	0	0	0	0
22:45 to 23:00		5	0	0	5	0	0	0	0	0	0	0	0
23:00 to 23:15		4	0	0	4	0	0	0	0	0	0	0	0
23:15 to 23:30		4	0	0	4	0	0	0	0	0	0	0	0

23:30 to 23:45				4	0	0	4	0	0	0	0	0	0	0
23:45 to 0:00				2	0	0	2	0	0	0	0	0	0	0
24hr Totals				2,170	108	95	2,373	16	1	0	17	0	0	0

Approach	Biddeston Southbrook Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	8	10		0	0	0	0		
0:15 to 0:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	2	0	4	6		0	0	0	0		
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	6	8		0	0	0	0		
0:45 to 1:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0		
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	5	6		0	0	0	0		
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0		
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	4	3	9		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0		
2:00 to 2:15	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0		
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0		
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	6	6		0	0	0	0		
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0		
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	1	3	7		0	0	0	0		
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	2	0	2		0	0	0	0		
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	7	0	7	14		0	0	0	0		
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	1	0	2		0	0	0	0		
4:00 to 4:15	0	0	0	0		0	0	0	0	0	1	0	0	0	1	9	0	1	10		0	0	0	0		
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	10	2	1	13		0	0	0	0		
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	1	1	5		0	0	0	0		
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6	0	3	9		0	0	0	0		
5:00 to 5:15	1	0	0	1		1	0	0	0	0	0	0	0	0	0	9	0	3	12		0	0	0	0		
5:15 to 5:30	0	0	0	0		0	0	0	0	0	2	0	0	0	2	13	0	4	17		0	0	0	0		
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	22	0	0	22		0	0	0	0		
5:45 to 6:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	13	1	3	17		0	0	0	0		
6:00 to 6:15	1	0	0	1		0	0	0	0	0	1	0	0	1	17	1	2	20		0	0	0	0			
6:15 to 6:30	0	1	0	1		0	0	0	0	0	1	0	0	1	30	0	1	31		0	0	0	0			
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	35	2	2	39		0	0	0	0		
6:45 to 7:00	0	0	0	0		1	0	0	0	0	1	0	0	1	29	2	1	32		0	0	0	0			
7:00 to 7:15	1	0	0	1		4	0	0	0	0	1	0	0	1	33	1	2	36		0	0	0	0			
7:15 to 7:30	1	0	0	1		1	0	0	0	0	0	0	0	0	63	4	2	69		0	0	0	0			
7:30 to 7:45	0	0	0	0		2	0	0	0	0	1	1	0	2	55	3	3	61		0	0	0	0			
7:45 to 8:00	2	0	0	2		1	0	0	0	0	2	0	0	2	67	4	6	77		0	0	0	0			
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	42	2	1	45		0	0	0	0			
8:15 to 8:30	0	0	0	0		1	1	0	2	0	0	0	0	0	0	49	5	1	55		0	0	0	0		
8:30 to 8:45	0	1	0	1		1	0	0	0	0	2	0	0	2	56	3	3	62		0	0	0	0			
8:45 to 9:00	1	0	0	1		0	0	0	0	0	0	0	0	0	46	2	2	50		0	0	0	0			
9:00 to 9:15	0	0	0	0		1	0	0	0	0	2	0	0	2	59	2	2	63		0	0	0	0			
9:15 to 9:30	0	0	0	0		0	0	0	0	0	2	0	0	2	65	3	2	70		0	0	0	0			
9:30 to 9:45	0	0	0	0		3	0	0	0	0	1	0	0	1	45	6	1	52		0	0	0	0			
9:45 to 10:00	0	0	0	0		1	0	0	0	0	0	0	0	0	47	1	3	51		0	0	0	0			
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	39	1	2	42		0	0	0	0			
10:15 to 10:30	0	0	0	0		1	0	0	0	0	0	0	0	0	37	2	4	43		0	0	0	0			
10:30 to 10:45	0	0	0	0		1	0	0	0	0	1	0	0	1	45	4	5	54		0	0	0	0			
10:45 to 11:00	1	0	0	1		1	0	0	0	0	0	0	0	0	43	2	9	54		0	0	0	0			
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	43	4	3	50		0	0	0	0			
11:15 to 11:30	0	0	0	0		0	0	0	0	0	1	0	0	1	40	2	2	44		0	0	0	0			
11:30 to 11:45	0	0	0	0		0	0	0	0	0	1	0	0	1	49	4	5	58		0	0	0	0			
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	30	3	4	37		0	0	0	0			
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	31	3	5	39		0	0	0	0			
12:15 to 12:30	0	0	0	0		1	0	0	0	0	0	0	0	0	53	7	5	65		0	0	0	0			
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	48	2	6	56		0	0	0	0			
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	37	3	4	44		0	0	0	0			
13:00 to 13:15	0	0	0	0		1	0	0	0	0	1	0	0	1	40	4	1	45		0	0	0	0			
13:15 to 13:30	0	0	0	0		1	0	0	0	0	0	0	0	0	37	4	4	45		0	0	0	0			
13:30 to 13:45	0	0	0	0		1	0	0	0	0	0	0	0	0	33	3	4	40		0	0	0	0			

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 5(e). Gore Hwy / Biddeston Southbrook Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



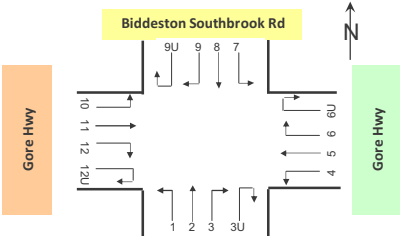
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		2	0	0	2	0	0	0	0	0	0	0	0
0:15 to 0:30		3	0	0	3	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00		2	0	0	2	0	0	0	0	0	0	0	0
1:00 to 1:15		1	0	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30		4	0	0	4	1	0	0	1	0	0	0	0
1:30 to 1:45		0	1	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		5	1	0	6	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	2	2	0	0	0	0	0	0	0	0
2:45 to 3:00		1	0	0	1	0	0	0	0	0	0	0	0
3:00 to 3:15		1	0	0	1	0	0	0	0	0	0	0	0
3:15 to 3:30		1	0	1	2	0	0	0	0	0	0	0	0
3:30 to 3:45		0	1	0	1	0	0	0	0	0	0	0	0
3:45 to 4:00		1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15		3	0	0	3	0	0	0	0	0	0	0	0
4:15 to 4:30		2	0	1	3	0	0	0	0	0	0	0	0
4:30 to 4:45		4	2	0	6	0	0	0	0	0	0	0	0
4:45 to 5:00		6	0	0	6	0	0	0	0	0	0	0	0
5:00 to 5:15		3	0	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30		10	0	2	12	0	0	0	0	0	0	0	0
5:30 to 5:45		14	0	0	14	0	0	0	0	0	0	0	0
5:45 to 6:00		22	1	0	23	0	0	0	0	0	0	0	0
6:00 to 6:15		12	1	0	13	0	0	0	0	0	0	0	0
6:15 to 6:30		13	0	1	14	0	0	0	0	0	0	0	0
6:30 to 6:45		6	0	1	7	0	0	0	0	0	0	0	0
6:45 to 7:00		13	0	0	13	0	0	0	0	0	0	0	0
7:00 to 7:15		8	1	0	9	0	0	0	0	0	0	0	0
7:15 to 7:30		11	1	0	12	0	0	0	0	0	0	0	0
7:30 to 7:45		7	1	0	8	0	0	0	0	0	0	0	0
7:45 to 8:00		13	1	1	15	0	0	0	0	0	0	0	0
8:00 to 8:15		13	2	0	15	0	0	0	0	0	0	0	0
8:15 to 8:30		14	1	2	17	0	0	0	0	0	0	0	0
8:30 to 8:45		10	0	2	12	0	0	0	0	0	0	0	0
8:45 to 9:00		25	1	0	26	0	0	0	0	0	0	0	0
9:00 to 9:15		14	0	0	14	0	0	0	0	0	0	0	0
9:15 to 9:30		19	0	1	20	0	0	0	0	0	0	0	0
9:30 to 9:45		17	1	0	18	0	0	0	0	0	0	0	0
9:45 to 10:00		27	0	0	27	2	0	0	2	0	0	0	0
10:00 to 10:15		36	0	1	37	0	0	0	0	0	0	0	0
10:15 to 10:30		25	0	1	26	0	0	0	0	0	0	0	0
10:30 to 10:45		26	0	2	28	0	0	0	0	0	0	0	0
10:45 to 11:00		22	1	6	29	0	0	0	0	0	0	0	0
11:00 to 11:15		32	2	2	36	0	0	0	0	0	0	0	0
11:15 to 11:30		28	1	3	32	0	0	0	0	0	0	0	0
11:30 to 11:45		32	1	4	37	0	0	0	0	0	0	0	0
11:45 to 12:00		37	1	4	42	0	0	0	0	0	0	0	0
12:00 to 12:15		43	0	1	44	0	0	0	0	0	0	0	0
12:15 to 12:30		47	1	1	49	0	0	0	0	0	0	0	0
12:30 to 12:45		37	1	3	41	0	0	0	0	0	0	0	0
12:45 to 13:00		50	1	2	53	0	0	0	0	0	0	0	0
13:00 to 13:15		41	0	4	45	1	0	0	1	0	0	0	0
13:15 to 13:30		44	2	4	50	0	0	0	0	0	0	0	0
13:30 to 13:45		47	3	4	54	0	0	0	0	0	0	0	0
13:45 to 14:00		43	2	5	50	1	0	0	1	0	0	0	0
14:00 to 14:15		36	2	2	40	0	0	0	0	0	0	0	0
14:15 to 14:30		46	2	3	51	0	0	0	0	0	0	0	0
14:30 to 14:45		40	0	4	44	0	0	0	0	0	0	0	0
14:45 to 15:00		28	0	5	33	0	0	0	0	0	0	0	0
15:00 to 15:15		43	0	5	48	1	0	0	1	0	0	0	0
15:15 to 15:30		41	4	5	50	0	0	0	0	0	0	0	0
15:30 to 15:45		40	1	0	41	2	0	0	2	0	0	0	0
15:45 to 16:00		37	1	3	41	0	0	0	0	0	0	0	0
16:00 to 16:15		26	2	4	32	1	0	0	1	0	0	0	0
16:15 to 16:30		27	0	0	27	0	0	0	0	0	0	0	0
16:30 to 16:45		26	1	4	31	1	0	0	1	0	0	0	0
16:45 to 17:00		24	2	0	26	0	0	0	0	0	0	0	0
17:00 to 17:15		30	3	6	39	0	0	0	0	0	0	0	0
17:15 to 17:30		22	0	2	24	0	0	0	0	0	0	0	0
17:30 to 17:45		18	1	1	20	0	0	0	0	0	0	0	0
17:45 to 18:00		23	0	3	26	0	0	0	0	0	0	0	0
18:00 to 18:15		15	0	1	16	0	0	0	0	0	0	0	0
18:15 to 18:30		19	1	1	21	1	0	0	1	0	0	0	0
18:30 to 18:45		16	0	0	16	0	0	0	0	0	0	0	0
18:45 to 19:00		9	1	0	10	0	0	0	0	0	0	0	0
19:00 to 19:15		15	0	0	15	0	0	0	0	0	0	0	0
19:15 to 19:30		8	1	1	10	0	0	0	0	0	0	0	0
19:30 to 19:45		8	1	0	9	0	0	0	0	0	0	0	0
19:45 to 20:00		8	0	1	9	0	0	0	0	0	0	0	0
20:00 to 20:15		6	0	2	8	0	0	0	0	0	0	0	0
20:15 to 20:30		6	1	1	8	0	0	0	0	0	0	0	0
20:30 to 20:45		11	0	2	13	0	0	0	0	0	0	0	0
20:45 to 21:00		7	0	3	10	0	0	0	0	0	0	0	0
21:00 to 21:15		10	0	1	11	0	0	0	0	0	0	0	0
21:15 to 21:30		9	0	0	9	0	0	0	0	0	0	0	0
21:30 to 21:45		8	0	0	8	0	0	0	0	0	0	0	0
21:45 to 22:00		8	0	1	9	0	0	0	0	0	0	0	0
22:00 to 22:15		7	0	0	7	0	0	0	0	0	0	0	0
22:15 to 22:30		7	0	0	7	1	0	0	1	0	0	0	0
22:30 to 22:45		8	0	0	8	0	0	0	0	0	0	0	0
22:45 to 23:00		6	0	0	6	0	0	0	0	0	0	0	0
23:00 to 23:15		6	0	0	6	0	0	0	0	0	0	0	0
23:15 to 23:30		1	0	0	1	0	0	0	0	0	0	0	0

23:30 to 23:45				4	0	0	4	0	0	0	0	0	0	0
23:45 to 0:00				3	0	0	3	0	0	0	0	0	0	0
24hr Totals				1,610	56	122	1,788	12	0	0	12	0	0	0

Approach	Biddeston Southbrook Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	8	0	2	10		0	0	0	0		
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0		
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0		
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	0	3	8		0	0	0	0		
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0			
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0			
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0			
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	4	1	1	6		0	0	0	0			
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0				
2:30 to 2:45	0	0	0	0		0	0	0	0	0	1	0	0	1	1	0	2	3		0	0	0	0			
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0			
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0			
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0			
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0			
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0			
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0			
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	5	1	2	8		0	0	0	0			
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	5	0	1	6		0	0	0	0			
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0			
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	5	0	0	5		0	0	0	0			
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0			
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	7	0	1	8		0	0	0	0			
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	6	0	0	6		0	0	0	0			
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	6	0	1	7		0	0	0	0			
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	12	3	1	16		0	0	0	0			
6:30 to 6:45	1	0	0	1		0	0	0	0	0	1	0	0	1	3	0	0	3		0	0	0	0			
6:45 to 7:00	0	0	0	0		1	0	0	0	0	0	0	0	0	8	0	1	9		0	0	0	0			
7:00 to 7:15	0	0	0	0		0	0	0	0	0	2	0	0	2	10	1	0	11		0	0	0	0			
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	24	0	0	24		0	0	0	0			
7:30 to 7:45	0	0	0	0		2	0	0	0	0	0	0	0	0	18	0	1	19		0	0	0	0			
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	21	0	0	21		0	0	0	0			
8:00 to 8:15	0	0	0	0		0	0	0	0	0	1	0	0	1	24	0	0	24		0	0	0	0			
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	24	0	1	25		0	0	0	0		
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	26	1	1	28		0	0	0	0			
8:45 to 9:00	1	0	0	1		1	0	0	0	0	2	0	0	2	40	1	1	42		0	0	0	0			
9:00 to 9:15	0	0	0	0		0	0	0	0	0	1	0	0	1	38	0	1	39		0	0	0	0			
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	45	0	2	47		0	0	0	0			
9:30 to 9:45	1	0	0	1		0	0	0	0	0	0	0	0	0	52	0	1	53		0	0	0	0			
9:45 to 10:00	1	1	0	2		0	0	0	0	0	1	0	0	1	48	1	3	52		0	0	0	0			
10:00 to 10:15	0	0	0	0		1	0	0	0	0	2	0	0	2	50	2	3	55		0	0	0	0			
10:15 to 10:30	0	0	0	0		1	0	0	0	0	0	0	0	0	55	3	1	59		0	0	0	0			
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	44	0	2	46		0	0	0	0			
10:45 to 11:00	1	0	0	1		3	0	0	0	0	2	0	0	2	56	3	0	59		0	0	0	0			
11:00 to 11:15	0	0	0	0		1	0	0	0	0	0	0	0	0	47	1	1	49		0	0	0	0			
11:15 to 11:30	0	0	0	0		1	0	0	0	0	0	0	0	0	47	0	2	49		0	0	0	0			
11:30 to 11:45	1	0	0	1		0	0	0	0	0	1	0	0	1	29	1	2	32		0	0	0	0			
11:45 to 12:00	1	0	0	1		0	0	0	0	0	1	1	0	2	38	4	3	45		0	0	0	0			
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	42	0	7	49		0	0	0	0			
12:15 to 12:30	0	0	0	0		0	0	0	0	0	3	0	0	3	40	1	5	46		0	0	0	0			
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	34	1	3	38		0	0	0	0			
12:45 to 13:00	0	0	0	0		0	0	0	0	0	1	0	0	1	24	0	0	24		0	0	0	0			
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	36	1	0	37		0	0	0	0			
13:15 to 13:30	0	0	0	0		3	0	0	0	0	0	0	0	0	38	1	0	39		0	0	0	0			
13:30 to 13:45	4	0	0	4		0	0	0	0	0	1	0	0	1	20	0	1	21		0	0	0	0			
13:45 to 14:00	0	0	0	0		3	0	0	0	0	0	0	0	0	25	1	1	27		0	0					

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 5(e). Gore Hwy / Biddeston Southbrook Rd
Day/Date	: Sun, 15th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



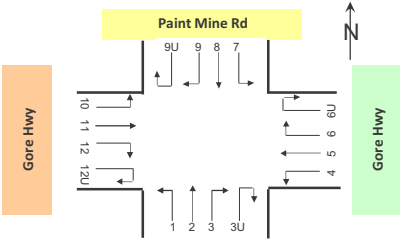
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		4	0	0	4	0	0	0	0	0	0	0	0
0:15 to 0:30		2	0	0	2	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00		2	0	0	2	0	0	0	0	0	0	0	0
1:00 to 1:15		1	0	1	2	0	0	0	0	0	0	0	0
1:15 to 1:30		3	0	0	3	0	0	0	0	0	0	0	0
1:30 to 1:45		2	1	1	4	0	0	0	0	0	0	0	0
1:45 to 2:00		2	0	0	2	0	0	0	0	0	0	0	0
2:00 to 2:15		2	0	0	2	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		2	0	1	3	0	0	0	0	0	0	0	0
3:00 to 3:15		1	0	0	1	0	0	0	0	0	0	0	0
3:15 to 3:30		1	0	0	1	0	0	0	0	0	0	0	0
3:30 to 3:45		2	0	0	2	0	0	0	0	0	0	0	0
3:45 to 4:00		3	0	0	3	0	0	0	0	0	0	0	0
4:00 to 4:15		0	1	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30		1	1	0	2	0	0	0	0	0	0	0	0
4:30 to 4:45		5	0	0	5	0	0	0	0	0	0	0	0
4:45 to 5:00		7	0	0	7	0	0	0	0	0	0	0	0
5:00 to 5:15		3	0	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30		4	0	0	4	0	0	0	0	0	0	0	0
5:30 to 5:45		12	0	0	12	0	0	0	0	0	0	0	0
5:45 to 6:00		5	0	0	5	0	0	0	0	0	0	0	0
6:00 to 6:15		0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30		3	0	0	3	0	0	0	0	0	0	0	0
6:30 to 6:45		2	1	3	6	0	0	0	0	0	0	0	0
6:45 to 7:00		7	0	0	7	0	0	0	0	0	0	0	0
7:00 to 7:15		1	1	1	3	0	0	0	0	0	0	0	0
7:15 to 7:30		9	1	3	13	1	0	0	1	0	0	0	0
7:30 to 7:45		6	2	3	11	0	0	0	0	0	0	0	0
7:45 to 8:00		12	0	2	14	0	0	0	0	0	0	0	0
8:00 to 8:15		10	1	1	12	0	0	0	0	0	0	0	0
8:15 to 8:30		5	1	2	8	0	0	0	0	0	0	0	0
8:30 to 8:45		6	0	0	6	0	0	0	0	0	0	0	0
8:45 to 9:00		12	2	1	15	0	0	0	0	0	0	0	0
9:00 to 9:15		14	0	0	14	0	0	0	0	0	0	0	0
9:15 to 9:30		26	0	1	27	0	0	0	0	0	0	0	0
9:30 to 9:45		19	2	0	21	1	0	0	1	0	0	0	0
9:45 to 10:00		27	0	0	27	0	0	0	0	0	0	0	0
10:00 to 10:15		16	0	0	16	1	0	0	1	0	0	0	0
10:15 to 10:30		22	0	0	22	1	0	0	1	1	0	0	1
10:30 to 10:45		20	0	1	21	0	0	0	0	0	0	0	0
10:45 to 11:00		22	0	0	22	1	0	0	1	0	0	0	0
11:00 to 11:15		32	0	0	32	1	0	0	1	0	0	0	0
11:15 to 11:30		24	0	0	24	1	0	0	1	0	0	0	0
11:30 to 11:45		26	0	0	26	0	0	0	0	0	0	0	0
11:45 to 12:00		32	2	0	34	1	0	0	1	0	0	0	0
12:00 to 12:15		27	0	1	28	1	0	0	1	0	0	0	0
12:15 to 12:30		33	1	0	34	0	0	0	0	0	0	0	0
12:30 to 12:45		34	0	1	35	0	0	0	0	0	0	0	0
12:45 to 13:00		36	1	0	37	0	0	0	0	0	0	0	0
13:00 to 13:15		35	1	0	36	0	0	0	0	0	0	0	0
13:15 to 13:30		29	0	0	29	1	0	0	1	0	0	0	0
13:30 to 13:45		36	0	1	37	1	0	0	1	0	0	0	0
13:45 to 14:00		29	0	0	29	0	0	0	0	0	0	0	0
14:00 to 14:15		34	0	0	34	1	0	0	1	0	0	0	0
14:15 to 14:30		32	1	0	33	0	0	0	0	0	0	0	0
14:30 to 14:45		37	1	1	39	2	0	0	2	0	0	0	0
14:45 to 15:00		28	1	0	29	2	0	0	2	0	0	0	0
15:00 to 15:15		17	0	2	19	1	0	0	1	0	0	0	0
15:15 to 15:30		25	0	0	25	1	0	0	1	0	0	0	0
15:30 to 15:45		26	2	1	29	0	0	0	0	0	0	0	0
15:45 to 16:00		30	2	1	33	1	0	0	1	0	0	0	0
16:00 to 16:15		18	1	0	19	1	0	0	1	0	0	0	0
16:15 to 16:30		16	1	1	18	1	0	0	1	0	0	0	0
16:30 to 16:45		28	1	0	29	0	0	0	0	0	0	0	0
16:45 to 17:00		23	0	0	23	0	0	0	0	0	0	0	0
17:00 to 17:15		18	1	2	21	1	0	0	1	0	0	0	0
17:15 to 17:30		31	1	0	32	0	0	0	0	0	0	0	0
17:30 to 17:45		18	0	0	18	0	0	0	0	0	0	0	0
17:45 to 18:00		12	2	0	14	0	0	0	0	0	0	0	0
18:00 to 18:15		8	0	0	8	0	0	0	0	0	0	0	0
18:15 to 18:30		13	0	0	13	0	0	0	0	0	0	0	0
18:30 to 18:45		10	0	0	10	0	0	0	0	0	0	0	0
18:45 to 19:00		8	2	1	11	0	0	0	0	0	0	0	0
19:00 to 19:15		12	2	0	14	1	0	0	1	0	0	0	0
19:15 to 19:30		16	0	1	17	0	0	0	0	0	0	0	0
19:30 to 19:45		8	0	0	8	0	0	0	0	0	0	0	0
19:45 to 20:00		4	0	0	4	0	0	0	0	0	0	0	0
20:00 to 20:15		11	1	0	12	0	0	0	0	0	0	0	0
20:15 to 20:30		9	1	1	11	0	0	0	0	0	0	0	0
20:30 to 20:45		8	0	0	8	0	0	0	0	0	0	0	0
20:45 to 21:00		6	0	0	6	0	0	0	0	0	0	0	0
21:00 to 21:15		5	0	0	5	0	0	0	0	0	0	0	0
21:15 to 21:30		3	0	0	3	0	0	0	0	0	0	0	0
21:30 to 21:45		5	0	1	6	0	0	0	0	0	0	0	0
21:45 to 22:00		6	0	0	6	0	0	0	0	0	0	0	0
22:00 to 22:15		6	0	0	6	0	0	0	0	0	0	0	0
22:15 to 22:30		3	0	0	3	0	0	0	0	0	0	0	0
22:30 to 22:45		4	0	1	5	1	0	0	1	0	0	0	0
22:45 to 23:00		0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15		2	0	0	2	0	0	0	0	0	0	0	0
23:15 to 23:30		3	0	0	3	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				2	0	0	2	0	0	0	0	0	0	0
24hr Totals				1,222	39	37	1,298	24	0	0	24	1	0	1

Approach	Biddeston Southbrook Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:15 to 1:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0	
5:00 to 5:15	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	1	0	6		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	1	0	0	1	8	0	0	0	8		0	0	0	0		
6:00 to 6:15	0	0	0	0		1	0	0	0	0	0	0	0	0	4	0	0	0	4		0	0	0	0		
6:15 to 6:30	0	0	0	0		1	0	0	0	0	0	0	0	0	6	1	1	8		0	0	0	0	0		
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	0		
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	8	0	1	9		0	0	0	0	0		
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	8	1	0	9		1	0	0	1			
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	13	0	0	13		0	0	0	0	0		
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	8	0	0	8		0	0	0	0	0		
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	10	1	0	11		1	0	0	1			
8:00 to 8:15	0	0	0	0		1	0	0	0	0	0	0	0	0	12	1	3	16		0	0	0	0			
8:15 to 8:30	0	0	0	0		1	0	0	0	0	1	0	0	1	20	0	0	20		0	0	0	0			
8:30 to 8:45	0	0	0	0		1	0	0	0	0	1	0	0	1	18	2	2	22		0	0	0	0			
8:45 to 9:00	1	0	0	1		0	0	0	0	0	1	0	0	1	31	1	2	34		0	0	0	0			
9:00 to 9:15	0	0	0	0		0	0	0	0	0	4	0	0	4	28	0	6	34		0	0	0	0			
9:15 to 9:30	0	0	0	0		1	0	0	0	0	9	0	0	9	37	0	0	37		0	0	0	0			
9:30 to 9:45	1	1	0	2		3	0	0	0	0	5	0	0	5	26	1	0	27		0	0	0	0			
9:45 to 10:00	0	0	0	0		2	0	0	0	0	2	0	0	2	26	1	0	27		0	0	0	0			
10:00 to 10:15	0	0	0	0		1	0	0	0	0	1	0	0	1	43	2	0	45		0	0	0	0			
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	40	2	3	45		0	0	0	0			
10:30 to 10:45	0	0	0	0		0	0	0	0	0	1	0	0	1	35	0	4	39		0	0	0	0			
10:45 to 11:00	0	0	0	0		0	0	0	0	0	1	0	0	1	38	2	0	40		0	0	0	0			
11:00 to 11:15	0	0	0	0		1	0	0	0	0	0	0	0	0	36	0	0	36		0	0	0	0			
11:15 to 11:30	2	0	0	2		0	0	0	0	0	1	0	0	1	26	0	0	26		0	0	0	0			
11:30 to 11:45	0	0	0	0		0	0	0	0	0	1	0	0	1	24	0	0	24		0	0	0	0			
11:45 to 12:00	2	0	0	2		1	0	0	0	0	1	0	0	1	35	0	1	36		0	0	0	0			
12:00 to 12:15	0	0	0	0		0	0	0	0	0	1	0	0	1	27	0	0	27		0	0	0	0			
12:15 to 12:30	2	0	0	2		1	0	0	0	0	1	0	0	1	20	1	0	21		0	0	0	0			
12:30 to 12:45	3	0	0	3		2	1	0	3	0	0	0	0	0	26	0	0	26		0	0	0	0			
12:45 to 13:00	2	0	0	2		2	0	0	0	0	0	0	0	0	25	1	1	27		0	0	0	0			
13:00 to 13:15	1	0	0	1		0	0	0	0	0	1	0	0	1	23	0	0	23		0	0	0	0			
13:15 to 13:30	0	0	0	0		0	0	0	0	0	3															

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 6(f), Gore Hwy / Paint Mine Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



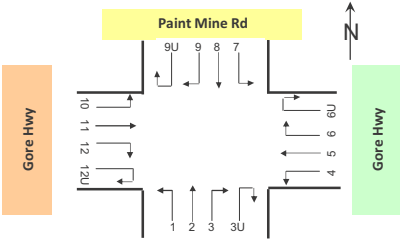
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		3	0	0	3	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		0	1	1	2	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30		1	0	0	1	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		2	0	0	2	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		1	0	1	2	0	0	0	0	0	0	0	0
3:45 to 4:00		1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15		2	0	0	2	0	0	0	0	0	0	0	0
4:15 to 4:30		2	0	1	3	0	0	0	0	0	0	0	0
4:30 to 4:45		3	1	0	4	0	0	0	0	0	0	0	0
4:45 to 5:00		4	0	1	5	0	0	0	0	0	0	0	0
5:00 to 5:15		3	0	1	4	0	0	0	0	0	0	0	0
5:15 to 5:30		12	1	0	13	0	0	0	0	0	0	0	0
5:30 to 5:45		16	0	0	16	0	0	0	0	0	0	0	0
5:45 to 6:00		15	2	1	18	0	0	0	0	0	0	0	0
6:00 to 6:15		15	3	0	18	0	0	0	0	0	0	0	0
6:15 to 6:30		9	5	2	16	0	0	0	0	0	0	0	0
6:30 to 6:45		26	5	3	34	0	0	0	0	0	0	0	0
6:45 to 7:00		16	4	1	21	0	0	0	0	0	0	0	0
7:00 to 7:15		6	4	2	12	0	0	0	0	0	0	0	0
7:15 to 7:30		14	6	0	20	0	0	0	0	0	0	0	0
7:30 to 7:45		10	1	3	14	0	0	0	0	0	0	0	0
7:45 to 8:00		18	5	0	23	0	0	0	0	0	0	0	0
8:00 to 8:15		23	7	1	31	0	0	0	0	0	0	0	0
8:15 to 8:30		18	1	3	22	0	0	0	0	0	0	0	0
8:30 to 8:45		23	5	4	32	0	0	0	0	0	0	0	0
8:45 to 9:00		13	3	0	16	0	0	0	0	0	0	0	0
9:00 to 9:15		10	2	0	12	0	0	0	0	0	0	0	0
9:15 to 9:30		12	1	1	14	0	0	0	0	0	0	0	0
9:30 to 9:45		9	2	1	12	0	0	0	0	0	0	0	0
9:45 to 10:00		11	4	0	15	3	0	0	3	0	0	0	0
10:00 to 10:15		12	5	0	17	1	0	0	1	0	0	0	0
10:15 to 10:30		13	1	0	14	0	0	0	0	0	0	0	0
10:30 to 10:45		15	3	0	18	0	0	0	0	0	0	0	0
10:45 to 11:00		12	5	0	17	0	0	0	0	0	0	0	0
11:00 to 11:15		10	2	0	12	0	0	0	0	0	0	0	0
11:15 to 11:30		17	9	0	26	0	0	0	0	0	0	0	0
11:30 to 11:45		15	4	0	19	0	0	0	0	0	0	0	0
11:45 to 12:00		16	7	0	23	0	0	0	0	0	0	0	0
12:00 to 12:15		16	3	0	19	0	0	0	0	0	0	0	0
12:15 to 12:30		17	1	0	18	0	0	0	0	0	0	0	0
12:30 to 12:45		14	4	1	19	0	0	0	0	0	0	0	0
12:45 to 13:00		14	2	1	17	0	0	0	0	0	0	0	0
13:00 to 13:15		9	3	0	12	0	0	0	0	0	0	0	0
13:15 to 13:30		14	4	0	18	0	0	0	0	0	0	0	0
13:30 to 13:45		11	4	0	15	0	0	0	0	0	0	0	0
13:45 to 14:00		10	5	0	15	0	0	0	0	0	0	0	0
14:00 to 14:15		15	5	2	22	0	0	0	0	0	0	0	0
14:15 to 14:30		13	1	0	14	0	0	0	0	0	0	0	0
14:30 to 14:45		17	6	0	23	0	0	0	0	0	0	0	0
14:45 to 15:00		15	1	2	18	0	0	0	0	0	0	0	0
15:00 to 15:15		18	7	0	25	0	0	0	0	0	0	0	0
15:15 to 15:30		21	3	3	27	0	0	0	0	0	0	0	0
15:30 to 15:45		10	3	0	13	0	0	0	0	0	0	0	0
15:45 to 16:00		15	2	0	17	0	0	0	0	0	0	0	0
16:00 to 16:15		18	2	0	20	0	0	0	0	0	0	0	0
16:15 to 16:30		14	2	0	16	0	0	0	0	0	0	0	0
16:30 to 16:45		18	0	0	18	0	0	0	0	0	0	0	0
16:45 to 17:00		12	6	0	18	0	0	0	0	0	0	0	0
17:00 to 17:15		14	1	0	15	0	0	0	0	0	0	0	0
17:15 to 17:30		22	1	1	24	0	0	0	0	0	0	0	0
17:30 to 17:45		24	1	0	25	0	0	0	0	0	0	0	0
17:45 to 18:00		21	1	0	22	2	0	0	2	0	0	0	0
18:00 to 18:15		22	0	1	23	0	0	0	0	0	0	0	0
18:15 to 18:30		7	0	0	7	0	0	0	0	0	0	0	0
18:30 to 18:45		11	3	1	15	1	0	0	1	0	0	0	0
18:45 to 19:00		6	2	0	8	0	0	0	0	0	0	0	0
19:00 to 19:15		3	0	0	3	0	0	0	0	0	0	0	0
19:15 to 19:30		5	4	0	9	0	0	0	0	0	0	0	0
19:30 to 19:45		6	2	1	9	0	0	0	0	0	0	0	0
19:45 to 20:00		2	5	0	7	0	0	0	0	0	0	0	0
20:00 to 20:15		3	0	0	3	0	0	0	0	0	0	0	0
20:15 to 20:30		5	2	0	7	0	0	0	0	0	0	0	0
20:30 to 20:45		2	2	0	4	0	0	0	0	0	0	0	0
20:45 to 21:00		1	1	2	4	0	0	0	0	0	0	0	0
21:00 to 21:15		3	3	0	6	0	0	0	0	0	0	0	0
21:15 to 21:30		2	1	0	3	0	0	0	0	0	0	0	0
21:30 to 21:45		5	0	0	5	0	0	0	0	0	0	0	0
21:45 to 22:00		3	2	1	6	0	0	0	0	0	0	0	0
22:00 to 22:15		2	3	0	5	0	0	0	0	0	0	0	0
22:15 to 22:30		4	1	0	5	0	0	0	0	0	0	0	0
22:30 to 22:45		2	0	1	3	0	0	0	0	0	0	0	0
22:45 to 23:00		1	1	0	2	0	0	0	0	0	0	0	0
23:00 to 23:15		5	0	0	5	0	0	0	0	0	0	0	0
23:15 to 23:30		3	0	1	4	0	0	0	0	0	0	0	0

23:30 to 23:45				3	1	0	4	0	0	0	0	0	0	0
23:45 to 0:00				1	1	0	2	0	0	0	0	0	0	0
24hr Totals				888	201	46	1,135	7	0	0	7	0	0	0

Approach	Paint Mine Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)									
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total						
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0							
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0							
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0							
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0							
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0							
3:30 to 3:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0							
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0							
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0							
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0							
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	0	7		0	0	0	0							
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	1	0	6		0	0	0	0							
5:15 to 5:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	9	2	0	11		0	0	0	0							
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	1	0	8		0	0	0	0							
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	0	7		0	0	0	0							
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	0	1	19		0	0	0	0							
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	3	0	18		0	0	0	0							
6:30 to 6:45	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	9	5	1	15		0	0	0	0						
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	2	2	16		1	0	0	1							
7:00 to 7:15	2	0	0	2		0	0	0	0	0	0	0	0	1	0	0	1	26	2	1	29		0	0	0	0						
7:15 to 7:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	27	4	0	31		0	0	0	0						
7:30 to 7:45	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0	34	3	1	38		0	0	0	0							
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	26	1	2	29		0	0	0	0							
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	33	3	3	39		0	0	0	0							
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	24	5	3	32		0	0	0	0							
8:30 to 8:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	14	7	1	22		0	0	0	0							
8:45 to 9:00	0	0	0	0		1	0	0	1	0	0	0	0	2	0	0	2	12	8	1	21		0	0	0	0						
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	3	0	21		0	0	0	0							
9:15 to 9:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	17	8	2	27		0	0	0	0							
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	2	2	29		0	0	0	0							
9:45 to 10:00	0	0	0	0		1	0	0	1	0	0	0	0	2	0	0	2	19	2	0	21		0	0	0	0						
10:00 to 10:15	1	0	0	1		1	0	0	1	0	0	0	0	2	1	0	3	16	1	0	17		0	0	0	0						
10:15 to 10:30	0	0	0	0		2	0	0	2	0	0	0	0	0	0	0	11	1	1	13		0	0	0	0							
10:30 to 10:45	0	1	0	1		1	0	0	1	0	0	0	0	1	0	0	1	16	4	1	21		0	0	0	0						
10:45 to 11:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	10	6	0	16		0	0	0	0							
11:00 to 11:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	11	4	0	15		0	0	0	0							
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	2	1	12		0	0	0	0							
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	7	0	16		0	0	0	0							
11:45 to 12:00	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	20	2	3	25		0	0	0	0						
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	22	2	1	25		0	0	0	0							
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	14	3	0	17		0	0	0	0						
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	7	1	21		0	0	0	0							
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	2	0	12		0	0	0	0							
13:00 to 13:15	0	0	0	0		2	0	0	2	0	0	0	0	0	0	0	16	2	1	19		0	0	0	0							
13:15 to 13:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	15	4	0	19		0	0	0	0							
13:30 to 13:45	1	0	0	1		0	0	0	0	0	0	0	0	1	0	0	1	10	2	2	14		0	0	0	0						
13:45 to 14:00	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	7	6	0	13		0	0	0	0							
14:00 to 14:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	4	0	11		0	0	0	0							
14:15 to 14:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	21	4	0	25		0	0	0	0							
14:30 to 14:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	3	0	22		0	0	0	0							
14:45 to 15:00	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	12	5	0	17		1	0	0	1						
15:00 to 15:15	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	24	3	2	29		0	0	0	0						
15:15 to 15:30	0	0	0	0		0	0	0	0	0	0	0	0	0																		

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 6(f). Gore Hwy / Paint Mine Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

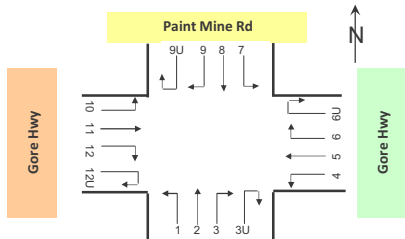


Approach	Gore Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	1	0	0	1	0	0	0	0	0	0	0	0	
0:30 to 0:45	1	1	0	2	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	1	0	1	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	1	0	1	2	0	0	0	0	0	0	0	0	
1:45 to 2:00	1	3	0	4	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	1	1	2	0	0	0	0	0	0	0	0	
2:15 to 2:30	0	1	0	1	0	0	0	0	0	0	0	0	
2:30 to 2:45	1	0	0	1	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	2	2	4	0	0	0	0	0	0	0	0	
3:15 to 3:30	1	1	0	2	0	0	0	0	0	0	0	0	
3:30 to 3:45	2	1	0	3	0	0	0	0	0	0	0	0	
3:45 to 4:00	2	1	0	3	0	0	0	0	0	0	0	0	
4:00 to 4:15	1	2	0	3	0	0	0	0	0	0	0	0	
4:15 to 4:30	3	2	0	5	0	0	0	0	0	0	0	0	
4:30 to 4:45	3	1	0	4	0	0	0	0	0	0	0	0	
4:45 to 5:00	8	2	0	10	0	0	0	0	0	0	0	0	
5:00 to 5:15	14	1	0	15	0	0	0	0	0	0	0	0	
5:15 to 5:30	19	3	0	22	0	0	0	0	0	0	0	0	
5:30 to 5:45	20	5	2	27	0	0	0	0	0	0	0	0	
5:45 to 6:00	32	3	1	36	0	0	0	0	0	0	0	0	
6:00 to 6:15	18	6	0	24	0	0	0	0	0	0	0	0	
6:15 to 6:30	21	2	3	26	0	0	0	0	0	0	0	0	
6:30 to 6:45	30	5	3	38	0	0	0	0	0	0	0	0	
6:45 to 7:00	12	6	4	22	0	0	0	0	0	0	0	0	
7:00 to 7:15	22	4	1	27	0	0	0	0	0	0	0	0	
7:15 to 7:30	32	3	1	36	0	0	0	0	0	0	0	0	
7:30 to 7:45	21	5	5	31	0	0	0	0	0	0	0	0	
7:45 to 8:00	33	5	1	39	0	0	0	0	0	0	0	0	
8:00 to 8:15	21	8	4	33	0	0	0	0	0	0	0	0	
8:15 to 8:30	28	4	1	33	0	0	0	0	0	0	0	0	
8:30 to 8:45	24	6	1	31	0	0	0	0	0	0	0	0	
8:45 to 9:00	15	5	1	21	0	0	0	0	0	0	0	0	
9:00 to 9:15	25	7	4	36	0	0	0	0	0	0	0	0	
9:15 to 9:30	23	2	1	26	0	0	0	0	0	0	0	0	
9:30 to 9:45	25	8	2	35	0	0	0	0	0	0	0	0	
9:45 to 10:00	23	12	3	38	0	0	0	0	0	0	0	0	
10:00 to 10:15	23	4	4	31	0	0	0	0	0	0	0	0	
10:15 to 10:30	19	7	4	30	0	0	0	0	0	0	0	0	
10:30 to 10:45	22	3	3	28	0	0	0	0	0	0	0	0	
10:45 to 11:00	17	3	4	24	0	0	0	0	0	0	0	0	
11:00 to 11:15	15	7	3	25	0	0	0	0	0	0	0	0	
11:15 to 11:30	22	2	4	28	1	0	0	1	0	0	0	0	
11:30 to 11:45	20	5	2	27	0	0	0	0	0	0	0	0	
11:45 to 12:00	23	7	3	33	0	0	0	0	0	0	0	0	
12:00 to 12:15	25	4	4	33	0	0	0	0	0	0	0	0	
12:15 to 12:30	21	4	10	35	0	0	0	0	0	0	0	0	
12:30 to 12:45	11	5	5	21	0	0	0	0	0	0	0	0	
12:45 to 13:00	23	5	2	30	0	0	0	0	0	0	0	0	
13:00 to 13:15	18	6	3	27	0	0	0	0	0	0	0	0	
13:15 to 13:30	25	5	2	32	0	0	0	0	0	0	0	0	
13:30 to 13:45	21	4	5	30	0	0	0	0	0	0	0	0	
13:45 to 14:00	21	6	1	28	0	0	0	0	0	0	0	0	
14:00 to 14:15	20	2	4	26	0	0	0	0	0	0	0	0	
14:15 to 14:30	22	6	7	35	0	0	0	0	0	0	0	0	
14:30 to 14:45	23	0	3	26	0	0	0	0	0	0	0	0	
14:45 to 15:00	29	7	7	43	0	0	0	0	0	0	0	0	
15:00 to 15:15	17	3	3	23	0	0	0	0	0	0	0	0	
15:15 to 15:30	35	4	3	42	0	0	0	0	0	0	0	0	
15:30 to 15:45	26	2	3	31	0	0	0	0	0	0	0	0	
15:45 to 16:00	25	4	1	30	0	0	0	0	0	0	0	0	
16:00 to 16:15	42	1	5	48	0	0	0	0	0	0	0	0	
16:15 to 16:30	21	5	3	29	0	0	0	0	0	0	0	0	
16:30 to 16:45	29	2	5	36	0	0	0	0	0	0	0	0	
16:45 to 17:00	30	4	6	40	0	0	0	0	0	0	0	0	
17:00 to 17:15	32	1	4	37	0	0	0	0	0	0	0	0	
17:15 to 17:30	33	1	1	35	0	0	0	0	0	0	0	0	
17:30 to 17:45	35	1	7	43	2	0	0	2	0	0	0	0	
17:45 to 18:00	28	5	4	37	0	0	0	0	0	0	0	0	
18:00 to 18:15	32	6	7	45	1	0	0	1	0	0	0	0	
18:15 to 18:30	20	5	3	28	2	0	0	2	0	0	0	0	
18:30 to 18:45	10	5	4	19	0	0	0	0	0	0	0	0	
18:45 to 19:00	9	7	5	21	0	0	0	0	0	0	0	0	
19:00 to 19:15	4	1	2	7	0	0	0	0	0	0	0	0	
19:15 to 19:30	11	4	2	17	0	0	0	0	0	0	0	0	
19:30 to 19:45	9	5	0	14	0	0	0	0	0	0	0	0	
19:45 to 20:00	10	4	0	14	0	0	0	0	0	0	0	0	
20:00 to 20:15	14	3	4	21	0	0	0	0	0	0	0	0	
20:15 to 20:30	3	2	3	8	0	0	0	0	0	0	0	0	
20:30 to 20:45	9	3	4	16	0	0	0	0	0	0	0	0	
20:45 to 21:00	7	2	3	12	0	0	0	0	0	0	0	0	
21:00 to 21:15	7	5	4	16	0	0	0	0	0	0	0	0	
21:15 to 21:30	5	2	6	13	0	0	0	0	0	0	0	0	
21:30 to 21:45	10	3	5	18	0	0	0	0	0	0	0	0	
21:45 to 22:00	2	3	3	8	0	0	0	0	0	0	0	0	
22:00 to 22:15	3	1	3	7	0	0	0	0	0	0	0	0	
22:15 to 22:30	3	1	3	7	0	0	0	0	0	0	0	0	
22:30 to 22:45	5	2	1	8	0	0	0	0	0	0	0	0	
22:45 to 23:00	5	0	1	6	0	0	0	0	0	0	0	0	
23:00 to 23:15	0	1	1	2	0	0	0	0	0	0	0	0	
23:15 to 23:30	3	0	2	5	0	0	0	0	0	0	0	0	

23:30 to 23:45				2	1	0	3	0	0	0	0	0	0	0
23:45 to 0:00				1	0	1	2	0	0	0	0	0	0	0
24hr Totals				1,440	310	234	1,984	6	0	0	6	0	0	0

Approach	Paint Mine Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)									
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total						
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0					
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0							
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0							
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0							
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0							
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0							
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0							
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0							
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
3:30 to 3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0							
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0							
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0							
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0							
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	7	0	0	0	0	0							
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0							
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0							
5:30 to 5:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	0	1	15	0	0	0	0	0							
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0							
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	1	14	0	0	0	0	0							
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	15	0	0	0	0	0							
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	3	18	0	0	0	0	0							
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4	1	25	0	0	0	0	0							
7:00 to 7:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32	0	1	33	0	0	0	0	0							
7:15 to 7:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37	5	6	48	0	0	0	0	0							
7:30 to 7:45	0	0	0	0	0	0	0	0	0	1	0	0	1	40	3	1	44	3	1	44	0	0	0	0	0							
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	4	2	32	0	0	0	0	0							
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	26	0	0	0	0	0							
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	3	2	35	0	0	0	0	0							
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	7	0	32	0	0	0	0	0							
8:45 to 9:00	0	0	0	0	1	0	0	0	0	2	0	0	2	24	5	2	2	24	5	2	31	0	0	0	0	0						
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	5	3	36	0	0	0	0	0							
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	3	23	0	0	0	0	0							
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	7	1	36	0	0	0	0	0							
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	1	33	0	0	0	0	0							
10:00 to 10:15	0	0	0	0	0	0	0	0	0	1	0	0	1	16	5	1	1	16	5	1	22	0	0	0	0	0						
10:15 to 10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	11	5	6	11	5	6	22	0	0	0	0	0							
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	10	4	40	0	0	0	0	0							
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	6	6	30	0	0	0	0	0							
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	4	3	46	0	0	0	0	0							
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	6	8	44	0	0	0	0	0							
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	3	4	28	0	0	0	0	0							
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	5	6	28	0	0	0	0	0							
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	5	6	32	0	0	0	0	0							
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	3	22	0	0	0	0	0							
12:30 to 12:45	0	0	0	0	0	0	0	0	0	1	0	0	1	15	3	5	1	15	3	5	23	0	0	0	0	0						
12:45 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	6	34	0	0	0	0	0							
13:00 to 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	5	4	26	0	0	0	0	0							
13:15 to 13:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26	5	6	37	0	0	0	0	0							
13:30 to 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	4	22	0	0	0	0	0							
13:45 to 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	6	5	32	0	0	0	0	0							
14:00 to 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	7	10	35	0	0	0	0	0							
14:15 to 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	3	23	0	0	0	0	0							
14:30 to 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	6	2	34	0	0	0	0	0							
14:45 to 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	9	3	44	0	0	0	0	0							
15:00 to 15:15	0	0	0	0	1	0																										

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



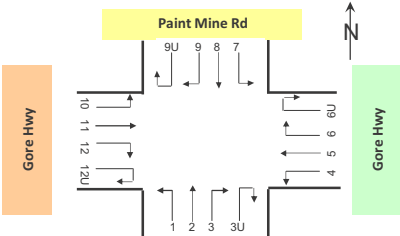
Approach	Gore Hwy											
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	2	2	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	1	2	0	0	0	0	0	0	0	0
1:30 to 1:45	0	1	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	1	1	2	0	0	0	0	0	0	0	0
2:00 to 2:15	1	0	2	3	0	0	0	0	0	0	0	0
2:15 to 2:30	0	2	1	3	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	1	2	0	0	0	0	0	0	0	0
3:00 to 3:15	2	0	0	2	0	0	0	0	0	0	0	0
3:15 to 3:30	0	3	3	6	0	0	0	0	0	0	0	0
3:30 to 3:45	0	2	2	4	0	0	0	0	0	0	0	0
3:45 to 4:00	3	1	2	6	0	0	0	0	0	0	0	0
4:00 to 4:15	7	2	1	10	0	0	0	0	0	0	0	0
4:15 to 4:30	3	5	5	13	0	0	0	0	0	0	0	0
4:30 to 4:45	3	1	2	6	0	0	0	0	0	0	0	0
4:45 to 5:00	7	1	5	13	0	0	0	0	0	0	0	0
5:00 to 5:15	12	6	5	23	0	0	0	0	0	0	0	0
5:15 to 5:30	23	4	2	29	0	0	0	0	0	0	0	0
5:30 to 5:45	30	6	2	38	0	0	0	0	0	0	0	0
5:45 to 6:00	37	7	6	50	0	0	0	0	0	0	0	0
6:00 to 6:15	25	2	1	28	0	0	0	0	0	0	0	0
6:15 to 6:30	39	12	7	58	0	0	0	0	0	0	0	0
6:30 to 6:45	33	5	5	43	0	0	0	0	0	0	0	0
6:45 to 7:00	31	14	6	51	0	0	0	0	0	0	0	0
7:00 to 7:15	22	7	9	38	0	0	0	0	0	0	0	0
7:15 to 7:30	11	6	3	20	0	0	0	0	0	0	0	0
7:30 to 7:45	20	5	5	30	0	0	0	0	0	0	0	0
7:45 to 8:00	26	4	5	35	0	0	0	0	0	0	0	0
8:00 to 8:15	27	6	4	37	0	0	0	0	0	0	0	0
8:15 to 8:30	24	3	5	32	0	0	0	0	0	0	0	0
8:30 to 8:45	32	1	2	35	0	0	0	0	0	0	0	0
8:45 to 9:00	28	4	5	37	0	0	0	0	0	0	0	0
9:00 to 9:15	29	7	5	41	0	0	0	0	1	0	0	1
9:15 to 9:30	24	6	6	36	0	0	0	0	0	0	0	0
9:30 to 9:45	33	7	2	42	0	0	0	0	0	0	0	0
9:45 to 10:00	28	7	2	37	0	0	0	0	0	0	0	0
10:00 to 10:15	37	6	6	49	2	0	0	2	0	0	0	0
10:15 to 10:30	14	7	4	25	1	0	0	1	0	0	0	0
10:30 to 10:45	15	6	5	26	0	0	0	0	0	0	0	0
10:45 to 11:00	21	6	6	33	0	0	0	0	0	0	0	0
11:00 to 11:15	23	12	5	40	0	0	0	0	0	0	0	0
11:15 to 11:30	21	6	2	29	0	0	0	0	0	0	0	0
11:30 to 11:45	30	3	6	39	0	0	0	0	0	0	0	0
11:45 to 12:00	32	3	6	41	0	0	0	0	0	0	0	0
12:00 to 12:15	25	2	6	33	0	0	0	0	0	0	0	0
12:15 to 12:30	21	1	5	27	0	0	0	0	0	0	0	0
12:30 to 12:45	21	4	4	29	0	0	0	0	0	0	0	0
12:45 to 13:00	24	4	6	34	0	0	0	0	0	0	0	0
13:00 to 13:15	19	3	4	26	0	0	0	0	0	0	0	0
13:15 to 13:30	31	2	8	41	0	0	0	0	0	0	0	0
13:30 to 13:45	19	6	5	30	0	0	0	0	0	0	0	0
13:45 to 14:00	27	5	6	38	1	0	0	1	0	0	0	0
14:00 to 14:15	23	9	2	34	0	0	0	0	0	0	0	0
14:15 to 14:30	26	2	6	34	0	0	0	0	0	0	0	0
14:30 to 14:45	27	7	7	41	0	0	0	0	0	0	0	0
14:45 to 15:00	34	5	10	49	0	0	0	0	0	0	0	0
15:00 to 15:15	27	3	4	34	0	0	0	0	0	0	0	0
15:15 to 15:30	23	5	5	33	0	0	0	0	0	0	0	0
15:30 to 15:45	32	6	2	40	0	0	0	0	0	0	0	0
15:45 to 16:00	28	1	6	35	0	0	0	0	0	0	0	0
16:00 to 16:15	21	3	5	29	0	0	0	0	0	0	0	0
16:15 to 16:30	40	3	5	48	0	0	0	0	0	0	0	0
16:30 to 16:45	33	2	8	43	0	0	0	0	0	0	0	0
16:45 to 17:00	31	4	8	43	0	0	0	0	0	0	0	0
17:00 to 17:15	27	2	7	36	2	0	0	2	0	0	0	0
17:15 to 17:30	31	0	5	36	0	0	0	0	0	0	0	0
17:30 to 17:45	32	0	7	39	0	0	0	0	0	0	0	0
17:45 to 18:00	28	3	5	36	0	0	0	0	0	0	0	0
18:00 to 18:15	19	2	5	26	1	0	0	1	0	0	0	0
18:15 to 18:30	18	2	9	29	0	0	0	0	0	0	0	0
18:30 to 18:45	14	3	3	20	0	0	0	0	0	0	0	0
18:45 to 19:00	10	2	5	17	0	0	0	0	0	0	0	0
19:00 to 19:15	8	1	5	14	0	0	0	0	0	0	0	0
19:15 to 19:30	15	0	7	22	0	0	0	0	0	0	0	0
19:30 to 19:45	7	2	9	18	0	0	0	0	0	0	0	0
19:45 to 20:00	9	0	6	15	0	0	0	0	0	0	0	0
20:00 to 20:15	7	0	6	13	0	0	0	0	0	0	0	0
20:15 to 20:30	6	1	6	13	0	0	0	0	0	0	0	0
20:30 to 20:45	6	2	4	12	0	0	0	0	0	0	0	0
20:45 to 21:00	10	2	4	16	0	0	0	0	0	0	0	0
21:00 to 21:15	8	1	1	10	0	0	0	0	0	0	0	0
21:15 to 21:30	6	1	1	8	0	0	0	0	0	0	0	0
21:30 to 21:45	7	1	2	10	0	0	0	0	0	0	0	0
21:45 to 22:00	5	4	2	11	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	1	1	2	0	0	0	0	0	0	0	0
23:15 to 23:30	2	1	4	7	0	0	0	0	0	0	0	0

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				2	1	0	3	0	0	0	0	0	0	0
24hr Totals				1,565	296	371	2,232	7	0	0	7	1	0	1

Approach	Paint Mine Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	2	4			0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	1	1	4			0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	2	4			0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	1	1	5			0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	2	3			0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	2	4			0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	1	4			0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	1	4	9			0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	2	3	6			0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	0	2			0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	0	1	5			0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6	2	0	8			0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	2	0	7			0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	8	0	1	9			0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	11	2	2	15			0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	13	1	0	14			0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	15	3	3	21			0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	18	2	0	20			0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	15	1	4	20			0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	18	3	4	25			0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	17	3	1	21			0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	2	0	0	2	39	5	2	46				0	0	0	0	
7:15 to 7:30	2	0	0	2		0	0	0	0	0	0	0	0	0	34	6	1	41				0	0	0	0	
7:30 to 7:45	0	0	0	0		1	0	0	0	0	0	0	0	0	33	3	2	38				0	0	0	0	
7:45 to 8:00	1	0	0	1		0	0	0	0	0	0	0	0	0	46	7	7	60				0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	32	4	4	40				0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	36	1	6	43				0	0	0	0	
8:30 to 8:45	0	0	0	0		1	0	0	0	0	0	0	0	0	32	12	4	48				0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	39	3	5	47				0	0	0	0	
9:00 to 9:15	1	0	0	1		0	0	0	0	0	0	0	0	0	28	2	1	31				0	0	0	0	
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	37	6	4	47				0	0	0	0	
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	17	7	5	29				0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	1	0	0	1	12	7	3	22				0	0	0	0	
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	27	7	1	35				0	0	0	0	
10:15 to 10:30	2	0	0	2		0	0	0	0	0	0	0	0	0	32	2	8	42				0	0	0	0	
10:30 to 10:45	0	0	0	0		1	0	0	0	0	0	0	0	0	19	4	7	30				0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	15	2	6	23				0	0	0	0	
11:00 to 11:15	0	0	0	0		1	0	0	0	0	0	1	0	0	1	32	8	4	44				0	0	0	0
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	28	7	5	40				0	0	0	0	
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	20	3	6	29				0	0	0	0	
11:45 to 12:00	0	0	0	0		0	0	0	0	0	1	0	0	1	22	10	1	33				0	0	0	0	
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	17	0	3	20				0	0	0	0	
12:15 to 12:30	0	0	0	0		1	0	0	0	0	0	0	0	0	24	4	7	35				0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	21	8	8	37				0	0	0	0	
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	33	10	6	49				0	0	0	0	
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	24	8	7	39				0				

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 6(f), Gore Hwy / Paint Mine Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Gore Hwy											
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Direction												
Time Period												
0:00 to 0:15	0	1	1	2	0	0	0	0	0	0	0	0
0:15 to 0:30	1	5	0	6	0	0	0	0	0	0	0	0
0:30 to 0:45	1	1	1	3	0	0	0	0	0	0	0	0
0:45 to 1:00	0	2	0	2	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	1	2	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	1	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	1	0	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	2	1	3	0	0	0	0	0	0	0	0
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	1	1	2	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	2	3	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	2	2	1	5	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	2	2	0	0	0	0	0	0	0	0
3:45 to 4:00	10	3	2	15	0	0	0	0	0	0	0	0
4:00 to 4:15	3	2	1	6	0	0	0	0	0	0	0	0
4:15 to 4:30	5	2	4	11	0	0	0	0	0	0	0	0
4:30 to 4:45	4	4	5	13	0	0	0	0	0	0	0	0
4:45 to 5:00	13	4	3	20	0	0	0	0	0	0	0	0
5:00 to 5:15	9	5	4	18	0	0	0	0	0	0	0	0
5:15 to 5:30	23	5	4	32	0	0	0	0	0	0	0	0
5:30 to 5:45	25	7	3	35	0	0	0	0	0	0	0	0
5:45 to 6:00	41	11	4	56	0	0	0	0	0	0	0	0
6:00 to 6:15	30	8	3	41	0	0	0	0	0	0	0	0
6:15 to 6:30	33	7	4	44	0	0	0	0	0	0	0	0
6:30 to 6:45	31	7	6	44	0	0	0	0	0	0	0	0
6:45 to 7:00	23	13	1	37	0	0	0	0	0	0	0	0
7:00 to 7:15	19	5	4	28	0	0	0	0	0	0	0	0
7:15 to 7:30	21	17	5	43	0	0	0	0	0	0	0	0
7:30 to 7:45	27	7	4	38	0	0	0	0	0	0	0	0
7:45 to 8:00	29	7	5	41	0	0	0	0	0	0	0	0
8:00 to 8:15	28	11	7	46	0	0	0	0	0	0	0	0
8:15 to 8:30	31	7	5	43	0	0	0	0	0	0	0	0
8:30 to 8:45	24	3	4	31	0	0	0	0	0	0	0	0
8:45 to 9:00	23	9	3	35	0	0	0	0	0	0	0	0
9:00 to 9:15	25	5	7	37	0	0	0	0	0	0	0	0
9:15 to 9:30	17	9	4	30	0	0	0	0	0	0	0	0
9:30 to 9:45	25	7	9	41	0	0	0	0	0	0	0	0
9:45 to 10:00	21	4	2	27	1	0	0	1	0	0	0	0
10:00 to 10:15	24	5	3	32	0	0	0	0	0	0	0	0
10:15 to 10:30	26	3	5	34	0	0	0	0	0	0	0	0
10:30 to 10:45	23	3	2	28	0	0	0	0	0	0	0	0
10:45 to 11:00	14	2	2	18	1	0	0	1	0	0	0	0
11:00 to 11:15	26	7	4	37	0	0	0	0	0	0	0	0
11:15 to 11:30	27	7	4	38	0	0	0	0	0	0	0	0
11:30 to 11:45	16	6	1	23	0	0	0	0	0	0	0	0
11:45 to 12:00	28	4	4	36	0	0	0	0	0	0	0	0
12:00 to 12:15	17	4	4	25	0	0	0	0	0	0	0	0
12:15 to 12:30	18	8	4	30	0	0	0	0	0	0	0	0
12:30 to 12:45	18	6	5	29	0	0	0	0	0	0	0	0
12:45 to 13:00	22	3	8	33	0	0	0	0	0	0	0	0
13:00 to 13:15	31	2	5	38	0	0	0	0	0	0	0	0
13:15 to 13:30	17	5	10	32	0	0	0	0	0	0	0	0
13:30 to 13:45	25	4	4	33	0	0	0	0	0	0	0	0
13:45 to 14:00	16	2	6	24	0	0	0	0	0	0	0	0
14:00 to 14:15	31	8	4	43	0	0	0	0	0	0	0	0
14:15 to 14:30	16	1	3	20	0	0	0	0	0	0	0	0
14:30 to 14:45	22	5	12	39	0	0	0	0	0	0	0	0
14:45 to 15:00	31	9	2	42	2	0	0	2	0	0	0	0
15:00 to 15:15	34	6	7	47	0	0	0	0	0	0	0	0
15:15 to 15:30	26	2	2	30	0	0	0	0	0	0	0	0
15:30 to 15:45	30	3	9	42	0	0	0	0	0	0	0	0
15:45 to 16:00	31	6	3	40	0	0	0	0	0	0	0	0
16:00 to 16:15	40	7	6	53	0	0	0	0	0	0	0	0
16:15 to 16:30	19	2	8	29	2	0	0	2	0	0	0	0
16:30 to 16:45	35	4	6	45	1	0	0	1	0	0	0	0
16:45 to 17:00	37	7	7	51	0	0	0	0	0	0	0	0
17:00 to 17:15	39	3	9	51	0	0	0	0	0	0	0	0
17:15 to 17:30	47	3	6	56	0	0	0	0	0	0	0	0
17:30 to 17:45	36	3	4	43	0	0	0	0	0	0	0	0
17:45 to 18:00	29	4	3	36	0	0	0	0	0	0	0	0
18:00 to 18:15	25	2	1	28	0	0	0	0	0	0	0	0
18:15 to 18:30	18	4	1	23	0	0	0	0	0	0	0	0
18:30 to 18:45	29	3	4	36	0	0	0	0	0	0	0	0
18:45 to 19:00	17	4	3	24	0	0	0	0	0	0	0	0
19:00 to 19:15	9	2	4	15	0	0	0	0	0	0	0	0
19:15 to 19:30	14	5	3	22	0	0	0	0	0	0	0	0
19:30 to 19:45	8	3	6	17	0	0	0	0	0	0	0	0
19:45 to 20:00	8	2	5	15	0	0	0	0	0	0	0	0
20:00 to 20:15	8	0	2	10	0	0	0	0	0	0	0	0
20:15 to 20:30	8	1	9	18	0	0	0	0	0	0	0	0
20:30 to 20:45	9	1	3	13	0	0	0	0	0	0	0	0
20:45 to 21:00	6	1	2	9	0	0	0	0	0	0	0	0
21:00 to 21:15	12	6	2	20	0	0	0	0	0	0	0	0
21:15 to 21:30	9	3	1	13	0	0	0	0	0	0	0	0
21:30 to 21:45	6	1	5	12	0	0	0	0	0	0	0	0
21:45 to 22:00	6	3	3	12	0	0	0	0	0	0	0	0
22:00 to 22:15	3	0	2	5	0	0	0	0	0	0	0	0
22:15 to 22:30	3	1	0	4	0	0	0	0	0	0	0	0
22:30 to 22:45	4	2	4	10	0	0	0	0	0	0	0	0
22:45 to 23:00	3	1	0	4	0	0	0	0	0	0	0	0
23:00 to 23:15	1	0	1	2	0	0	0	0	0	0	0	0
23:15 to 23:30	3	1	0	4	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	1	1	0	0	0	0	0	0	0
23:45 to 0:00				1	2	0	3	0	0	0	0	0	0	0
24hr Totals				1,607	378	337	2,322	7	0	0	7	0	0	0

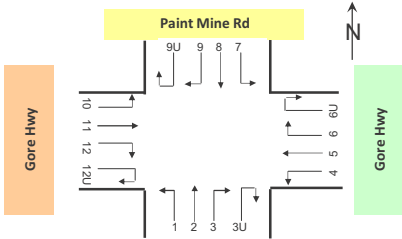
Approach	Paint Mine Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	5	0	7		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	5	1	8		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	0	4		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	0	4		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	4	6		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	0	3		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	3	1	5		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	1	3		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	4	1	8		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	1	4		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	1	5		0	0	0	0	
3:30 to 3:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	3	0	3	6		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	2	6		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	2	4		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	1	2	8		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	1	8		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	0	6		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	8	0	0	8		0	0	0	0	
5:30 to 5:45	0	1	0	1		1	0	0	0	0	0	0	0	0	0	0	19	1	1	21		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	1	0	13		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	2	8	21		0	0	0	0	
6:15 to 6:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	22	1	0	23		0	0	0	0	
6:30 to 6:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	19	2	3	24		0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	21	4	3	28		0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	35	6	5	46		0	0	0	0	
7:15 to 7:30	1	0	0	1		3	0	0	0	0	0	0	0	0	0	0	38	6	2	46		0	0	0	0	
7:30 to 7:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	34	9	2	45		0	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	35	5	3	43		0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	33	7	1	41		0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	31	10	1	42		0	0	0	0	
8:30 to 8:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	33	4	2	39		0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	9	2	38		0	0	0	0	
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	40	5	3	48		0	0	0	0	
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	45	5	10	60		0	0	0	0	
9:30 to 9:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	39	8	6	53		0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	20	8	6	34		0	0	0	0	
10:00 to 10:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	20	8	10	38		0	0	0	0	
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	24	6	5	35		0	0	0	0	
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	4	4	26		0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	5	5	35		0	0	0	0	
11:00 to 11:15	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	21	5	4	30		0	0	0	0	
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	31	6	5	42		0	0	0	0	
11:30 to 11:45	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	27	13	7	47		0	0	0	0	
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	19	6	2	27		0	0	0	0	
12:00 to 12:15	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	27	7	8	42		0	0	0	0	
12:15 to 12:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	37	7	7	51		0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	4	3	34		0	0	0	0	
12:45 to 13:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	28	6	11	45		0	0	0	0	
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	3	5	33		0	0	0	0	
13:15 to 13:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	19	10	11	40		0	0	0	0	
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	21	9	9	39		0	0	0	0	
13:45 to 14:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	21	6	7	34		0	0	0	0	
14:00 to 14:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	31	4	4	39		0	0	0	0	
14:15 to 14:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	29	7	5	41		0	0	0	0	
14:30 to 14:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	37	5	8	50		0	0	0	0	
14:45 to 15:00	0	0	0	0		0	0	0	0	0	0	0	0	1	0	1	29	5	6	40		0	0	0	0	
15:00 to 15:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	44	6	7	57		0	0	0	0	
15:15 to 15:30	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	39	9	14	62		0	0	0	0
15:30 to 15:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0										

23:30 to 23:45				2	0	0	2	0	0	0	0	0	0	0
23:45 to 0:00				1	1	0	2	0	0	0	0	0	0	0
24hr Totals				1,203	121	78	1,402	7	0	0	7	0	0	0

Approach	Paint Mine Rd																Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	3	6	10		0	0	0	0					
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	3	5		0	0	0	0					
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0					
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		0	0	0	0					
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0					
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	1	4		0	0	0	0					
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	7	7		0	0	0	0					
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0					
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0					
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	5	6		0	0	0	0					
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	5	5		0	0	0	0					
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	4	6		0	0	0	0					
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	1	4		0	0	0	0					
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0					
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	4	8		0	0	0	0					
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0					
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	1	1	12		0	0	0	0					
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	2	7		0	0	0	0					
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0					
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	2	7		0	0	0	0					
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	4	8		0	0	0	0					
5:15 to 5:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	3	0	3	6		0	0	0	0					
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	1	2	14		0	0	0	0					
5:45 to 6:00	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	10	0	1	11		0	0	0	0				
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	2	9		0	0	0	0					
6:15 to 6:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	15	2	1	18		0	0	0	0					
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	11	1	3	15		0	0	0	0					
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	12	1	2	15		0	0	0	0					
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	23	1	2	26		0	0	0	0					
7:15 to 7:30	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	24	4	3	31		0	0	0	0					
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	37	2	4	43		0	0	0	0					
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	28	4	4	36		0	0	0	0					
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	26	3	1	30		0	0	0	0					
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	4	0	29		0	0	0	0					
8:30 to 8:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	24	4	3	31		0	0	0	0					
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	31	0	3	34		0	0	0	0					
9:00 to 9:15	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	40	4	1	45		0	0	0	0					
9:15 to 9:30	1	1	0	2		0	0	0	0	0	0	0	1	0	0	1	37	4	0	41		0	0	0	0					
9:30 to 9:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	33	3	1	37		0	0	0	0					
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	20	1	4	25		0	0	0	0					
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	33	1	5	39		0	0	0	0					
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	2	2	29		0	0	0	0					
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	5	8	40		0	0	0	0					
10:45 to 11:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	44	2	6	52		1	0	0	1					
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	30	2	3	35		0	0	0	0					
11:15 to 11:30	0	0	0	0		2	0	0	0	0	0	0	0	0	0	0	30	3	4	37		0	0	0	0					
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	32	3	3	38		0	0	0	0					
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	24	5	4	33		0	0	0	0					
12:00 to 12:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	34	2	2	38		0	0	0	0					
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	48	6	5	59		0	0	0	0					
12:30 to 12:45	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	27	5	4	36		0	0	0	0					
12:45 to 13:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	24	4	3	31		0	0	0	0					
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	37	4	2	43		0	0	0	0					
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	2	7	34		0	0	0	0					
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	4	2	31		0	0	0	0					
13:45 to 14:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	23	6	2	31		0	0	0	0					
14:00 to 14:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	31	3	0	34		0	0	0	0					
14:15 to 14:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	34	4	7	45		0	0	0	0					
14:30 to 14:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	24	5	1	30		0	0	0	0					
14:45 to 15:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	23	2	2	27		0	0	0	0					
15:00 to 15:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	52	4	8	64		0	0	0	0					
15:15 to 15:30	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	28	3	1	32		0	0	0	0					
15:30 to 15:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	40	1	0</											

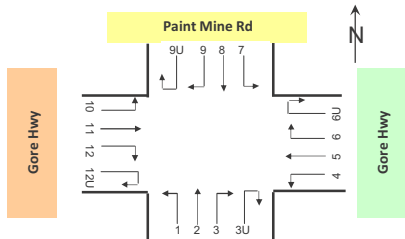
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 6(f). Gore Hwy / Paint Mine Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



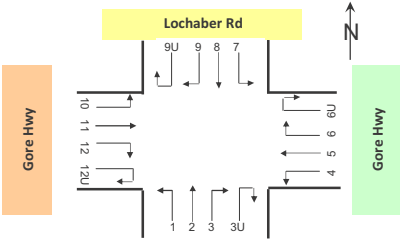
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	1	0	1	0	0	0	0	0	0	0	0
0:30 to 0:45		1	1	0	2	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		1	0	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		1	1	0	2	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		1	1	0	2	0	0	0	0	0	0	0	0
2:30 to 2:45		0	3	0	3	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	1	1	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		0	2	0	2	0	0	0	0	0	0	0	0
3:45 to 4:00		1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15		0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30		3	1	0	4	0	0	0	0	0	0	0	0
4:30 to 4:45		1	0	0	1	0	0	0	0	0	0	0	0
4:45 to 5:00		2	1	0	3	0	0	0	0	0	0	0	0
5:00 to 5:15		3	0	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30		4	1	0	5	0	0	0	0	0	0	0	0
5:30 to 5:45		8	0	1	9	0	0	0	0	0	0	0	0
5:45 to 6:00		13	4	0	17	0	0	0	0	0	0	0	0
6:00 to 6:15		11	1	0	12	0	0	0	0	0	0	0	0
6:15 to 6:30		6	1	0	7	0	0	0	0	0	0	0	0
6:30 to 6:45		5	1	0	6	0	0	0	0	0	0	0	0
6:45 to 7:00		8	1	1	10	0	0	0	0	0	0	0	0
7:00 to 7:15		7	0	0	7	0	0	0	0	0	0	0	0
7:15 to 7:30		4	0	0	4	0	0	0	0	0	0	0	0
7:30 to 7:45		6	0	0	6	0	0	0	0	0	0	0	0
7:45 to 8:00		8	0	1	9	1	0	0	1	0	0	0	0
8:00 to 8:15		8	3	0	11	0	0	0	0	0	0	0	0
8:15 to 8:30		20	3	1	24	0	0	0	0	0	0	0	0
8:30 to 8:45		10	1	3	14	0	0	0	0	0	0	0	0
8:45 to 9:00		16	1	0	17	1	0	0	1	0	0	0	0
9:00 to 9:15		16	0	0	16	0	0	0	0	0	0	0	0
9:15 to 9:30		10	0	0	10	0	0	0	0	0	0	0	0
9:30 to 9:45		18	0	0	18	0	0	0	0	0	0	0	0
9:45 to 10:00		16	1	0	17	1	0	0	1	0	0	0	0
10:00 to 10:15		23	0	0	23	1	0	0	1	0	0	0	0
10:15 to 10:30		24	0	2	26	0	0	0	0	0	0	0	0
10:30 to 10:45		13	0	3	16	1	0	0	1	0	0	0	0
10:45 to 11:00		17	1	4	22	0	0	0	0	0	0	0	0
11:00 to 11:15		10	1	2	13	0	0	0	0	0	0	0	0
11:15 to 11:30		12	2	1	15	0	0	0	0	0	0	0	0
11:30 to 11:45		19	1	7	27	0	0	0	0	0	0	0	0
11:45 to 12:00		25	1	2	28	0	0	0	0	0	0	0	0
12:00 to 12:15		15	1	2	18	0	0	0	0	0	0	0	0
12:15 to 12:30		30	0	1	31	1	0	0	1	0	0	0	0
12:30 to 12:45		26	1	2	29	0	0	0	0	0	0	0	0
12:45 to 13:00		28	1	3	32	0	0	0	0	0	0	0	0
13:00 to 13:15		17	0	2	19	0	0	0	0	0	0	0	0
13:15 to 13:30		14	1	5	20	0	0	0	0	0	0	0	0
13:30 to 13:45		22	3	5	30	0	0	0	0	0	0	0	0
13:45 to 14:00		20	2	4	26	0	0	0	0	0	0	0	0
14:00 to 14:15		18	2	4	24	0	0	0	0	0	0	0	0
14:15 to 14:30		15	1	1	17	0	0	0	0	0	0	0	0
14:30 to 14:45		25	1	5	31	0	0	0	0	0	0	0	0
14:45 to 15:00		14	1	5	20	0	0	0	0	0	0	0	0
15:00 to 15:15		21	0	6	27	0	0	0	0	0	0	0	0
15:15 to 15:30		15	1	5	21	0	0	0	0	0	0	0	0
15:30 to 15:45		22	3	1	26	0	0	0	0	0	0	0	0
15:45 to 16:00		26	0	3	29	0	0	0	0	0	0	0	0
16:00 to 16:15		11	1	2	14	0	0	0	0	0	0	0	0
16:15 to 16:30		14	1	2	17	0	0	0	0	0	0	0	0
16:30 to 16:45		20	1	0	21	1	0	0	1	0	0	0	0
16:45 to 17:00		10	1	4	15	0	0	0	0	0	0	0	0
17:00 to 17:15		13	2	1	16	0	0	0	0	0	0	0	0
17:15 to 17:30		14	1	6	21	0	0	0	0	0	0	0	0
17:30 to 17:45		13	0	0	13	1	0	0	1	0	0	0	0
17:45 to 18:00		11	3	0	14	0	0	0	0	0	0	0	0
18:00 to 18:15		8	2	1	11	0	0	0	0	0	0	0	0
18:15 to 18:30		5	2	0	7	0	0	0	0	0	0	0	0
18:30 to 18:45		11	6	0	17	0	0	0	0	0	0	0	0
18:45 to 19:00		7	1	0	8	0	0	0	0	0	0	0	0
19:00 to 19:15		8	0	0	8	0	0	0	0	0	0	0	0
19:15 to 19:30		2	0	1	3	0	0	0	0	0	0	0	0
19:30 to 19:45		7	2	0	9	0	0	0	0	0	0	0	0
19:45 to 20:00		4	0	0	4	0	0	0	0	0	0	0	0
20:00 to 20:15		3	1	1	5	0	0	0	0	0	0	0	0
20:15 to 20:30		3	0	0	3	0	0	0	0	0	0	0	0
20:30 to 20:45		2	2	0	4	0	0	0	0	0	0	0	0
20:45 to 21:00		3	1	0	4	0	0	0	0	0	0	0	0
21:00 to 21:15		0	2	1	3	0	0	0	0	0	0	0	0
21:15 to 21:30		0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45		0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00		0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15		2	0	1	3	1	0	0	1	0	0	0	0
22:15 to 22:30		2	0	0	2	0	0	0	0	0	0	0	0
22:30 to 22:45		4	0	0	4	0	0	0	0	0	0	0	0
22:45 to 23:00		5	0	0	5	0	0	0	0	0	0	0	0
23:00 to 23:15		2	0	0	2	0	0	0	0	0	0	0	0
23:15 to 23:30		2	0	0	2	0	0	0	0	0	0	0	0

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Gore Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	1	0	0	1	0	0	0	0	0	0	0	0	
0:15 to 0:30	3	0	0	3	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	1	0	0	1	0	0	0	0	0	0	0	0	
1:00 to 1:15	1	1	0	2	0	0	0	0	0	0	0	0	
1:15 to 1:30	1	0	0	1	0	0	0	0	0	0	0	0	
1:30 to 1:45	1	0	0	1	0	0	0	0	0	0	0	0	
1:45 to 2:00	1	2	0	3	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	1	0	0	1	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	1	1	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	1	0	0	1	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	1	0	1	0	0	0	0	0	0	0	0	
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	
4:45 to 5:00	2	0	0	2	0	0	0	0	0	0	0	0	
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 to 5:30	4	0	0	4	0	0	0	0	0	0	0	0	
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 to 6:00	2	0	0	2	0	0	0	0	0	0	0	0	
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 to 6:45	1	0	0	1	0	0	0	0	0	0	0	0	
6:45 to 7:00	3	1	2	6	0	0	0	0	0	0	0	0	
7:00 to 7:15	1	0	1	2	0	0	0	0	0	0	0	0	
7:15 to 7:30	1	1	0	2	0	0	0	0	0	0	0	0	
7:30 to 7:45	6	1	5	12	0	0	0	0	0	0	0	0	
7:45 to 8:00	5	2	3	10	1	0	0	1	0	0	0	0	
8:00 to 8:15	7	1	1	9	1	0	0	1	0	0	0	0	
8:15 to 8:30	3	1	0	4	0	0	0	0	0	0	0	0	
8:30 to 8:45	5	0	2	7	0	0	0	0	0	0	0	0	
8:45 to 9:00	7	1	0	8	0	0	0	0	0	0	0	0	
9:00 to 9:15	9	0	0	9	0	0	0	0	0	0	0	0	
9:15 to 9:30	11	0	0	11	0	0	0	0	0	0	0	0	
9:30 to 9:45	14	2	1	17	0	0	0	0	0	0	0	0	
9:45 to 10:00	17	1	0	18	0	0	0	0	0	0	0	0	
10:00 to 10:15	11	0	0	11	0	0	0	0	0	0	0	0	
10:15 to 10:30	7	0	0	7	0	0	0	0	0	0	0	0	
10:30 to 10:45	15	0	0	15	0	0	0	0	0	0	0	0	
10:45 to 11:00	16	0	0	16	0	0	0	0	0	0	0	0	
11:00 to 11:15	9	0	0	9	0	0	0	0	0	0	0	0	
11:15 to 11:30	13	0	0	13	0	0	0	0	0	0	0	0	
11:30 to 11:45	11	0	0	11	0	0	0	0	0	0	0	0	
11:45 to 12:00	11	2	0	13	0	0	0	0	0	0	0	0	
12:00 to 12:15	12	1	0	13	0	0	0	0	0	0	0	0	
12:15 to 12:30	20	0	1	21	0	0	0	0	0	0	0	0	
12:30 to 12:45	19	0	0	19	0	0	0	0	0	0	0	0	
12:45 to 13:00	10	0	1	11	0	0	0	0	0	0	0	0	
13:00 to 13:15	17	0	0	17	0	0	0	0	0	0	0	0	
13:15 to 13:30	21	1	0	22	0	0	0	0	0	0	0	0	
13:30 to 13:45	17	0	0	17	0	0	0	0	0	0	0	0	
13:45 to 14:00	13	0	1	14	0	0	0	0	0	0	0	0	
14:00 to 14:15	16	0	0	16	0	0	0	0	0	0	0	0	
14:15 to 14:30	19	1	0	20	0	0	0	0	0	0	0	0	
14:30 to 14:45	14	0	1	15	0	0	0	0	0	0	0	0	
14:45 to 15:00	15	0	1	16	0	0	0	0	0	0	0	0	
15:00 to 15:15	13	0	0	13	1	0	0	1	0	0	0	0	
15:15 to 15:30	6	1	2	9	0	0	0	0	0	0	0	0	
15:30 to 15:45	16	0	0	16	0	0	0	0	0	0	0	0	
15:45 to 16:00	15	2	2	19	1	0	0	1	0	0	0	0	
16:00 to 16:15	15	2	0	17	1	0	0	1	0	0	0	0	
16:15 to 16:30	7	1	1	9	0	0	0	0	0	0	0	0	
16:30 to 16:45	14	0	0	14	0	0	0	0	0	0	0	0	
16:45 to 17:00	11	0	0	11	0	0	0	0	0	0	0	0	
17:00 to 17:15	9	1	1	11	0	0	0	0	0	0	0	0	
17:15 to 17:30	9	0	1	10	0	0	0	0	0	0	0	0	
17:30 to 17:45	15	0	0	15	0	0	0	0	0	0	0	0	
17:45 to 18:00	7	0	0	7	0	0	0	0	0	0	0	0	
18:00 to 18:15	2	2	0	4	0	0	0	0	0	0	0	0	
18:15 to 18:30	5	0	0	5	0	0	0	0	0	0	0	0	
18:30 to 18:45	5	0	0	5	0	0	0	0	0	0	0	0	
18:45 to 19:00	1	1	0	2	0	0	0	0	0	0	0	0	
19:00 to 19:15	4	3	0	7	0	0	0	0	0	0	0	0	
19:15 to 19:30	7	1	0	8	0	0	0	0	0	0	0	0	
19:30 to 19:45	6	1	0	7	0	0	0	0	0	0	0	0	
19:45 to 20:00	3	0	0	3	0	0	0	0	0	0	0	0	
20:00 to 20:15	3	0	0	3	0	0	0	0	0	0	0	0	
20:15 to 20:30	5	1	0	6	0	0	0	0	0	0	0	0	
20:30 to 20:45	4	1	0	5	0	0	0	0	0	0	0	0	
20:45 to 21:00	4	0	0	4	0	0	0	0	0	0	0	0	
21:00 to 21:15	3	0	0	3	0	0	0	0	0	0	0	0	
21:15 to 21:30	2	0	0	2	0	0	0	0	0	0	0	0	
21:30 to 21:45	1	1	0	2	0	0	0	0	0	0	0	0	
21:45 to 22:00	4	0	1	5	0	0	0	0	0	0	0	0	
22:00 to 22:15	2	1	0	3	0	0	0	0	0	0	0	0	
22:15 to 22:30	1	0	0	1	0	0	0	0	0	0	0	0	
22:30 to 22:45	3	1	1	5	0	0	0	0	0	0	0	0	
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	
23:00 to 23:15	0	0	0	0	0	0	0	0	0	0	0	0	
23:15 to 23:30	0	0	0	0	0	0	0	0	0	0	0	0	

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 7(g). Gore Hwy / Lochaber Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

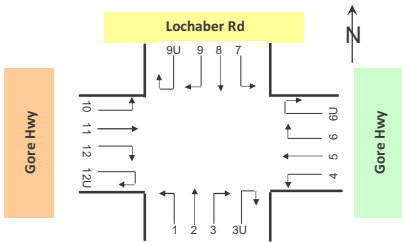
Approach	Gore Hwy											
Direction												
Time Period												
0:00 to 0:15	3	0	0	3	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	1	1	0	2	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	0	1	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	1	0	1	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	1	0	0	1	1	0	0	1	0	0	0	0
4:15 to 4:30	3	1	0	4	0	0	0	0	0	0	0	0
4:30 to 4:45	4	1	0	5	0	0	0	0	0	0	0	0
4:45 to 5:00	6	0	0	6	0	0	0	0	0	0	0	0
5:00 to 5:15	3	1	0	4	0	0	0	0	0	0	0	0
5:15 to 5:30	11	0	0	11	0	0	0	0	0	0	0	0
5:30 to 5:45	17	1	0	18	0	0	0	0	0	0	0	0
5:45 to 6:00	17	3	0	20	0	0	0	0	0	0	0	0
6:00 to 6:15	13	3	0	16	0	0	0	0	0	0	0	0
6:15 to 6:30	11	5	2	18	0	0	0	0	0	0	0	0
6:30 to 6:45	25	5	3	33	0	0	0	0	0	0	0	0
6:45 to 7:00	13	3	1	17	0	0	0	0	0	0	0	0
7:00 to 7:15	10	3	2	15	0	0	0	0	0	0	0	0
7:15 to 7:30	9	6	0	15	1	0	0	1	0	0	0	0
7:30 to 7:45	13	2	2	17	0	0	0	0	0	0	0	0
7:45 to 8:00	13	2	0	15	0	0	0	0	0	0	0	0
8:00 to 8:15	23	9	1	33	0	0	0	0	0	0	0	0
8:15 to 8:30	17	2	2	21	0	0	0	0	0	0	0	0
8:30 to 8:45	22	4	3	29	1	0	0	1	0	0	0	0
8:45 to 9:00	12	3	0	15	1	0	0	1	0	0	0	0
9:00 to 9:15	11	2	0	13	0	0	0	0	0	0	0	0
9:15 to 9:30	13	0	1	14	0	0	0	0	0	0	0	0
9:30 to 9:45	6	2	0	8	1	0	0	1	0	0	0	0
9:45 to 10:00	12	3	0	15	1	0	0	1	0	0	0	0
10:00 to 10:15	8	6	0	14	1	0	0	1	0	0	0	0
10:15 to 10:30	13	1	0	14	1	0	0	1	0	0	0	0
10:30 to 10:45	17	3	0	20	1	0	0	1	0	0	0	0
10:45 to 11:00	11	5	1	17	0	0	0	0	0	0	0	0
11:00 to 11:15	12	2	0	14	0	0	0	0	0	0	0	0
11:15 to 11:30	16	11	1	28	0	0	0	0	0	0	0	0
11:30 to 11:45	11	3	0	14	2	0	0	2	0	0	0	0
11:45 to 12:00	14	8	0	22	2	0	0	2	0	0	0	0
12:00 to 12:15	17	3	0	20	0	0	0	0	0	0	0	0
12:15 to 12:30	14	1	0	15	1	0	0	1	0	0	0	0
12:30 to 12:45	12	4	0	16	1	0	0	1	0	0	0	0
12:45 to 13:00	12	3	1	16	0	0	0	0	0	0	0	0
13:00 to 13:15	8	2	1	11	4	0	0	4	0	0	0	0
13:15 to 13:30	12	2	0	14	2	1	0	3	0	0	0	0
13:30 to 13:45	8	6	0	14	2	0	0	2	0	0	0	0
13:45 to 14:00	15	4	0	19	1	0	0	1	0	0	0	0
14:00 to 14:15	13	4	1	18	1	0	0	1	0	0	0	0
14:15 to 14:30	10	0	1	11	2	0	0	2	0	0	0	0
14:30 to 14:45	16	6	0	22	0	0	0	0	0	0	0	0
14:45 to 15:00	15	1	2	18	0	0	0	0	0	0	0	0
15:00 to 15:15	17	7	0	24	2	0	0	2	0	0	0	0
15:15 to 15:30	20	2	1	23	2	1	0	3	0	0	0	0
15:30 to 15:45	10	3	0	13	1	0	0	1	0	0	0	0
15:45 to 16:00	14	2	0	16	1	0	0	1	0	0	0	0
16:00 to 16:15	13	1	0	14	2	0	0	2	0	0	0	0
16:15 to 16:30	14	1	0	15	1	0	0	1	0	0	0	0
16:30 to 16:45	12	1	0	13	3	0	0	3	0	0	0	0
16:45 to 17:00	15	5	0	20	0	1	0	1	0	0	0	0
17:00 to 17:15	12	0	0	12	0	0	0	0	0	0	0	0
17:15 to 17:30	21	2	1	24	2	0	0	2	0	0	0	0
17:30 to 17:45	22	1	0	23	0	0	0	0	0	0	0	0
17:45 to 18:00	20	1	0	21	1	0	0	1	0	0	0	0
18:00 to 18:15	19	1	0	20	2	0	0	2	0	0	0	0
18:15 to 18:30	7	0	0	7	0	0	0	0	0	0	0	0
18:30 to 18:45	7	3	1	11	2	0	0	2	0	0	0	0
18:45 to 19:00	4	2	0	6	1	0	0	1	0	0	0	0
19:00 to 19:15	2	0	0	2	1	0	0	1	0	0	0	0
19:15 to 19:30	5	1	2	8	0	0	0	0	0	0	0	0
19:30 to 19:45	6	2	1	9	0	0	0	0	0	0	0	0
19:45 to 20:00	3	3	0	6	0	0	0	0	0	0	0	0
20:00 to 20:15	3	0	1	4	0	0	0	0	0	0	0	0
20:15 to 20:30	6	0	2	8	0	0	0	0	0	0	0	0
20:30 to 20:45	2	1	1	4	0	0	0	0	0	0	0	0
20:45 to 21:00	2	0	3	5	0	0	0	0	0	0	0	0
21:00 to 21:15	3	1	2	6	0	0	0	0	0	0	0	0
21:15 to 21:30	1	0	1	2	1	0	0	1	0	0	0	0
21:30 to 21:45	5	0	0	5	0	0	0	0	0	0	0	0
21:45 to 22:00	3	0	2	5	0	0	0	0	0	0	0	0
22:00 to 22:15	3	2	1	6	0	0	0	0	0	0	0	0
22:15 to 22:30	4	0	1	5	0	0	0	0	0	0	0	0
22:30 to 22:45	2	0	1	3	0	0	0	0	0	0	0	0
22:45 to 23:00	2	0	0	2	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	5	5	0	0	0	0	0	0	0	0
23:15 to 23:30	3	0	1	4	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0
24hr Totals				827	181	52	1,060	50	3	0	53	0	0	0

Approach	Lochaber Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)									
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total						
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0						
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0								
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0								
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0								
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0								
3:45 to 4:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30 to 4:45	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	4	0	1	5	0	0	0	0								
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0	5	0	0	0	0								
5:00 to 5:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0								
5:15 to 5:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	8	2	0	10	0	0	0	0								
5:30 to 5:45	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	7	0	1	8	0	0	0	0								
5:45 to 6:00	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	1	7	0	0	7	0	0	0	0								
6:00 to 6:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	16	1	1	18	0	0	0	0								
6:15 to 6:30	3	0	0	3	2	0	0	2	0	0	0	0	1	0	0	1	11	2	0	13	0	0	0	0								
6:30 to 6:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	5	1	15	0	0	0	0								
6:45 to 7:00	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	9	2	1	12	0	0	0	0								
7:00 to 7:15	1	0	0	1	1	0	0	1	0	0	0	0	3	0	0	3	24	2	2	28	0	0	0	0								
7:15 to 7:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	27	4	0	31	0	0	0	0								
7:30 to 7:45	2	0	0	2	1	1	0	2	0	0	0	0	0	1	0	1	32	4	2	38	0	0	0	0								
7:45 to 8:00	5	0	0	5	1	0	0	1	0	0	0	0	1	1	0	2	21	1	3	25	0	0	0	0								
8:00 to 8:15	4	0	0	4	1	1	0	2	0	0	0	0	4	0	0	4	15	4	4	23	0	0	0	0								
8:15 to 8:30	2	0	0	2	5	1	0	6	0	0	0	0	1	0	0	1	23	4	3	30	0	0	0	0								
8:30 to 8:45	2	0	0	2	2	1	0	3	0	0	0	0	0	0	0	0	13	9	1	23	0	0	0	0								
8:45 to 9:00	4	0	0	4	5	1	0	6	0	0	0	0	4	0	0	4	15	7	1	23	0	0	0	0								
9:00 to 9:15	2	0	0	2	1	0	0	1	0	0	0	0	2	0	0	2	17	3	1	21	0	0	0	0								
9:15 to 9:30	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	18	6	1	25	0	0	0	0								
9:30 to 9:45	3	0	0	3	1	1	0	2	0	0	0	0	1	0	0	1	15	2	1	18	0	0	0	0								
9:45 to 10:00	1	0	0	1	2	0	0	2	0	0	0	0	2	0	0	2	18	2	0	20	0	0	0	0								
10:00 to 10:15	1	0	0	1	4	1	0	5	0	0	0	0	1	0	0	1	14	2	0	16	0	0	0	0								
10:15 to 10:30	1	0	0	1	1	0	0	1	0	0	0	0	2	0	0	2	8	1	1	10	0	0	0	0								
10:30 to 10:45	1	0	0	1	1	0	0	1	0	0	0	0	3	0	0	3	13	4	0	17	0	0	0	0								
10:45 to 11:00	1	0	0	1	3	0	0	3	0	0	0	0	4	0	0	4	8	6	0	14	0	0	0	0								
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	10	5	0	15	0	0	0	0								
11:15 to 11:30	0	1	0	1	3	0	0	3	0	0	0	0	2	0	0	2	6	0	2	8	0	0	0	0								
11:30 to 11:45	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	10	7	0	17	0	0	0	0								
11:45 to 12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	3	3	25	0	0	0	0								
12:00 to 12:15	2	0	0	2	1	0	0	1	0	0	0	0	3	0	0	3	17	0	1	18	0	0	0	0								
12:15 to 12:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	14	3	0	17	0	0	0	0								
12:30 to 12:45	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	12	6	0	18	0	0	0	0								
12:45 to 13:00	1	0	0	1	2	0	0	2	0	0	0	0	5	0	0	5	5	4	1	10	0	0	0	0								
13:00 to 13:15	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	15	2	0	17	0	0	0	0								
13:15 to 13:30	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	13	4	0	17	0	0	0	0								
13:30 to 13:45	1	0	0	1	2	0	0	2	0	0	0	0	1	0	0	1	11	3	2	16	0	0	0	0								
13:45 to 14:00	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	6	3	0	9	0	0	0	0								
14:00 to 14:15	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	7	3	0	10	0	0	0	0								
14:15 to 14:30	1	0	0	1	4	0	0	4	0	0	0	0	0	1	0	1	17	5	0	22	0	0	0	0								
14:30 to 14:45	4	0	0	4	1	0	0	1	0	0	0	0	7	0	0	7	14	2	0	16	0	0	0	0								
14:45 to 15:00	1	1	0	2	1	0	0	1	0	0	0	0	3	0	0	3	13	3	0	16	0	0	0	0								
15:00 to 15:15	2	0	0	2	2	0	0	2	0	0	0	0	5	0	0	5	19	4	2	25	0	0	0	0								
15:15 to 15:30	0	0	0	0	3	0	0	3	0	0	0	0	3	2	0	5	15	2	0	17	0	0	0	0								
15:30 to 15:45	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	13	2	0													

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 7(g). Gore Hwy / Lochaber Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



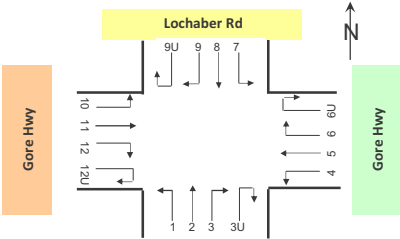
Approach	Direction	Time Period	Gore Hwy											
			Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
			Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15			0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30			1	0	0	1	0	0	0	0	0	0	0	0
0:30 to 0:45			0	0	1	1	1	0	0	1	0	0	0	0
0:45 to 1:00			0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15			0	1	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30			0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45			1	0	1	2	0	0	0	0	0	0	0	0
1:45 to 2:00			1	3	0	4	0	0	0	0	0	0	0	0
2:00 to 2:15			0	2	0	2	0	0	0	0	0	0	0	0
2:15 to 2:30			0	0	2	2	0	0	0	0	0	0	0	0
2:30 to 2:45			1	0	0	1	0	0	0	0	0	0	0	0
2:45 to 3:00			0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15			0	1	3	4	0	0	0	0	0	0	0	0
3:15 to 3:30			0	1	0	1	0	0	0	0	0	0	0	0
3:30 to 3:45			3	0	1	4	0	0	0	0	0	0	0	0
3:45 to 4:00			2	0	1	3	0	0	0	0	0	0	0	0
4:00 to 4:15			0	2	0	2	1	0	0	1	0	0	0	0
4:15 to 4:30			3	1	1	5	0	0	0	0	0	0	0	0
4:30 to 4:45			3	1	0	4	0	0	0	0	0	0	0	0
4:45 to 5:00			8	2	0	10	0	0	0	0	0	0	0	0
5:00 to 5:15			14	0	1	15	0	0	0	0	0	0	0	0
5:15 to 5:30			20	1	2	23	0	0	0	0	0	0	0	0
5:30 to 5:45			19	5	3	27	0	0	0	0	0	0	0	0
5:45 to 6:00			28	2	1	31	0	0	0	0	0	0	0	0
6:00 to 6:15			23	5	2	30	0	0	0	0	0	0	0	0
6:15 to 6:30			21	3	1	25	0	0	0	0	0	0	0	0
6:30 to 6:45			27	8	3	38	0	0	0	0	0	0	0	0
6:45 to 7:00			13	6	4	23	0	0	0	0	0	0	0	0
7:00 to 7:15			19	3	1	23	0	0	0	0	0	0	0	0
7:15 to 7:30			32	3	2	37	0	0	0	0	0	0	0	0
7:30 to 7:45			22	4	4	30	0	0	0	0	0	0	0	0
7:45 to 8:00			34	5	2	41	0	0	0	0	0	0	0	0
8:00 to 8:15			21	9	4	34	0	0	0	0	0	0	0	0
8:15 to 8:30			24	3	2	29	0	0	0	0	0	0	0	0
8:30 to 8:45			24	7	0	31	2	0	0	2	0	0	0	0
8:45 to 9:00			14	5	1	20	1	0	0	1	0	0	0	0
9:00 to 9:15			19	9	2	30	0	0	0	0	0	0	0	0
9:15 to 9:30			26	4	2	32	1	0	0	1	0	0	0	0
9:30 to 9:45			24	6	2	32	0	0	0	0	0	0	0	0
9:45 to 10:00			22	9	4	35	2	0	0	2	0	0	0	0
10:00 to 10:15			22	4	4	30	1	0	0	1	0	0	0	0
10:15 to 10:30			19	9	4	32	1	0	0	1	0	0	0	0
10:30 to 10:45			19	3	2	24	1	0	0	1	0	0	0	0
10:45 to 11:00			18	3	6	27	0	0	0	0	0	0	0	0
11:00 to 11:15			10	10	1	21	0	0	0	0	0	0	0	0
11:15 to 11:30			22	7	5	34	0	0	0	0	0	0	0	0
11:30 to 11:45			18	4	3	25	0	0	0	0	0	0	0	0
11:45 to 12:00			23	9	3	35	0	0	0	0	0	0	0	0
12:00 to 12:15			21	7	4	32	0	0	0	0	0	0	0	0
12:15 to 12:30			19	5	9	33	0	0	0	0	0	0	0	0
12:30 to 12:45			11	4	6	21	1	0	0	1	0	0	0	0
12:45 to 13:00			22	3	4	29	1	0	0	1	0	0	0	0
13:00 to 13:15			16	7	2	25	1	0	0	1	0	0	0	0
13:15 to 13:30			25	4	4	33	2	0	0	2	0	0	0	0
13:30 to 13:45			19	5	5	29	1	0	0	1	0	0	0	0
13:45 to 14:00			21	6	1	28	1	0	0	1	0	0	0	0
14:00 to 14:15			14	3	5	22	3	0	0	3	0	0	0	0
14:15 to 14:30			19	7	7	33	1	0	0	1	0	0	0	0
14:30 to 14:45			21	1	2	24	0	0	0	0	0	0	0	0
14:45 to 15:00			28	8	7	43	0	1	0	1	0	0	0	0
15:00 to 15:15			19	3	3	25	0	0	0	0	0	0	0	0
15:15 to 15:30			29	5	3	37	3	0	0	3	0	0	0	0
15:30 to 15:45			25	2	3	30	0	0	0	0	0	0	0	0
15:45 to 16:00			19	4	1	24	3	0	0	3	0	0	0	0
16:00 to 16:15			32	1	5	38	2	0	0	2	0	0	0	0
16:15 to 16:30			23	4	2	29	0	0	0	0	0	0	0	0
16:30 to 16:45			22	3	4	29	4	0	0	4	0	0	0	0
16:45 to 17:00			26	4	5	35	3	0	0	3	0	0	0	0
17:00 to 17:15			30	2	3	35	0	0	0	0	0	0	0	0
17:15 to 17:30			31	1	1	33	2	0	0	2	0	0	0	0
17:30 to 17:45			28	1	7	36	2	1	0	3	0	0	0	0
17:45 to 18:00			26	2	7	35	0	0	0	0	0	0	0	0
18:00 to 18:15			27	2	10	39	3	0	0	3	0	0	0	0
18:15 to 18:30			17	3	6	26	1	0	0	1	0	0	0	0
18:30 to 18:45			8	1	8	17	1	0	0	1	0	0	0	0
18:45 to 19:00			8	0	11	19	0	0	0	0	0	0	0	0
19:00 to 19:15			5	0	4	9	0	0	0	0	0	0	0	0
19:15 to 19:30			9	3	3	15	1	0	0	1	0	0	0	0
19:30 to 19:45			8	3	3	14	0	0	0	0	0	0	0	0
19:45 to 20:00			8	2	3	13	0	0	0	0	0	0	0	0
20:00 to 20:15			14	1	6	21	1	0	0	1	0	0	0	0
20:15 to 20:30			2	2	3	7	2	0	0	2	0	0	0	0
20:30 to 20:45			11	2	6	19	0	0	0	0	0	0	0	0
20:45 to 21:00			9	0	3	12	0	0	0	0	0	0	0	0
21:00 to 21:15			4	3	6	13	0	0	0	0	0	0	0	0
21:15 to 21:30			7	1	7	15	0	0	0	0	0	0	0	0
21:30 to 21:45			10	0	8	18	0	0	0	0	0	0	0	0
21:45 to 22:00			2	1	5	8	0	0	0	0	0	0	0	0
22:00 to 22:15			3	0	3	6	1	0	0	1	0	0	0	0
22:15 to 22:30			3	1	4	8	0	0	0	0	0	0	0	0
22:30 to 22:45			4	1	1	6	0	0	0	0	0	0	0	0
22:45 to 23:00			5	1	1	7	0	0	0	0	0	0	0	0
23:00 to 23:15			0	0	2	2	0	0	0	0	0	0	0	0
23:15 to 23:30			3	0	2	5	0	0	0	0	0	0	0	0

23:30 to 23:45				2	0	1	3	0	0	0	0	0	0	0
23:45 to 0:00				1	0	1	2	0	0	0	0	0	0	0
24hr Totals				1,336	279	288	1,903	51	2	0	53	0	0	0

Approach	Lochaber Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3		0	0	0	0
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0
4:30 to 4:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7		0	0	0	0
5:00 to 5:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6		0	0	0	0
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8		0	0	0	0
5:30 to 5:45	1	0	0	1		2	0	0	2	0	0	0	0	1	0	0	1	13	0	1	14		0	0	0	0
5:45 to 6:00	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5		0	0	0	0
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	2	1	0	3	10	2	1	13		0	0	0	0
6:15 to 6:30	0	1	0	1		2	0	0	2	0	0	0	0	1	0	0	1	13	2	0	15		0	0	0	0
6:30 to 6:45	0	1	0	1		1	0	0	1	0	0	0	0	0	0	0	0	12	3	3	18		0	0	0	0
6:45 to 7:00	1	1	1	3		3	0	0	3	0	0	0	0	1	0	0	1	17	4	2	23		0	0	0	0
7:00 to 7:15	2	0	0	2		1	0	0	1	0	0	0	0	0	0	0	0	33	1	0	34		0	0	0	0
7:15 to 7:30	6	0	0	6		0	0	0	0	0	0	0	0	3	1	0	4	27	5	5	37		0	0	0	0
7:30 to 7:45	5	1	0	6		2	0	0	2	0	0	0	0	1	0	0	1	30	2	1	33		0	0	0	0
7:45 to 8:00	5	0	0	5		6	0	0	6	0	0	0	0	1	1	0	2	19	8	2	29		0	0	0	0
8:00 to 8:15	4	0	0	4		2	0	0	2	0	0	0	0	2	0	0	2	20	1	0	21		0	0	0	0
8:15 to 8:30	1	0	0	1		5	0	0	5	0	0	0	0	0	0	0	0	27	4	2	33		0	0	0	0
8:30 to 8:45	3	0	0	3		5	0	0	5	0	0	0	0	0	0	0	0	27	6	1	34		0	0	0	0
8:45 to 9:00	3	0	0	3		5	0	0	5	0	0	0	0	6	0	0	6	22	6	2	30		0	0	0	0
9:00 to 9:15	3	0	0	3		2	0	0	2	0	0	0	0	0	0	0	0	20	3	2	25		0	0	0	0
9:15 to 9:30	4	0	0	4		0	0	0	0	0	0	0	0	1	0	0	1	12	2	3	17		0	0	0	0
9:30 to 9:45	2	0	0	2		3	0	0	3	0	0	0	0	2	0	0	2	25	8	3	36		0	0	0	0
9:45 to 10:00	1	1	0	2		0	0	0	0	0	0	0	0	2	0	0	2	24	3	0	27		0	0	0	0
10:00 to 10:15	1	0	0	1		2	0	0	2	0	0	0	0	2	0	0	2	14	4	1	19		0	0	0	0
10:15 to 10:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	11	5	7	23		0	0	0	0
10:30 to 10:45	2	0	0	2		1	0	0	1	0	0	0	0	1	0	0	1	24	12	3	39		0	0	0	0
10:45 to 11:00	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	0	19	9	3	31		0	0	0	0
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	2	0	0	2	35	4	3	42		0	0	0	0
11:15 to 11:30	1	0	0	1		1	0	0	2	0	0	0	0	1	0	0	1	34	6	8	48		0	0	0	0
11:30 to 11:45	0	0	0	0		1	0	0	1	0	0	0	0	2	0	0	2	23	4	4	31		0	0	0	0
11:45 to 12:00	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	18	9	6	33		0	0	0	0
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	2	18	6	5	29		0	0	0	0
12:15 to 12:30	3	0	0	3		0	0	0	0	0	0	0	0	1	0	0	1	15	3	3	21		0	0	0	0
12:30 to 12:45	0	0	0	0		0	0</																			

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 7(g). Gore Hwy / Lochaber Rd
Day/Date	: Wed, 18th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



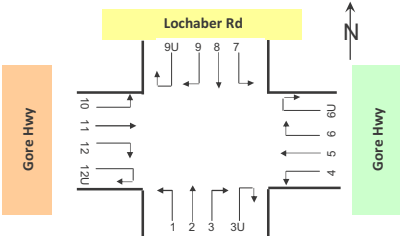
Approach	Gore Hwy											
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period												
0:00 to 0:15	3	0	3	6	0	0	0	0	0	0	0	0
0:15 to 0:30	2	2	1	5	0	0	0	0	0	0	0	0
0:30 to 0:45	1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	1	2	1	0	0	1	0	0	0	0
1:15 to 1:30	1	0	1	2	0	0	0	0	0	0	0	0
1:30 to 1:45	0	1	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	1	0	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	1	1	2	0	0	0	0	0	0	0	0
2:15 to 2:30	1	1	1	3	0	0	0	0	0	0	0	0
2:30 to 2:45	1	0	1	2	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	0	1	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	2	4	6	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	4	4	0	0	0	0	0	0	0	0
3:45 to 4:00	3	1	1	5	0	0	0	0	0	0	0	0
4:00 to 4:15	7	2	1	10	1	0	0	1	0	0	0	0
4:15 to 4:30	3	2	6	11	0	0	0	0	0	0	0	0
4:30 to 4:45	3	2	2	7	0	0	0	0	0	0	0	0
4:45 to 5:00	7	2	4	13	0	0	0	0	0	0	0	0
5:00 to 5:15	13	5	6	24	0	0	0	0	0	0	0	0
5:15 to 5:30	23	4	1	28	0	0	0	0	0	0	0	0
5:30 to 5:45	25	5	3	33	0	0	0	0	0	0	0	0
5:45 to 6:00	36	6	6	48	1	0	0	1	0	0	0	0
6:00 to 6:15	25	3	1	29	0	1	0	1	0	0	0	0
6:15 to 6:30	36	10	7	53	0	0	0	0	0	0	0	0
6:30 to 6:45	38	5	5	48	0	0	0	0	0	0	0	0
6:45 to 7:00	27	16	6	49	0	0	0	0	0	0	0	0
7:00 to 7:15	18	6	5	29	0	0	0	0	0	0	0	0
7:15 to 7:30	11	9	6	26	0	0	0	0	0	0	0	0
7:30 to 7:45	19	4	5	28	0	0	0	0	0	0	0	0
7:45 to 8:00	25	3	5	33	2	0	0	2	0	0	0	0
8:00 to 8:15	28	4	4	36	1	0	0	1	0	0	0	0
8:15 to 8:30	24	5	4	33	0	0	0	0	0	0	0	0
8:30 to 8:45	28	8	8	44	0	0	0	0	0	0	0	0
8:45 to 9:00	33	5	5	43	0	0	0	0	0	0	0	0
9:00 to 9:15	27	6	6	39	0	0	0	0	0	0	0	0
9:15 to 9:30	21	8	7	36	1	0	0	1	0	0	0	0
9:30 to 9:45	20	6	8	34	0	0	0	0	0	0	0	0
9:45 to 10:00	13	6	3	22	0	0	0	0	0	0	0	0
10:00 to 10:15	34	7	6	47	1	0	0	1	0	0	0	0
10:15 to 10:30	18	6	4	28	1	0	0	1	0	0	0	0
10:30 to 10:45	16	4	6	26	1	0	0	1	0	0	0	0
10:45 to 11:00	21	7	7	35	0	0	0	0	0	0	0	0
11:00 to 11:15	23	13	5	41	0	0	0	0	0	0	0	0
11:15 to 11:30	19	6	2	27	1	1	0	2	0	0	0	0
11:30 to 11:45	30	3	6	39	0	0	0	0	0	0	0	0
11:45 to 12:00	28	4	3	35	0	0	0	0	0	0	0	0
12:00 to 12:15	25	2	9	36	1	0	0	1	0	0	0	0
12:15 to 12:30	20	1	5	26	0	0	0	0	0	0	0	0
12:30 to 12:45	23	4	4	31	1	0	0	1	0	0	0	0
12:45 to 13:00	23	3	5	31	0	0	0	0	0	0	0	0
13:00 to 13:15	18	4	6	28	2	0	0	2	0	0	0	0
13:15 to 13:30	28	3	8	39	1	0	0	1	0	0	0	0
13:30 to 13:45	18	5	4	27	0	0	0	0	0	0	0	0
13:45 to 14:00	26	6	7	39	2	0	0	2	1	0	0	1
14:00 to 14:15	23	7	2	32	0	0	0	0	0	0	0	0
14:15 to 14:30	25	3	6	34	0	0	0	0	0	0	0	0
14:30 to 14:45	21	7	8	36	1	0	0	1	0	0	0	0
14:45 to 15:00	31	4	10	45	1	0	0	1	0	0	0	0
15:00 to 15:15	28	4	3	35	0	0	0	0	0	0	0	0
15:15 to 15:30	26	6	7	39	1	0	0	1	0	0	0	0
15:30 to 15:45	26	5	3	34	4	0	0	4	0	0	0	0
15:45 to 16:00	24	0	6	30	2	0	0	2	0	0	0	0
16:00 to 16:15	19	3	6	28	4	0	0	4	0	0	0	0
16:15 to 16:30	36	3	5	44	6	0	0	6	0	0	0	0
16:30 to 16:45	31	2	8	41	0	0	0	0	0	0	0	0
16:45 to 17:00	33	2	8	43	2	0	0	2	0	0	0	0
17:00 to 17:15	22	1	7	30	3	1	0	4	0	0	0	0
17:15 to 17:30	27	0	4	31	2	0	0	2	0	0	0	0
17:30 to 17:45	31	0	8	39	3	0	0	3	0	0	0	0
17:45 to 18:00	26	2	6	34	0	2	0	2	0	0	0	0
18:00 to 18:15	18	2	6	26	0	0	0	0	0	0	0	0
18:15 to 18:30	18	4	6	28	0	0	0	0	0	0	0	0
18:30 to 18:45	13	2	4	19	1	0	0	1	0	0	0	0
18:45 to 19:00	9	3	5	17	1	0	0	1	0	0	0	0
19:00 to 19:15	8	3	3	14	2	0	0	2	0	0	0	0
19:15 to 19:30	13	1	5	19	0	0	0	0	0	0	0	0
19:30 to 19:45	7	3	8	18	2	0	0	2	0	0	0	0
19:45 to 20:00	7	2	5	14	0	0	0	0	0	0	0	0
20:00 to 20:15	7	2	4	13	0	0	0	0	0	0	0	0
20:15 to 20:30	7	1	8	16	0	0	0	0	0	0	0	0
20:30 to 20:45	6	1	5	12	0	0	0	0	0	0	0	0
20:45 to 21:00	9	2	4	15	0	0	0	0	0	0	0	0
21:00 to 21:15	5	0	2	7	0	0	0	0	0	0	0	0
21:15 to 21:30	6	1	2	9	0	0	0	0	0	0	0	0
21:30 to 21:45	7	0	3	10	0	0	0	0	0	0	0	0
21:45 to 22:00	5	2	4	11	0	0	0	0	0	0	0	0
22:00 to 22:15	3	0	2	5	0	0	0	0	0	0	0	0
22:15 to 22:30	3	1	0	4	0	0	0	0	0	0	0	0
22:30 to 22:45	3	2	2	7	0	0	0	0	0	0	0	0
22:45 to 23:00	3	0	3	6	0	0	0	0	0	0	0	0
23:00 to 23:15	1	1	1	3	0	0	0	0	0	0	0	0
23:15 to 23:30	2	1	4	7	0	0	0	0	0	0	0	0

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				2	0	0	2	0	0	0	0	0	0	0
24hr Totals				1,485	303	402	2,190	53	5	0	58	1	0	1

Approach	Lochaber Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	2	5		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	4	6		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	2	6		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	2	4		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:00 to 2:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	1	2	4		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	5	9		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	4	6		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0	
4:30 to 4:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	4	1	1	6		0	0	0	0	
4:45 to 5:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	7	2	0	9		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	1	6		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	0	4	15		0	0	0	0	
5:30 to 5:45	1	1	0	2		1	0	0	0	0	0	0	0	0	0	0	13	1	0	14		0	0	0	0	
5:45 to 6:00	2	0	0	2		2	0	0	0	0	0	0	0	0	0	0	11	1	5	17		0	0	0	0	
6:00 to 6:15	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	16	2	0	18		0	0	0	0	
6:15 to 6:30	0	0	0	0		4	0	0	0	0	2	0	0	2	18	1	4	4	23		0	0	0	0		
6:30 to 6:45	1	0	0	1		0	0	0	0	0	1	0	0	1	17	4	4	25		0	0	0	0	0		
6:45 to 7:00	1	1	0	2		0	0	0	0	0	0	0	0	0	20	2	1	23		0	0	0	0	0		
7:00 to 7:15	1	0	0	1		1	0	0	0	0	0	0	0	0	39	5	2	46		0	0	0	0	0		
7:15 to 7:30	2	0	0	2		1	0	0	0	0	3	0	0	3	28	6	1	35		0	0	0	0	0		
7:30 to 7:45	2	0	0	2		3	0	0	0	0	0	0	0	0	29	4	3	36		0	0	0	0	0		
7:45 to 8:00	7	0	0	7		7	0	0	0	0	0	1	0	1	42	6	7	55		0	0	0	0	0		
8:00 to 8:15	3	0	0	3		5	0	0	0	0	2	0	0	2	29	4	4	37		0	0	0	0	0		
8:15 to 8:30	1	1	0	2		3	0	0	0	0	1	0	0	1	34	0	7	41		0	0	0	0	0		
8:30 to 8:45	0	0	0	0		3	0	0	0	0	3	0	0	3	36	1	3	40		0	0	0	0	0		
8:45 to 9:00	4	0	0	4		8	0	0	0	0	3	0	0	3	33	4	4	41		0	0	0	0	0		
9:00 to 9:15	3	0	0	3		1	0	0	0	0	1	0	0	1	25	2	1	28		0	0	0	0	0		
9:15 to 9:30	3	0	0	3		3	0	0	0	0	2	0	0	2	34	5	4	43		0	0	0	0	0		
9:30 to 9:45	1	1	0	2		1	0	0	0	0	0	0	0	0	30	6	4	40		0	0	0	0	0		
9:45 to 10:00	1	0	0	1		0	0	0	0	0	1	0	0	1	31	5	1	37		0	0	0	0	0		
10:00 to 10:15	1	0	0	1		2	0	0	0	0	1	0	0	1	21	8	1	30		0	0	0	0	0		
10:15 to 10:30	2	0	0	2		1	0	0	0	0	2	0	0	2	25	2	10	37		0	0	0	0	0		
10:30 to 10:45	0	0	0	0		0	0	0	0	0	1	0	0	1	15	5	9	29		0	0	0	0	0		
10:45 to 11:00	1	0	0	1		1	0	0	0	0	0	0	0	0	12	5	3	20		0	0	0	0	0		
11:00 to 11:15	2	0	0	2		1	0	0	0	0	1	0	0	1	33	8	4	45		0	0	0	0	0		
11:15 to 11:30	0	0	0	0		2	0	0	0	0	0	0	0	0	28	8	6	42		0	0	0	0	0		
11:30 to 11:45	1	0	0	1		0	0	0	0	0	2	1	0	3	22	2	5	29		0	0	0	0	0		
11:45 to 12:00	0	0	0	0		1	0	0	0	0	2	0	0	2	22	8	3	33		0	0	0	0	0		
12:00 to 12:15	0	0	0	0		3	0	0	0	0	0	0	0	0	17	0	2	19		0	0	0	0	0		
12:15 to 12:30	3	0	0	3		2	0	0	0	0	0	0	0	0	22	3	7	32		0	0	0	0	0		
12:30 to 12:45	1	0	0	1		1	0	0	0	0	1	0	0	1	22	9	8	39		0	0	0	0	0		
12:45 to 13:00	1	1	0	2		1	0	0	0	0	2	0	0	2	28	8	9	45		0	0	0	0	0		
13:00 to 13:15	1	0	0	1		0	0	0	0	0	0	0	0	0	22	8	8	38		0	0	0	0	0		
13:15 to 13:30																										

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 7(g). Gore Hwy / Lochaber Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

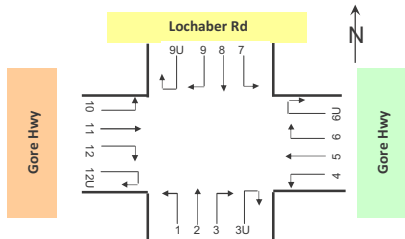


Approach	Gore Hwy											
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Direction												
Time Period												
0:00 to 0:15	0	2	1	3	0	0	0	0	0	0	0	0
0:15 to 0:30	1	1	3	5	0	0	0	0	0	0	0	0
0:30 to 0:45	1	0	3	4	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	1	1	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	1	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	2	2	4	0	0	0	0	0	0	0	0
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	1	1	0	0	0	0	0	0	0	0
2:45 to 3:00	1	0	2	3	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30	2	2	1	5	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	1	1	0	0	0	0	0	0	0	0
3:45 to 4:00	8	2	4	14	0	0	0	0	0	0	0	0
4:00 to 4:15	3	2	1	6	1	0	0	1	0	0	0	0
4:15 to 4:30	5	1	4	10	0	0	0	0	0	0	0	0
4:30 to 4:45	4	2	7	13	0	0	0	0	0	0	0	0
4:45 to 5:00	13	2	5	20	0	0	0	0	0	0	0	0
5:00 to 5:15	10	1	6	17	0	0	0	0	0	0	0	0
5:15 to 5:30	24	3	5	32	0	0	0	0	0	0	0	0
5:30 to 5:45	27	3	6	36	0	0	0	0	0	0	0	0
5:45 to 6:00	43	9	5	57	0	0	0	0	0	0	0	0
6:00 to 6:15	28	6	6	40	0	0	0	0	0	0	0	0
6:15 to 6:30	32	6	4	42	0	0	0	0	0	0	0	0
6:30 to 6:45	32	6	5	43	0	0	0	0	0	0	0	0
6:45 to 7:00	24	11	1	36	0	1	0	1	0	0	0	0
7:00 to 7:15	19	4	3	26	0	1	0	1	0	0	0	0
7:15 to 7:30	21	14	6	41	0	1	0	1	0	0	0	0
7:30 to 7:45	30	7	4	41	0	0	0	0	0	0	0	0
7:45 to 8:00	26	7	5	38	2	0	0	2	0	0	0	0
8:00 to 8:15	22	8	6	36	0	2	0	2	0	0	0	0
8:15 to 8:30	29	5	6	40	2	3	0	5	0	0	0	0
8:30 to 8:45	25	2	4	31	0	1	0	1	0	0	0	0
8:45 to 9:00	21	9	2	32	3	0	0	3	0	0	0	0
9:00 to 9:15	23	5	8	36	0	0	0	0	0	0	0	0
9:15 to 9:30	19	8	4	31	1	0	0	1	0	0	0	0
9:30 to 9:45	22	7	9	38	2	0	0	2	0	0	0	0
9:45 to 10:00	19	4	2	25	1	0	0	1	0	0	0	0
10:00 to 10:15	21	5	3	29	1	0	0	1	0	0	0	0
10:15 to 10:30	27	1	4	32	1	0	0	1	0	0	0	0
10:30 to 10:45	22	4	3	29	0	0	0	0	0	0	0	0
10:45 to 11:00	11	2	2	15	0	1	0	1	0	0	0	0
11:00 to 11:15	26	5	5	36	2	0	0	2	0	0	0	0
11:15 to 11:30	26	6	4	36	0	0	0	0	0	0	0	0
11:30 to 11:45	18	4	1	23	0	0	0	0	0	0	0	0
11:45 to 12:00	26	7	4	37	2	0	0	2	0	0	0	0
12:00 to 12:15	18	4	4	26	0	0	0	0	0	0	0	0
12:15 to 12:30	17	9	4	30	3	0	0	3	0	0	0	0
12:30 to 12:45	17	5	4	26	0	1	0	1	0	0	0	0
12:45 to 13:00	20	4	6	30	0	0	0	0	0	0	0	0
13:00 to 13:15	32	2	7	41	0	0	0	0	0	0	0	0
13:15 to 13:30	18	5	11	34	1	0	0	1	0	0	0	0
13:30 to 13:45	25	4	5	34	0	0	0	0	0	0	0	0
13:45 to 14:00	11	2	5	18	2	0	0	2	0	0	0	0
14:00 to 14:15	22	6	3	31	0	0	2	2	0	0	0	0
14:15 to 14:30	23	3	3	29	1	0	0	1	0	0	0	0
14:30 to 14:45	21	5	11	37	1	0	0	1	0	0	0	0
14:45 to 15:00	26	7	3	36	1	0	0	1	0	0	0	0
15:00 to 15:15	35	4	7	46	2	0	0	2	0	0	0	0
15:15 to 15:30	22	3	3	28	3	0	0	3	0	0	0	0
15:30 to 15:45	26	3	9	38	1	0	0	1	0	0	0	0
15:45 to 16:00	33	6	3	42	2	0	0	2	0	0	0	0
16:00 to 16:15	34	6	6	46	3	0	0	3	0	0	0	0
16:15 to 16:30	17	4	14	35	2	0	0	2	0	0	0	0
16:30 to 16:45	35	5	7	47	2	0	0	2	0	0	0	0
16:45 to 17:00	37	6	8	51	1	0	0	1	0	0	0	0
17:00 to 17:15	36	2	9	47	0	1	0	1	0	0	0	0
17:15 to 17:30	45	2	6	53	3	0	0	3	0	0	0	0
17:30 to 17:45	37	2	7	46	0	0	0	0	0	0	0	0
17:45 to 18:00	29	1	6	36	0	0	0	0	0	0	0	0
18:00 to 18:15	23	4	2	29	1	0	0	1	0	0	0	0
18:15 to 18:30	16	1	4	21	1	0	0	1	0	0	0	0
18:30 to 18:45	30	2	5	37	1	0	0	1	0	0	0	0
18:45 to 19:00	14	0	6	20	3	0	0	3	0	0	0	0
19:00 to 19:15	8	1	4	13	1	0	0	1	0	0	0	0
19:15 to 19:30	7	2	6	15	0	0	0	0	0	0	0	0
19:30 to 19:45	9	2	7	18	0	0	0	0	0	0	0	0
19:45 to 20:00	15	3	5	23	0	0	0	0	0	0	0	0
20:00 to 20:15	8	2	1	11	1	0	0	1	0	0	0	0
20:15 to 20:30	6	3	8	17	0	0	0	0	0	0	0	0
20:30 to 20:45	9	0	3	12	0	0	0	0	0	0	0	0
20:45 to 21:00	6	0	2	8	0	0	0	0	0	0	0	0
21:00 to 21:15	12	7	3	22	1	0	0	1	0	0	0	0
21:15 to 21:30	10	0	3	13	0	0	0	0	0	0	0	0
21:30 to 21:45	6	1	4	11	0	0	0	0	0	0	0	0
21:45 to 22:00	5	2	5	12	0	0	0	0	0	0	0	0
22:00 to 22:15	7	0	1	8	0	0	0	0	0	0	0	0
22:15 to 22:30	1	0	1	2	0	0	0	0	0	0	0	0
22:30 to 22:45	2	0	3	5	1	0	0	1	0	0	0	0
22:45 to 23:00	1	0	0	1	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	1	1	0	0	0	0	0	0	0	0
23:15 to 23:30	4	0	1	5	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	1	1	0	0	0	0	0	0	0
23:45 to 0:00				1	2	0	3	0	0	0	0	0	0	0
24hr Totals				1,548	308	389	2,245	56	12	2	70	0	0	0

Approach	Lochaber Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	1	3	7		0	0	0	0		
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	2	3	7		0	0	0	0		
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0		
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0		
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	1	0	4		0	0	0	0		
1:15 to 1:30	0	0	0	0		0	0	0	0	0	1	0	0	1	0	0	2	2		0	0	0	0			
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	6		0	0	0	0			
1:45 to 2:00	0	0	0	0		0	0	0	0	0	1	0	0	1	1	1	1	3		0	0	0	0			
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	3	5		0	0	0	0			
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0			
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	4	0	4	8		0	0	0	0			
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0			
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0			
3:15 to 3:30	0	0	1	1		0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0			
3:30 to 3:45	0	0	2	2		0	0	0	0	0	0	0	0	0	3	1	1	5		0	0	0	0			
3:45 to 4:00	0	0	0	0		1	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0			
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0			
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0			
4:30 to 4:45	1	0	0	1		0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0				
4:45 to 5:00	0	0	0	0		1	0	0	0	0	0	0	0	0	6	1	1	8		0	0	0	0			
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	7	0	0	7		0	0	0	0			
5:15 to 5:30	1	0	0	1		1	0	0	0	0	0	0	0	0	6	0	0	6		0	0	0	0			
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	17	1	1	19		0	0	0	0			
5:45 to 6:00	0	0	0	0		2	0	0	0	0	1	0	0	1	9	1	0	10		0	0	0	0			
6:00 to 6:15	1	0	0	1		2	0	0	0	0	0	0	0	0	11	2	9	22		0	0	0	0			
6:15 to 6:30	1	0	0	1		1	0	0	0	0	1	0	0	1	15	1	1	17		0	0	0	0			
6:30 to 6:45	0	0	0	0		0	0	0	0	0	2	0	0	2	18	3	3	24		0	0	0	0			
6:45 to 7:00	4	0	0	4		1	0	0	0	0	0	0	0	0	17	3	3	23		0	0	0	0			
7:00 to 7:15	2	0	0	2		1	0	0	0	0	1	0	0	1	36	5	6	47		0	0	0	0			
7:15 to 7:30	2	1	0	3		1	0	0	0	0	1	0	0	1	31	4	3	38		0	0	0	0			
7:30 to 7:45	4	0	0	4		3	0	0	0	0	0	0	0	0	30	9	2	41		0	0	0	0			
7:45 to 8:00	5	0	0	5		2	0	0	0	0	0	1	0	1	29	6	4	39		0	0	0	0			
8:00 to 8:15	4	0	0	4		1	0	0	0	0	5	0	0	5	30	6	1	37		0	0	0	0			
8:15 to 8:30	1	2	0	3		8	0	0	0	0	1	0	0	1	25	9	2	36		0	0	0	0			
8:30 to 8:45	1	0	0	1		3	0	0	0	0	1	0	0	1	37	6	1	44		0	0	0	0			
8:45 to 9:00	2	1	0	3		6	0	0	0	0	1	0	0	1	28	8	2	38		0	0	0	0			
9:00 to 9:15	4	1	0	5		0	0	0	0	0	1	0	0	1	35	5	3	43		0	0	0	0			
9:15 to 9:30	2	0	0	2		3	0	0	0	0	1	0	0	1	40	4	9	53		0	0	0	0			
9:30 to 9:45	4	0	0	4		0	0	0	0	0	1	0	0	1	36	6	6	48		0	0	0	0			
9:45 to 10:00	1	0	0	1		5	0	0	0	0	0	0	0	0	17	8	11	36		0	0	0	0			
10:00 to 10:15	0	0	0	0		2	0	0	0	0	1	0	0	1	21	6	6	33		0	0	0	0			
10:15 to 10:30	0	0	0	0		6	0	0	0	0	3	0	0	3	27	6	5	38		0	0	0	0			
10:30 to 10:45	2	0	0	2		3	0	0	0	0	1	0	0	1	21	7	4	32		0	0	0	0			
10:45 to 11:00	1	0	0	1		1	0	0	0	0	4	0	0	4	21	4	4	29		0	0	0	0			
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	30	3	4	37		0	0	0	0			
11:15 to 11:30	0	0	0	0		1	0	0	0	0	0	0	0	0	21	6	7	34		0	0	0	0			
11:30 to 11:45	0	0	0	0		0	0	0	0	0	5	0	0	5	30	16	5	51		0	0	0	0			
11:45 to 12:00	0	0	0	0		0	0	0	0	0	1	0	0	1	16	6	2	24		0	0	0	0			
12:00 to 12:15	0	0	0	0		0	0	0	0	0	5	0	0	5	25	6	8	39		0	0	0	0			
12:15 to 12:30	2	0	0	2		1	0	0	0	0	0	0	0	0	35	6	7	48		0	0	0	0			
12:30 to 12:45	0	0	0	0		0	0	0	0	0	1	0	0	1	27	4	4	35		0	0	0	0			
12:45 to 13:00	1	0	0	1		1	0	0	0	0	1	0	0	1	27	6	11	44		0	0	0	0			
13:00 to 13:15	0	0	0	0		1	0	0	0	0	0	0	0	0	26	3	7	36		0	0	0	0			
13:15 to 13:30	0	0	0	0		1	0	0	0	0	1	0	0	1	19	10	7	36		0	0	0	0			
13:30 to 13:45	0	1	0	1		3	0	0	0	0	1	0	0	1	22	8	9	39		0	0	0	0			
13:45 to 14:00	0	1	0	1		2	0	0	0	0	1	0	0	1	21	4	7	32		0	0					

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	
Direction	
Time Period	
0:00 to 0:15	
0:15 to 0:30	
0:30 to 0:45	
0:45 to 1:00	
1:00 to 1:15	
1:15 to 1:30	
1:30 to 1:45	
1:45 to 2:00	
2:00 to 2:15	
2:15 to 2:30	
2:30 to 2:45	
2:45 to 3:00	
3:00 to 3:15	
3:15 to 3:30	
3:30 to 3:45	
3:45 to 4:00	
4:00 to 4:15	
4:15 to 4:30	
4:30 to 4:45	
4:45 to 5:00	
5:00 to 5:15	
5:15 to 5:30	
5:30 to 5:45	
5:45 to 6:00	
6:00 to 6:15	
6:15 to 6:30	
6:30 to 6:45	
6:45 to 7:00	
7:00 to 7:15	
7:15 to 7:30	
7:30 to 7:45	
7:45 to 8:00	
8:00 to 8:15	
8:15 to 8:30	
8:30 to 8:45	
8:45 to 9:00	
9:00 to 9:15	
9:15 to 9:30	
9:30 to 9:45	
9:45 to 10:00	
10:00 to 10:15	
10:15 to 10:30	
10:30 to 10:45	
10:45 to 11:00	
11:00 to 11:15	
11:15 to 11:30	
11:30 to 11:45	
11:45 to 12:00	
12:00 to 12:15	
12:15 to 12:30	
12:30 to 12:45	
12:45 to 13:00	
13:00 to 13:15	
13:15 to 13:30	
13:30 to 13:45	
14:00 to 14:15	
14:15 to 14:30	
14:30 to 14:45	
14:45 to 15:00	
15:00 to 15:15	
15:15 to 15:30	
15:30 to 15:45	
15:45 to 16:00	
16:00 to 16:15	
16:15 to 16:30	
16:30 to 16:45	
16:45 to 17:00	
17:00 to 17:15	
17:15 to 17:30	
17:30 to 17:45	
17:45 to 18:00	
18:00 to 18:15	
18:15 to 18:30	
18:30 to 18:45	
18:45 to 19:00	
19:00 to 19:15	
19:15 to 19:30	
19:30 to 19:45	
19:45 to 20:00	
20:00 to 20:15	
20:15 to 20:30	
20:30 to 20:45	
20:45 to 21:00	
21:00 to 21:15	
21:15 to 21:30	
21:30 to 21:45	
21:45 to 22:00	
22:00 to 22:15	
22:15 to 22:30	
22:30 to 22:45	
22:45 to 23:00	
23:00 to 23:15	
23:15 to 23:30	

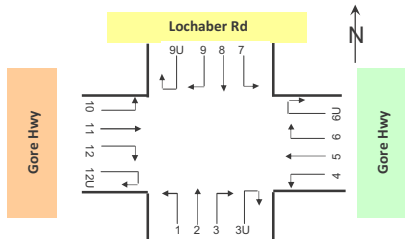
23:30 to 23:45				2	0	0	2	0	0	0	0	0	0	0
23:45 to 0:00				2	0	0	2	0	0	0	0	0	0	0
24hr Totals				1,148	106	90	1,344	49	1	0	50	1	0	1

Approach	Lochaber Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0		10	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	1	5	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	6	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	6	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	5	8	0	0	0	0	0	
3:30 to 3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	12	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	0	0	0	0	0	
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	11	0	0	0	0	0	
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5	8	0	0	0	0	0	
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	14	0	0	0	0	0	
5:45 to 6:00	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	9	0	1	10	0	0	0	0	0	
6:00 to 6:15	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4	0	3	7	0	0	0	0	0	
6:15 to 6:30	2	0	0	2	2	0	0	0	0	0	0	0	1	0	0	1	12	2	1	15	0	0	0	0	0	
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	11	2	2	15	0	0	0	0	0	
6:45 to 7:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	9	1	2	12	0	0	0	0	0	
7:00 to 7:15	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	23	1	3	27	0	0	0	0	0	
7:15 to 7:30	3	0	0	3	1	0	0	0	0	0	0	0	1	0	0	1	24	4	2	30	0	0	0	0	0	
7:30 to 7:45	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	34	2	5	41	0	0	0	0	0	
7:45 to 8:00	4	0	0	4	1	0	0	0	0	0	0	0	2	0	0	2	22	4	4	30	0	0	0	0	0	
8:00 to 8:15	2	0	0	2	4	0	0	0	0	0	0	0	2	0	0	2	24	2	2	28	0	0	0	0	0	
8:15 to 8:30	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	25	4	0	29	0	0	0	0	0	
8:30 to 8:45	2	0	0	2	5	3	0	8	0	0	0	0	3	0	0	3	27	3	3	33	0	0	0	0	0	
8:45 to 9:00	2	0	0	2	6	0	0	0	0	0	0	0	2	0	0	2	29	0	3	32	0	0	0	0	0	
9:00 to 9:15	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	2	41	2	1	44	0	0	0	0	0	
9:15 to 9:30	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	38	3	0	41	0	0	0	0	0	
9:30 to 9:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32	3	1	36	0	0	0	0	0	
9:45 to 10:00	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	18	2	4	24	0	0	0	0	0	
10:00 to 10:15	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	34	1	4	39	0	0	0	0	0	
10:15 to 10:30	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	21	2	2	25	0	0	0	0	0	
10:30 to 10:45	4	1	0	5	2	0	0	0	0	0	0	0	2	0	0	2	30	1	9	40	0	0	0	0	0	
10:45 to 11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39	2	5	46	0	0	0	0	0	
11:00 to 11:15	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	27	1	3	31	0	0	0	0	0	
11:15 to 11:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31	2	4	37	0	0	0	0	0	
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	3	3	35	0	0	0	0	0	
11:45 to 12:00	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	28	5	4	37	1	0	0	1	0	
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	21	1	2	24	0	0	0	0	0	
12:15 to 12:30	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	46	6	5	57	0	0	0	0	0	
12:30 to 12:45	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	23	4	6	33	0	0				

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0
24hr Totals				823	53	117	993	44	0	0	44	0	0	0

Approach	Lochaber Rd																Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0					
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0					
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0					
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	1	4		0	0	0	0					
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	2	7		0	0	0	0					
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0					
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	1	0	1		1	0	0	1					
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0					
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0					
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0					
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	0	4		0	0	0	0					
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0					
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0					
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	5	0	2		0	0	0	0					
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0					
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0					
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	0	5		0	0	0	0					
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	2	5		0	0	0	0					
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0					
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0					
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0					
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0					
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	0	5		0	0	0	0					
5:45 to 6:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0					
6:00 to 6:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	8	0	2	10		0	0	0	0					
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	0	5		0	0	0	0					
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0					
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	0	4		0	0	0	0					
7:00 to 7:15	1	0	0	1		3	0	0	0	0	0	0	0	0	0	0	13	0	0	13		0	0	0	0					
7:15 to 7:30	0	0	0	0		0	0	0	0	0	2	0	0	2	9	0	1	1	10		0	0	0	0	0					
7:30 to 7:45	3	0	0	3		2	0	0	0	0	1	0	0	1	10	0	0	10		0	0	0	0	0	0					
7:45 to 8:00	0	0	0	0		1	0	0	0	0	1	0	0	1	5	0	0	5		0	0	0	0	0	0					
8:00 to 8:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	15	0	1	16		0	0	0	0					
8:15 to 8:30	1	0	0	1		2	0	0	0	0	0	1	0	0	1	11	1	1	13		0	0	0	0	0					
8:30 to 8:45	0	0	0	0		4	0	0	0	0	1	0	0	1	16	1	0	17		0	0	0	0	0	0					
8:45 to 9:00	1	0	0	1		2	0	0	0	0	2	0	0	2	21	1	2	24		0	0	0	0	0	0					
9:00 to 9:15	2	0	0	2		3	0	0	0	0	3	0	0	3	27	0	1	28		0	0	0	0	0	0					
9:15 to 9:30	3	0	0	3		1	0	0	0	0	4	0	0	4	30	0	1	31		0	0	0	0	0	0					
9:30 to 9:45	2	0	0	2		0	0	0	0	0	4	0	0	4	21	1	3	25		0	0	0	0	0	0					
9:45 to 10:00	1	0	0	1		1	0	0	0	0	1	0	0	1	29	2	3	34		0	0	0	0	0	0					
10:00 to 10:15	4	0	0	4		2	0	0	0	0	0	0	0	0	0	24	3	0	27		0	0	0	0	0					
10:15 to 10:30	2	0	0	2		2	0	0	0	0	4	0	0	4	18	2	1	21		0	0	0	0	0	0					
10:30 to 10:45	2	0	0	2		5	0	0	0	0	1	0	0	1	26	0	2	28		0	0	0	0	0	0					
10:45 to 11:00	3	0	0	3		3	0	0	0	0	1	0	0	1	39	5	1	45		0	0	0	0	0	0					
11:00 to 11:15	1	0	0	1		0	0	0	0	0	3	0	0	3	27	0	2	29		0	0	0	0	0	0					
11:15 to 11:30	1	0	0	1		2	0	0	0	0	2	0	0	2	23	2	2	27		0	0	0	0	0	0					
11:30 to 11:45	1	0	0	1		4	0	0	0	0	1	0	0	1	12	4	3	19		0	0	0	0	0	0					
11:45 to 12:00	0	0	0	0		2	0	0	0	0	2	0	0	2	25	0	6	31		0	0	0	0	0	0					
12:00 to 12:15	1	0	0	1		1	0	0	0	0	4	0	0	4	29	2	6	37		0	0	0	0	0	0					
12:15 to 12:30	1	0	0	1		1	0	0	0	0	3	0	0	3	17	1	1	19		0	0	0	0	0	0					
12:30 to 12:45	0	0	0	0		3	0	0	0	0	3	0	0	3	22	0	2	24		0	0	0	0	0	0					
12:45 to 13:00	1	0	0	1		2	0	0	0	0	4	0	0	4	16	1	0	17		0	0	0	0	0	0					
13:00 to 13:15	1	0	0	1		2	0	0	0	0	3	0	0	3	25	1	0	26		0	0	0	0	0	0					
13:15 to 13:30	1	0	0	1		0	0	0	0	0	3	0	0	3	18	0	1	19		0	0	0	0	0	0					
13:30 to 13:45	0	0	0	0		2	0	0	0	0	0	0	0	0	18	1	1	20		0	0	0	0	0	0					
13:45 to 14:00	0	0	0	0		0	0	0	0	0	3	0	0	3	30	4	2	36		0	0	0	0	0	0					
14:00 to 14:15	1	1	0	2		0	0	0	0	0	1	0	0	1	15	0	0	15		0	0	0	0	0	0					
14:15 to 14:30	0	0	0	0		1	0	0	0	0	1	0	0	1	27	1	0	28		0	0	0	0	0	0					
14:30 to 14:45	1	0	0	1		2	0	0	0	0	0	0	0	0	28	4	3	35		0	0	0	0	0	0					
14:45 to 15:00	0	0	0	0		0	0	0	0	0	1	0	0	1	15	2	2	19		0	0	0	0	0	0					
15:00 to 15:15	1	0	0	1		3	0	0	0	0	1	0	0	1	16	2	2	20		1	0	0	1							
15:15 to 15:30	0	0	0	0		1	0	0	0	0	2	0	0	2	17	2	0	19		0	0	0	0							
15:30 to 15:45	1	0	0	1		1	0	0	0	0	3	0	0	3	9	0	1	10		0	0	0	0	</						

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach		Gore Hwy											
Direction		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15		1	0	0	1	0	0	0	0	0	0	0	0
0:15 to 0:30		2	0	0	2	0	0	0	0	0	0	0	0
0:30 to 0:45		3	0	0	3	2	0	0	2	0	0	0	0
0:45 to 1:00		1	0	0	1	0	0	0	0	0	0	0	0
1:00 to 1:15		1	0	1	2	0	0	0	0	0	0	0	0
1:15 to 1:30		1	0	0	1	1	0	0	1	0	0	0	0
1:30 to 1:45		1	0	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00		1	0	1	2	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		1	0	0	1	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00		0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15		1	0	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30		0	1	0	1	0	0	0	0	0	0	0	0
4:30 to 4:45		1	0	0	1	0	0	0	0	0	0	0	0
4:45 to 5:00		2	0	0	2	0	0	0	0	0	0	0	0
5:00 to 5:15		0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30		4	0	0	4	0	0	0	0	0	0	0	0
5:30 to 5:45		0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00		0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15		0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30		0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45		3	0	0	3	0	0	0	0	0	0	0	0
6:45 to 7:00		3	0	2	5	0	0	0	0	0	0	0	0
7:00 to 7:15		1	0	1	2	0	0	0	0	0	0	0	0
7:15 to 7:30		2	0	0	2	0	0	0	0	0	0	0	0
7:30 to 7:45		5	1	3	9	0	0	0	0	0	0	0	0
7:45 to 8:00		7	0	3	10	0	0	0	0	0	0	0	0
8:00 to 8:15		5	1	2	8	0	0	0	0	0	0	0	0
8:15 to 8:30		4	1	0	5	0	0	0	0	0	0	0	0
8:30 to 8:45		3	1	3	7	1	0	0	1	0	0	0	0
8:45 to 9:00		7	1	0	8	0	0	0	0	0	0	0	0
9:00 to 9:15		8	0	0	8	0	0	0	0	0	0	0	0
9:15 to 9:30		10	0	0	10	1	0	0	1	0	0	0	0
9:30 to 9:45		13	2	1	16	1	0	0	1	0	0	0	0
9:45 to 10:00		15	0	0	15	1	0	0	1	0	0	0	0
10:00 to 10:15		11	0	0	11	2	0	0	2	0	0	0	0
10:15 to 10:30		8	0	0	8	0	0	0	0	0	0	0	0
10:30 to 10:45		15	0	0	15	0	0	0	0	0	0	0	0
10:45 to 11:00		14	0	0	14	1	0	0	1	0	0	0	0
11:00 to 11:15		10	0	0	10	0	0	0	0	0	0	0	0
11:15 to 11:30		13	0	0	13	0	0	0	0	0	0	0	0
11:30 to 11:45		10	0	0	10	0	0	0	0	0	0	0	0
11:45 to 12:00		6	1	0	7	2	0	0	2	0	0	0	0
12:00 to 12:15		19	2	0	21	1	0	0	1	0	0	0	0
12:15 to 12:30		18	1	0	19	0	0	0	0	0	0	0	0
12:30 to 12:45		14	0	0	14	2	0	0	2	0	0	0	0
12:45 to 13:00		12	0	0	12	0	0	0	0	0	0	0	0
13:00 to 13:15		16	0	0	16	0	0	0	0	0	0	0	0
13:15 to 13:30		19	1	0	20	0	0	0	0	0	0	0	0
13:30 to 13:45		15	0	0	15	2	0	0	2	0	0	0	0
13:45 to 14:00		13	0	1	14	0	0	0	0	0	0	0	0
14:00 to 14:15		15	0	0	15	0	0	0	0	0	0	0	0
14:15 to 14:30		16	0	0	16	2	0	0	2	0	0	0	0
14:30 to 14:45		13	1	1	15	2	0	0	2	0	0	0	0
14:45 to 15:00		15	0	1	16	0	0	0	0	0	0	0	0
15:00 to 15:15		12	0	0	12	0	0	0	0	0	0	0	0
15:15 to 15:30		5	1	2	8	1	0	0	1	0	0	0	0
15:30 to 15:45		11	0	0	11	4	0	0	4	0	0	0	0
15:45 to 16:00		15	1	1	17	0	1	0	1	0	0	0	0
16:00 to 16:15		13	2	1	16	1	0	0	1	0	0	0	0
16:15 to 16:30		7	0	0	7	0	0	0	0	0	0	0	0
16:30 to 16:45		12	0	1	13	0	0	0	0	0	0	0	0
16:45 to 17:00		10	0	0	10	1	0	0	1	0	0	0	0
17:00 to 17:15		9	1	1	11	0	0	0	0	0	0	0	0
17:15 to 17:30		11	0	1	12	1	0	0	1	0	0	0	0
17:30 to 17:45		12	0	0	12	2	0	0	2	0	0	0	0
17:45 to 18:00		7	0	0	7	0	0	0	0	0	0	0	0
18:00 to 18:15		4	1	0	5	0	0	0	0	0	0	0	0
18:15 to 18:30		4	0	0	4	0	0	0	0	0	0	0	0
18:30 to 18:45		4	0	0	4	0	0	0	0	0	0	0	0
18:45 to 19:00		4	0	1	5	0	0	0	0	0	0	0	0
19:00 to 19:15		3	0	2	5	0	0	0	0	0	0	0	0
19:15 to 19:30		6	1	0	7	1	0	0	1	0	0	0	0
19:30 to 19:45		6	0	1	7	0	0	0	0	0	0	0	0
19:45 to 20:00		3	0	0	3	0	0	0	0	0	0	0	0
20:00 to 20:15		3	0	0	3	0	0	0	0	0	0	0	0
20:15 to 20:30		5	0	1	6	0	0	0	0	0	0	0	0
20:30 to 20:45		3	1	0	4	1	0	0	1	0	0	0	0
20:45 to 21:00		2	0	0	2	1	0	0	1	0	0	0	0
21:00 to 21:15		3	0	0	3	1	0	0	1	0	0	0	0
21:15 to 21:30		2	0	0	2	0	0	0	0	0	0	0	0
21:30 to 21:45		2	0	0	2	0	0	0	0	0	0	0	0
21:45 to 22:00		4	0	0	4	0	0	0	0	0	0	0	0
22:00 to 22:15		2	0	1	3	0	0	0	0	0	0	0	0
22:15 to 22:30		1	0	0	1	0	0	0	0	0	0	0	0
22:30 to 22:45		4	0	0	4	0	0	0	0	0	0	0	0
22:45 to 23:00		0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15		2	0	0	2	0	0	0	0	0	0	0	0
23:15 to 23:30		0	0	0	0	0	0	0	0	0	0	0	0

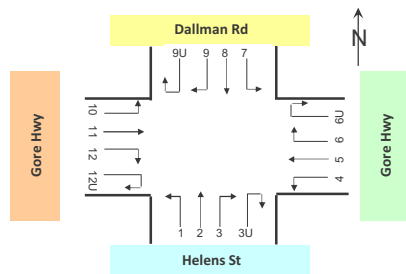
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
24hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	4	0	62	582	168	50	800	16	0	0	16	0	0	0	0

Approach	Dallman Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	
5:30 to 5:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	8	0	0	0	0	0	0	0	
6:15 to 6:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	0	
6:30 to 6:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	5	1	9	0	0	0	0	0	0	0	
6:45 to 7:00	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6	2	1	9	0	0	0	0	0	0	0	
7:00 to 7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	1	17	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	5	0	20	0	0	0	0	0	0	0	
7:30 to 7:45	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	4	2	31	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	3	3	22	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	4	18	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	6	3	24	0	0	0	0	0	0	0	
8:30 to 8:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10	9	0	19	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	6	1	19	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	4	1	18	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	13	5	0	18	0	0	0	0	0	0	0	
9:30 to 9:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	2	1	15	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	11	1	0	12	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	8	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	11	4	0	15	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0																			

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 8(h), Gore Hwy / Dallman Rd / Helens St
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



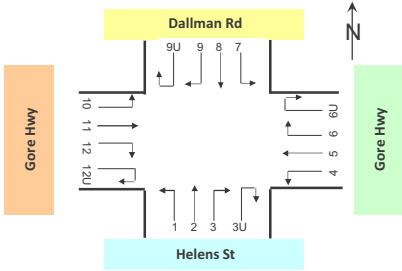
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
24hr Totals	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	80	5	0	85	1,243	252	437	1,932	14	0	0	14	0	0	0	0

Approach	Dallman Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	5	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	6	10	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6	1	1	8	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	8	0	4	12	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6	2	5	13	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12	1	4	17	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12	3	5	20	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	16	2	1	19	0	0	0	0	0	0	0	0
7:00 to 7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	2	30	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	19	6	1	26	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	3	4	30	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	5	6	40	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	4	29	0	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	7	33	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	3	34	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	5	4	35	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	1	22	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	28	6	4	38	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28	7	4	39	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	28	4	1	33	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	5	1	25	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	22	2	10	34	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	15	6	8	29								

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 8(h). Gore Hwy / Dallman Rd / Helens St
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1 Class 1-2	Class 2 Class 3-9	Class 3 Class 10-12

Approach	Helens St																Gore Hwy															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	5	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	4	14	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	7	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	5	9	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	16	0	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	4	19	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	4	18	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	6	6	33	0	0	0	0	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	24	4	6	34	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	43	8	4	55	0	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	31	9	5	45	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	6	2	39	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	6	7	46	1	0	0	1	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	24	10	2	36	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	16	4	3	23	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	16	6	43	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	7	4	41	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	22	9	6	37	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	21	8	6	35	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	5	6	33	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	4	28	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	7	2	23	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	23	6	7	36	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	15	8	5	28	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	7	9	38	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	1	21	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	22	5	4	31	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	4	27	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0																										

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

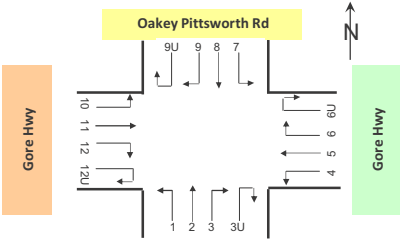
[illegible]

23:30 to 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approach	Dallman Rd																Gore Hwy											
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
0:45 to 1:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0
7:00 to 7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	10	0	0	0	0
8:15 to 8:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	10	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	3	10	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	4	17	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9	0	2	11	0	0	0	0
9:15 to 9:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	1	0	6	0	0	0	0
9:45 to 10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0
10:00 to 10:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	3	2	12	0	0	0	0
10:15 to 10:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10	0	4	14	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	10	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	14	1	0	15	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0
11:15 to 11:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	4	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7	0	0	7	0	0	0	0
12:00 to 12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0
12:15 to 12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9	1	2	12	0	0	0	0
13:00 to 13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0
13:15 to 13:30	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	10	0	0	0	0
13:30 to 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	0	0	0
13:45 to 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
14:00 to 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	0	0	0
14:15 to 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	1	6	0	0	0	0

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9(i), Gore Hwy / Oakey Pittsworth Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



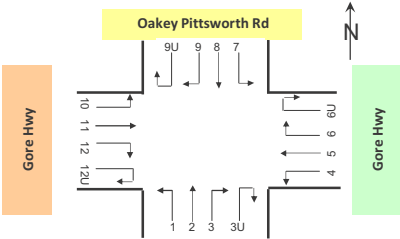
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		2	0	0	2	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		1	0	1	2	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		1	0	0	1	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		1	0	1	2	2	0	0	2	0	0	0	0
3:45 to 4:00		0	0	0	0	7	0	0	7	0	0	0	0
4:00 to 4:15		1	0	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30		2	0	1	3	2	0	0	2	0	0	0	0
4:30 to 4:45		0	1	0	1	3	0	0	3	0	0	0	0
4:45 to 5:00		4	0	0	4	1	0	0	1	0	0	0	0
5:00 to 5:15		2	0	0	2	2	0	2	4	0	0	0	0
5:15 to 5:30		11	0	0	11	5	0	0	5	0	0	0	0
5:30 to 5:45		10	1	0	11	1	0	0	1	0	0	0	0
5:45 to 6:00		15	2	2	19	4	0	0	4	0	0	0	0
6:00 to 6:15		13	2	0	15	4	0	0	4	0	0	0	0
6:15 to 6:30		6	5	1	12	4	0	1	5	0	0	0	0
6:30 to 6:45		17	4	4	25	2	0	0	2	0	0	0	0
6:45 to 7:00		13	4	1	18	4	2	1	7	0	0	0	0
7:00 to 7:15		7	2	2	11	5	1	0	6	0	0	0	0
7:15 to 7:30		7	5	0	12	5	1	0	6	0	0	0	0
7:30 to 7:45		10	2	2	14	9	1	0	10	0	0	0	0
7:45 to 8:00		8	2	0	10	3	3	0	6	0	0	0	0
8:00 to 8:15		11	8	1	20	4	1	0	5	0	0	0	0
8:15 to 8:30		10	2	2	14	7	1	0	8	0	0	0	0
8:30 to 8:45		14	5	3	22	11	0	1	12	0	0	0	0
8:45 to 9:00		9	1	0	10	15	0	0	15	0	0	0	0
9:00 to 9:15		3	2	0	5	6	0	1	7	0	0	0	0
9:15 to 9:30		7	0	1	8	6	0	0	6	0	0	0	0
9:30 to 9:45		4	2	0	6	8	2	1	11	0	0	0	0
9:45 to 10:00		6	3	0	9	8	0	0	8	0	0	0	0
10:00 to 10:15		3	6	0	9	3	0	0	3	0	0	0	0
10:15 to 10:30		10	0	0	10	7	2	1	10	0	0	0	0
10:30 to 10:45		8	1	0	9	8	2	0	10	0	0	0	0
10:45 to 11:00		7	2	0	9	7	1	1	9	0	0	0	0
11:00 to 11:15		6	3	0	9	7	0	0	7	0	0	0	0
11:15 to 11:30		8	4	1	13	15	2	0	17	0	0	0	0
11:30 to 11:45		10	3	0	13	5	0	0	5	0	0	0	0
11:45 to 12:00		10	4	0	14	5	2	0	7	0	0	0	0
12:00 to 12:15		12	1	0	13	13	2	0	15	0	0	0	0
12:15 to 12:30		8	2	0	10	7	1	0	8	0	0	0	0
12:30 to 12:45		8	2	0	10	9	0	1	10	0	0	0	0
12:45 to 13:00		4	1	1	6	6	1	0	7	0	0	0	0
13:00 to 13:15		4	1	1	6	3	0	0	3	0	0	0	0
13:15 to 13:30		10	2	0	12	6	0	0	6	0	0	0	0
13:30 to 13:45		3	2	0	5	5	3	0	8	0	0	0	0
13:45 to 14:00		6	3	0	9	5	1	0	6	0	0	0	0
14:00 to 14:15		3	1	2	6	4	0	1	5	0	0	0	0
14:15 to 14:30		3	0	1	4	9	0	0	9	0	0	0	0
14:30 to 14:45		9	4	0	13	5	2	0	7	0	0	0	0
14:45 to 15:00		5	1	2	8	7	1	1	9	0	0	0	0
15:00 to 15:15		5	3	0	8	10	0	0	10	0	0	0	0
15:15 to 15:30		10	2	1	13	17	1	0	18	0	0	0	0
15:30 to 15:45		4	0	0	4	6	0	0	6	0	0	0	0
15:45 to 16:00		6	2	0	8	18	0	1	19	0	0	0	0
16:00 to 16:15		5	2	0	7	16	0	0	16	0	0	0	0
16:15 to 16:30		5	1	0	6	15	0	0	15	0	0	0	0
16:30 to 16:45		4	1	0	5	10	0	0	10	0	0	0	0
16:45 to 17:00		6	3	0	9	17	0	0	17	0	0	0	0
17:00 to 17:15		8	0	0	8	12	1	0	13	0	0	0	0
17:15 to 17:30		8	2	1	11	18	0	0	18	0	0	0	0
17:30 to 17:45		8	0	0	8	9	0	0	9	0	0	0	0
17:45 to 18:00		6	1	0	7	8	0	0	8	0	0	0	0
18:00 to 18:15		8	0	0	8	8	0	0	8	0	0	0	0
18:15 to 18:30		1	0	0	1	9	0	0	9	0	0	0	0
18:30 to 18:45		2	3	1	6	7	0	0	7	0	0	0	0
18:45 to 19:00		3	1	0	4	2	0	0	2	0	0	0	0
19:00 to 19:15		1	0	0	1	4	0	0	4	0	0	0	0
19:15 to 19:30		2	0	2	4	3	0	0	3	0	0	0	0
19:30 to 19:45		2	0	0	2	2	0	0	2	0	0	0	0
19:45 to 20:00		0	0	0	0	1	0	0	1	0	0	0	0
20:00 to 20:15		3	1	0	4	2	0	0	2	0	0	0	0
20:15 to 20:30		1	0	2	3	3	0	1	4	0	0	0	0
20:30 to 20:45		3	1	1	5	2	0	0	2	0	0	0	0
20:45 to 21:00		2	1	2	5	3	0	0	3	0	0	0	0
21:00 to 21:15		1	1	2	4	1	0	0	1	0	0	0	0
21:15 to 21:30		0	0	1	1	2	0	0	2	0	0	0	0
21:30 to 21:45		1	0	0	1	2	0	0	2	0	0	0	0
21:45 to 22:00		0	0	2	2	1	0	0	1	0	0	0	0
22:00 to 22:15		1	2	2	5	0	0	0	0	0	0	0	0
22:15 to 22:30		0	1	0	1	2	0	0	2	0	0	0	0
22:30 to 22:45		2	0	1	3	0	0	0	0	0	0	0	0
22:45 to 23:00		2	0	0	2	0	0	0	0	0	0	0	0
23:00 to 23:15		5	0	0	5	1	0	0	1	0	0	0	0
23:15 to 23:30		0	0	1	1	2	0	0	2	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals				447	124	50	621	477	34	14	525	0	0	0	0

Approach	Oakey Pittsworth Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:30 to 1:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:15 to 4:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:30 to 4:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
4:45 to 5:00	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
5:00 to 5:15	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0	
5:15 to 5:30	4	0	0	4		0	0	0	0	0	0	0	2	0	0	2	1	0	0	1		0	0	0	0	
5:30 to 5:45	6	0	0	6		1	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
5:45 to 6:00	2	0	0	2		1	0	0	0	0	0	0	1	0	0	1	1	0	0	1		0	0	0	0	
6:00 to 6:15	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0	
6:15 to 6:30	2	0	0	2		0	0	0	0	0	0	0	0	1	0	1	5	1	0	6		0	0	0	0	
6:30 to 6:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
6:45 to 7:00	8	0	0	8		2	0	0	0	0	0	0	0	0	0	0	3	1	1	5		0	0	0	0	
7:00 to 7:15	9	2	0	11		1	0	0	0	0	0	0	0	0	0	0	3	2	1	6		0	0	0	0	
7:15 to 7:30	12	0	0	12		2	0	0	0	0	0	0	0	0	0	0	12	2	0	14		0	0	0	0	
7:30 to 7:45	11	2	0	13		0	0	0	0	0	0	0	1	0	0	1	11	3	2	16		0	0	0	0	
7:45 to 8:00	12	0	0	12		1	0	0	0	0	0	0	0	0	0	0	9	2	4	15		0	0	0	0	
8:00 to 8:15	3	0	1	4		0	0	0	0	0	0	0	1	0	0	1	6	3	2	11		0	0	0	0	
8:15 to 8:30	20	1	0	21		0	0	0	0	0	0	0	0	0	0	0	9	6	3	18		0	0	0	0	
8:30 to 8:45	23	2	0	25		0	1	0	0	0	0	0	0	0	0	0	5	7	1	13		0	0	0	0	
8:45 to 9:00	14	0	0	14		0	0	0	0	0	0	0	0	1	1	2	8	5	0	13		0	0	0	0	
9:00 to 9:15	9	0	0	9		0	0	0	0	0	0	0	0	1	0	1	9	2	1	12		0	0	0	0	
9:15 to 9:30	6	0	0	6		2	0	0	0	0	0	0	0	1	1	2	12	3	0	15		0	0	0	0	
9:30 to 9:45	9	0	0	9		0	0	0	0	0	0	0	1	0	1	2	7	1	1	9		0	0	0	0	
9:45 to 10:00	6	0	1	7		0	0	0	0	0	0	0	0	0	0	0	8	1	0	9		0	0	0	0	
10:00 to 10:15	11	1	0	12		0	0	0	0	0	0	0	1	0	0	1	6	1	0	7		0	0	0	0	
10:15 to 10:30	5	0	0	5		1	0	0	0	0	0	0	2	1	5	8	2	1	1	4		0	0	0	0	
10:30 to 10:45	1	0	0	1		2	0	0	0	0	0	0	2	0	0	2	6	3	0	9		0	0	0	0	
10:45 to 11:00	7	2	0	9		0	0	0	0	0	0	0	0	0	0	0	4	5	0	9		0	0	0	0	
11:00 to 11:15	3	1	0	4		1	0	1	2	0	0	0	0	0	0	0	3	2	0	5		0	0	0	0	
11:15 to 11:30	7	1	0	8		0	0	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0	
11:30 to 11:45	9	1	2	12		0	0	0	0	0	0	0	0	0	1	1	2	3	0	5		0	0	0	0	
11:45 to 12:00	12	4	0	16		1	0	0	0	0	0	0	0	0	0	0	4	0	3	7		0	0	0	0	
12:00 to 12:15	5	0	0	5		2	0	1	3	0	0	0	0	1	0	0	1	14	0	1	15		0	0	0	0
12:15 to 12:30	13	0	0	13		0	0	0	0	0	0	0	0	0	0	0	4	2	0	6		0	0	0	0	
12:30 to 12:45	10	3	0	13		0	0	0	0	0	0	0	0	0	0	0	4	3	0	7		0	0	0	0	
12:45 to 13:00	4	1	0	5		0	0	0	0	0	0	0	1	0	0	1	7	3	1	11		0	0	0	0	
13:00 to 13:15	6	1	0	7		1	0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0	
13:15 to 13:30	6	0	0	6		0	0	1	1	0	0	0	0	0	0	0	6	2	0	8		0	0	0	0	
13:30 to 13:45	6	1	0	7		1	0	0	0	0	0	0	0	1	1	2	6	1	1	8		0	0	0	0	
13:45 to 14:00	4	1	0	5		0	0	0	0	0	0	0	0	0	0	0	3	2	0	5		0	0	0	0	
14:00 to 14:15	7	2	1	10		0	0	0	0	0	0	0	0	0	0	0	5	2	0	7		0	0	0	0	
14:15 to 14:30	10	2	1	13		0	0	0	0	0	0	0	0	0	1	1	8	2	0	10		0	0	0	0	
14:30 to 14:45	15	3	0	18		1	0	0	1	0	0	0	0	0	0	0	10	0	0	10		0	0	0	0	
14:45 to 15:00	13	0	0	13		1	0	0	0	0	0	0	1	0	0	1	5	1	0	6		0	0	0	0	
15:00 to 15:15	11	1	0	12		0	0	0	0	0	0	0	1	0	0	1	11	3	2	16		0	0	0	0	
15:15 to 15:30	9	0	0	9		0	0	0	0	0	0	0	0	0	0	0	3	2	0	5		0	0	0	0	
15:30 to 15:45	7	0	0	7		0	0	0	0	0	0	0	0	0	0	0	8	2	0	10		0	0	0		

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9(i). Gore Hwy / Oakey Pittsworth Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

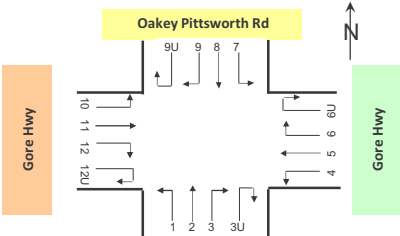
	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	1	0	0	1	0	0	0	0
0:45 to 1:00		0	1	0	1	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	1	1	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	3	3	1	0	0	1	0	0	0	0
2:00 to 2:15		0	1	4	5	0	0	0	0	0	0	0	0
2:15 to 2:30		1	0	1	2	0	0	0	0	0	0	0	0
2:30 to 2:45		1	0	0	1	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	4	4	0	0	0	0	0	0	0	0
3:15 to 3:30		1	0	1	2	1	0	0	1	0	0	0	0
3:30 to 3:45		3	0	1	4	1	0	0	1	0	0	0	0
3:45 to 4:00		1	0	1	2	6	0	0	6	0	0	0	0
4:00 to 4:15		2	1	1	4	0	0	0	0	0	0	0	0
4:15 to 4:30		4	1	0	5	3	0	0	3	0	0	0	0
4:30 to 4:45		3	1	1	5	2	0	0	2	0	0	0	0
4:45 to 5:00		5	2	0	7	3	0	0	3	0	0	0	0
5:00 to 5:15		14	0	1	15	1	1	0	2	0	0	0	0
5:15 to 5:30		18	0	2	20	4	0	0	4	0	0	0	0
5:30 to 5:45		19	2	5	26	2	1	1	4	0	0	0	0
5:45 to 6:00		30	2	1	33	5	0	0	5	0	0	0	0
6:00 to 6:15		25	3	2	30	4	2	0	6	0	0	0	0
6:15 to 6:30		23	3	0	26	3	0	0	3	0	0	0	0
6:30 to 6:45		23	6	4	33	5	1	0	6	0	0	0	0
6:45 to 7:00		21	5	5	31	6	1	0	7	0	0	0	0
7:00 to 7:15		18	1	1	20	9	1	0	10	0	0	0	0
7:15 to 7:30		25	4	2	31	7	3	0	10	0	0	0	0
7:30 to 7:45		13	3	3	19	6	2	0	8	0	0	0	0
7:45 to 8:00		23	5	2	30	6	0	0	6	0	0	0	0
8:00 to 8:15		21	9	4	34	10	0	0	10	0	0	0	0
8:15 to 8:30		11	4	1	16	9	0	0	9	0	0	0	0
8:30 to 8:45		17	6	0	23	9	1	0	10	0	0	0	0
8:45 to 9:00		8	5	1	14	12	0	0	12	0	0	0	0
9:00 to 9:15		16	10	2	28	5	0	0	5	0	0	0	0
9:15 to 9:30		20	2	2	24	8	1	0	9	0	0	0	0
9:30 to 9:45		21	4	2	27	4	0	0	4	0	0	0	0
9:45 to 10:00		15	5	4	24	5	3	0	8	0	0	0	0
10:00 to 10:15		17	3	3	23	7	1	0	8	0	0	0	0
10:15 to 10:30		16	7	5	28	5	3	0	8	0	0	0	0
10:30 to 10:45		9	4	2	15	7	1	0	8	0	0	0	0
10:45 to 11:00		15	2	4	21	5	1	0	6	0	0	0	0
11:00 to 11:15		10	7	2	19	7	2	0	9	0	0	0	0
11:15 to 11:30		20	9	5	34	10	0	0	10	0	0	0	0
11:30 to 11:45		11	4	3	18	5	2	0	7	0	0	0	0
11:45 to 12:00		19	9	3	31	6	0	0	6	0	0	0	0
12:00 to 12:15		15	6	3	24	3	0	1	4	0	0	0	0
12:15 to 12:30		16	4	8	28	6	2	0	8	0	0	0	0
12:30 to 12:45		9	4	6	19	8	0	0	8	0	0	0	0
12:45 to 13:00		17	2	3	22	8	2	0	10	0	0	0	0
13:00 to 13:15		10	5	2	17	7	1	0	8	0	0	0	0
13:15 to 13:30		14	2	4	20	12	1	0	13	0	0	0	0
13:30 to 13:45		15	4	5	24	7	1	0	8	0	0	0	0
13:45 to 14:00		16	5	1	22	5	2	0	7	0	0	0	0
14:00 to 14:15		5	2	5	12	12	0	0	12	0	0	0	0
14:15 to 14:30		8	5	7	20	10	0	0	10	0	0	0	0
14:30 to 14:45		11	1	4	16	9	0	0	9	0	0	0	0
14:45 to 15:00		20	5	8	33	5	2	0	7	0	0	0	0
15:00 to 15:15		17	2	3	22	10	0	0	10	0	1	0	1
15:15 to 15:30		19	3	3	25	14	2	0	16	0	0	0	0
15:30 to 15:45		16	3	1	20	13	1	0	14	0	0	0	0
15:45 to 16:00		12	4	1	17	14	0	0	14	0	0	0	0
16:00 to 16:15		26	1	5	32	11	0	0	11	0	0	0	0
16:15 to 16:30		12	3	2	17	18	0	0	18	0	0	0	0
16:30 to 16:45		14	2	4	20	10	0	0	10	0	0	0	0
16:45 to 17:00		11	0	6	17	12	0	1	13	0	0	0	0
17:00 to 17:15		16	2	1	19	18	1	0	19	0	0	0	0
17:15 to 17:30		22	1	3	26	20	0	0	20	0	0	0	0
17:30 to 17:45		13	1	6	20	7	0	0	7	0	0	0	0
17:45 to 18:00		11	3	6	20	12	0	1	13	0	0	0	0
18:00 to 18:15		13	2	9	24	4	0	0	4	0	0	0	0
18:15 to 18:30		8	5	7	20	7	0	0	7	0	0	0	0
18:30 to 18:45		5	1	9	15	4	0	0	4	0	0	0	0
18:45 to 19:00		6	2	8	16	4	0	0	4	0	0	0	0
19:00 to 19:15		1	0	4	5	2	0	0	2	0	0	0	0
19:15 to 19:30		7	2	3	12	1	0	0	1	0	0	0	0
19:30 to 19:45		6	2	2	10	0	0	1	1	0	0	0	0
19:45 to 20:00		6	2	4	12	4	0	0	4	0	0	0	0
20:00 to 20:15		11	1	6	18	2	0	0	2	0	0	0	0
20:15 to 20:30		3	1	3	7	3	0	0	3	0	0	0	0
20:30 to 20:45		7	2	5	14	3	0	0	3	0	0	0	0
20:45 to 21:00		5	0	4	9	1	0	0	1	0	0	0	0
21:00 to 21:15		5	2	3	10	3	0	0	3	0	0	0	0
21:15 to 21:30		6	0	10	16	3	0	0	3	0	0	0	0
21:30 to 21:45		2	0	6	8	2	0	0	2	0	0	0	0
21:45 to 22:00		2	1	6	9	1	0	0	1	0	0	0	0
22:00 to 22:15		2	0	3	5	1	0	0	1	0	0	0	0
22:15 to 22:30		2	1	3	6	0	0	0	0	0	0	0	0
22:30 to 22:45		1	1	2	4	1	0	0	1	0	0	0	0
22:45 to 23:00		2	1	0	3	1	0	0	1	0	0	0	0
23:00 to 23:15		0	0	2	2	1	0	0	1	0	0	0	0
23:15 to 23:30		1	0	1	2	3	0	0	3	0	0	0	0

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9(i), Gore Hwy / Oakey Pittsworth Rd
Day/Date	: Wed, 18th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



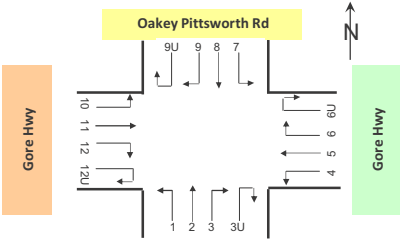
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		2	0	3	5	0	0	0	0	0	0	0	0
0:15 to 0:30		0	1	0	1	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	0	1	1	0	0	1	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	2	2	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	1	1	2	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	1	1	0	0	0	0	0	0	0	0
2:00 to 2:15		0	1	1	2	0	0	0	0	0	0	0	0
2:15 to 2:30		0	2	1	3	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30		1	2	4	7	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	4	4	2	0	0	2	0	0	0	0
3:45 to 4:00		3	1	1	5	6	0	0	6	0	0	0	0
4:00 to 4:15		5	2	1	8	3	0	0	3	0	0	0	0
4:15 to 4:30		4	3	6	13	1	0	0	1	0	0	0	0
4:30 to 4:45		4	1	2	7	2	0	0	2	0	0	0	0
4:45 to 5:00		8	0	5	13	3	0	0	3	0	0	0	0
5:00 to 5:15		13	4	8	25	3	1	0	4	0	0	0	0
5:15 to 5:30		25	5	1	31	2	0	0	2	0	0	0	0
5:30 to 5:45		33	5	4	42	2	0	0	2	0	0	0	0
5:45 to 6:00		41	3	8	52	4	0	0	4	0	0	0	0
6:00 to 6:15		30	3	1	34	4	1	0	5	0	0	0	0
6:15 to 6:30		36	10	7	53	5	1	0	6	0	0	0	0
6:30 to 6:45		35	5	5	45	1	0	0	1	0	0	0	0
6:45 to 7:00		32	14	5	51	8	2	0	10	0	0	0	0
7:00 to 7:15		15	4	6	25	8	1	0	9	0	0	0	0
7:15 to 7:30		12	5	6	23	7	3	0	10	0	0	0	0
7:30 to 7:45		14	4	5	23	7	0	0	7	0	0	0	0
7:45 to 8:00		15	5	4	24	5	0	0	5	0	0	0	0
8:00 to 8:15		16	4	3	23	6	1	0	7	0	0	0	0
8:15 to 8:30		13	5	4	22	8	2	0	10	0	0	0	0
8:30 to 8:45		21	10	9	40	10	0	0	10	0	0	0	0
8:45 to 9:00		24	4	5	33	11	3	0	14	0	0	0	0
9:00 to 9:15		18	4	6	28	7	1	0	8	0	0	0	0
9:15 to 9:30		13	9	5	27	10	0	0	10	0	0	0	0
9:30 to 9:45		11	5	7	23	8	0	0	8	0	0	0	0
9:45 to 10:00		10	5	4	19	3	1	0	4	0	0	0	0
10:00 to 10:15		27	5	6	38	6	1	1	8	0	0	0	0
10:15 to 10:30		16	5	4	25	5	1	0	6	0	0	0	0
10:30 to 10:45		10	2	6	18	6	0	1	7	0	0	0	0
10:45 to 11:00		20	6	7	33	10	2	0	12	0	0	0	0
11:00 to 11:15		18	11	4	33	14	1	0	15	0	0	0	0
11:15 to 11:30		16	5	2	23	8	2	0	10	0	0	0	0
11:30 to 11:45		21	0	6	27	9	4	1	14	0	0	0	0
11:45 to 12:00		20	4	4	28	7	0	0	7	0	0	0	0
12:00 to 12:15		18	6	10	34	7	1	0	8	0	0	0	0
12:15 to 12:30		6	1	7	14	6	1	0	7	0	0	0	0
12:30 to 12:45		19	3	4	26	9	1	0	10	0	0	0	0
12:45 to 13:00		15	3	4	22	7	0	0	7	0	0	0	0
13:00 to 13:15		16	3	4	23	8	0	0	8	0	0	0	0
13:15 to 13:30		19	3	7	29	14	1	0	15	0	0	0	0
13:30 to 13:45		16	2	4	22	9	2	0	11	0	0	0	0
13:45 to 14:00		27	5	7	39	4	0	1	5	0	0	0	0
14:00 to 14:15		20	5	2	27	6	0	0	6	0	0	0	0
14:15 to 14:30		16	3	5	24	4	0	0	4	0	0	0	0
14:30 to 14:45		18	6	8	32	11	1	0	12	0	0	0	0
14:45 to 15:00		20	3	9	32	10	1	0	11	0	0	0	0
15:00 to 15:15		18	3	4	25	7	0	0	7	0	0	0	0
15:15 to 15:30		23	3	7	33	18	3	0	21	0	0	0	0
15:30 to 15:45		21	5	4	30	23	0	0	23	0	0	0	0
15:45 to 16:00		22	0	6	28	12	0	0	12	0	0	0	0
16:00 to 16:15		8	2	6	16	12	1	0	13	0	0	0	0
16:15 to 16:30		21	2	5	28	14	0	0	14	0	0	0	0
16:30 to 16:45		17	1	8	26	10	0	0	10	0	0	0	0
16:45 to 17:00		14	1	7	22	13	0	0	13	0	0	0	0
17:00 to 17:15		17	2	6	25	20	0	0	20	0	0	0	0
17:15 to 17:30		13	0	4	17	16	0	0	16	0	0	0	0
17:30 to 17:45		12	0	8	20	17	0	0	17	0	0	0	0
17:45 to 18:00		13	1	6	20	15	0	0	15	0	0	0	0
18:00 to 18:15		12	2	6	20	6	1	0	7	0	0	0	0
18:15 to 18:30		10	1	7	18	3	0	3	6	0	0	0	0
18:30 to 18:45		7	0	5	12	9	0	0	9	0	0	0	0
18:45 to 19:00		4	1	7	12	3	0	0	3	0	0	0	0
19:00 to 19:15		7	1	5	13	2	0	1	3	0	0	0	0
19:15 to 19:30		4	0	6	10	5	0	0	5	0	0	0	0
19:30 to 19:45		8	1	8	17	2	0	0	2	0	0	0	0
19:45 to 20:00		4	0	6	10	2	0	0	2	0	0	0	0
20:00 to 20:15		3	1	4	8	2	0	0	2	0	0	0	0
20:15 to 20:30		7	0	9	16	2	1	1	4	0	0	0	0
20:30 to 20:45		1	0	5	6	1	0	0	1	0	0	0	0
20:45 to 21:00		7	2	5	14	3	0	0	3	0	0	0	0
21:00 to 21:15		5	0	2	7	4	0	0	4	0	0	0	0
21:15 to 21:30		2	1	1	4	0	0	0	0	0	0	0	0
21:30 to 21:45		4	0	4	8	1	0	0	1	0	0	0	0
21:45 to 22:00		3	1	5	9	4	0	0	4	0	0	0	0
22:00 to 22:15		0	0	2	2	0	0	0	0	0	0	0	0
22:15 to 22:30		1	0	0	1	1	0	0	1	0	0	0	0
22:30 to 22:45		1	0	4	5	1	0	0	1	0	0	0	0
22:45 to 23:00		0	0	3	3	0	0	0	0	0	0	0	0
23:00 to 23:15		2	2	0	4	0	0	0	0	0	0	0	0
23:15 to 23:30		0	0	4	4	3	0	0	3	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				1	0	0	1	0	0	0	0	0	0	0
24hr Totals				1,105	241	415	1,761	528	42	9	579	0	0	0

Approach	Oakey Pittsworth Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	5		0	0	0	0
0:15 to 0:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	1	4	5		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	3	0	3	6		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	1	1	3	5		0	0	0	0	
1:15 to 1:30	1	0	1	2		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	2	2	0	0	3	3		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	0		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	6	11		0	0	0	0	
3:45 to 4:00	1	0	0	1		0	0	0	0	0	0	0	0	0	1	1	0	3	4			0	0	0	0	
4:00 to 4:15	0	0	0	0		1	0	0	0	0	1	0	0	0	1	2	0	0	2			0	0	0	0	
4:15 to 4:30	1	0	0	1		0	0	1	1	0	0	0	0	0	1	1	3	0	1	4		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	1	0	1	0	0	0	0	1	0	0	1	3	0	1	4		0	0	0	0
4:45 to 5:00	2	0	0	2		2	0	0	0	0	0	0	0	0	0	0	2	2	0	4		0	0	0	0	
5:00 to 5:15	3	0	0	3		1	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
5:15 to 5:30	7	0	0	7		3	0	0	3	0	0	0	0	1	0	0	1	7	0	4	11		0	0	0	0
5:30 to 5:45	6	0	0	6		2	0	0	0	0	1	0	0	1	0	0	1	2	0	0	2		0	0	0	0
5:45 to 6:00	5	0	0	5		3	0	2	5	0	0	0	0	1	0	0	1	4	2	5	11		0	0	0	0
6:00 to 6:15	5	0	0	5		0	2	1	3	0	0	0	0	2	0	0	2	4	2	0	6		0	0	0	0
6:15 to 6:30	7	0	0	7		1	1	1	3	0	0	0	0	0	0	0	0	10	1	3	14		0	0	0	0
6:30 to 6:45	4	0	0	4		0	1	0	1	0	0	0	0	0	1	0	1	7	3	4	14		0	0	0	0
6:45 to 7:00	8	0	0	8		1	0	1	2	0	0	0	0	0	0	1	1	11	2	1	14		0	0	0	0
7:00 to 7:15	8	0	0	8		3	0	1	4	0	0	0	0	1	0	0	1	14	5	2	21		0	0	0	0
7:15 to 7:30	9	2	0	11		6	0	1	7	0	0	0	0	0	1	0	1	13	5	1	19		0	0	0	0
7:30 to 7:45	8	2	0	10		1	1	1	3	0	0	0	0	2	0	2	4	18	3	5	26		0	0	0	0
7:45 to 8:00	18	3	0	21		0	0	1	1	0	0	0	0	2	0	2	4	21	4	5	30		0	0	0	0
8:00 to 8:15	8	1	1	10		4	0	2	6	0	0	0	0	3	0	2	5	14	2	4	20		0	0	0	0
8:15 to 8:30	19	2	0	21		1	1	5	7	0	0	0	0	0	0	0	1	19	0	7	26		0	0	0	0
8:30 to 8:45	20	0	0	20		1	3	3	7	0	0	0	0	0	0	1	1	22	2	3	27		0	0	0	0
8:45 to 9:00	13	0	0	13		0	1	2	3	0	0	0	0	1	2	1	4	29	6	4	39		0	0	0	0
9:00 to 9:15	4	0	0	4		0	0	2	2	0	0	0	0	0	0	1	1	11	1	1	13		0	0	0	0
9:15 to 9:30	10	1	0	11		2	1	8	11	0	0	0	0	0	1	2	3	19	6	4	29		0	0	0	0
9:30 to 9:45	9	0	0	9		1	0	2	3	0	0	0	0	0	0	5	5	29	6	4	39		0	0	0	0
9:45 to 10:00	6	0	0	6		1	0	3	4	0	0	0	0	0	0	0	0	23	4	1	28		0	0	0	0
10:00 to 10:15	10	2	0	12		0	1	0	1	0	0	0	0	1	0	4	5	14	4	1	19		0	0	0	0
10:15 to 10:30	10	0	1	11		0	1	2	3	0	0	0	0	6	1	0	7	18	2	10	30		0	0	0	0
10:30 to 10:45	10	0	0	10		0	1	2	3	0	0	0	0	4	1	3	8	10	7	7	24		0	0	0	0
10:45 to 11:00	7	2	0	9		0	1	1	2	0	0	0	0	1	0	2	3	9	3	3	15		0	0	0	0
11:00 to 11:15	10	1	0	11		1	0	3	4	0	0	0	0	2	0	4	6	22	7	4	33		0	0	0	0
11:15 to 11:30	9	0	0	9		2	0	2	4	0	0	0	0	3	0	0	3	21	5	6	32		0	0	0	0
11:30 to 11:45	11	2	0	13		4	1	2	7	0	0	0	0	2	1	3	6	12	4	5	21		0	0	0	0
11:45 to 12:00	14	2	0	16		2	3	0	5	0	0	0	0	2	1	3	6	10	5	3	18		0	0	0	0
12:00 to 12:15	10	1	0	11		2	0	1	3	0	0	0	0	0	0	0	0	12	0	1	13		0	0	0	0
12:15 to 12:30	5	2	1	8		0	1	1	2	0	0	0	0	2	2	2	6	17	2	7	26		0	0	0	0
12:30 to 12:45	10	1	1	12		0	0	2	2	0	0	0	0	2	1	3	6	17	8	8	33					

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9(i), Gore Hwy / Oakey Pittsworth Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

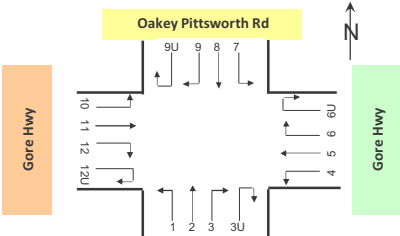


Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		0	1	1	2	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	3	3	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	4	5	1	0	0	1	0	0	0	0
0:45 to 1:00		0	0	3	3	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	1	1	1	0	0	1	0	0	0	0
1:15 to 1:30		0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45		0	1	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	2	2	4	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	1	0	0	1	0	0	0	0
2:30 to 2:45		0	0	1	1	0	0	0	0	0	0	0	0
2:45 to 3:00		1	0	1	2	1	0	0	1	0	0	0	0
3:00 to 3:15		0	0	2	2	0	0	0	0	0	0	0	0
3:15 to 3:30		2	1	2	5	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	1	1	2	0	0	2	0	0	0	0
3:45 to 4:00		7	2	4	13	4	0	0	4	0	0	0	0
4:00 to 4:15		4	2	1	7	3	0	0	3	0	0	0	0
4:15 to 4:30		5	1	5	11	0	0	0	0	0	0	0	0
4:30 to 4:45		9	1	8	18	2	0	0	2	0	0	0	0
4:45 to 5:00		10	0	6	16	3	0	0	3	0	0	0	0
5:00 to 5:15		12	2	4	18	4	0	0	4	0	0	0	0
5:15 to 5:30		25	5	5	35	2	0	0	2	0	0	0	0
5:30 to 5:45		30	3	6	39	2	1	1	4	0	0	0	0
5:45 to 6:00		46	8	2	56	3	1	0	4	0	0	0	0
6:00 to 6:15		35	9	6	50	4	1	0	5	0	0	0	0
6:15 to 6:30		33	5	2	40	2	0	0	2	0	0	0	0
6:30 to 6:45		30	4	6	40	8	1	0	9	0	0	0	0
6:45 to 7:00		25	9	2	36	7	2	0	9	0	0	0	0
7:00 to 7:15		16	2	3	21	7	2	0	9	0	0	0	0
7:15 to 7:30		21	14	6	41	8	3	0	11	0	0	0	0
7:30 to 7:45		26	6	4	36	9	1	0	10	0	0	0	0
7:45 to 8:00		19	9	4	32	7	1	1	9	0	0	0	0
8:00 to 8:15		20	6	7	33	4	0	1	5	0	0	0	0
8:15 to 8:30		17	4	6	27	8	0	0	8	0	0	0	0
8:30 to 8:45		22	0	5	27	9	0	0	9	0	0	0	0
8:45 to 9:00		10	5	2	17	7	1	0	8	0	0	0	0
9:00 to 9:15		22	6	7	35	11	1	0	12	0	0	0	0
9:15 to 9:30		13	7	5	25	7	1	0	8	0	0	0	0
9:30 to 9:45		18	5	9	32	6	0	0	6	0	0	0	0
9:45 to 10:00		17	3	1	21	4	0	0	4	0	0	0	0
10:00 to 10:15		19	4	4	27	3	0	0	3	0	0	0	0
10:15 to 10:30		18	0	4	22	12	1	0	13	0	0	0	0
10:30 to 10:45		16	5	3	24	7	0	0	7	0	0	0	0
10:45 to 11:00		12	2	1	15	4	1	1	6	0	0	0	0
11:00 to 11:15		18	5	5	28	7	1	0	8	0	0	0	0
11:15 to 11:30		21	6	2	29	6	0	0	6	0	0	0	0
11:30 to 11:45		9	7	1	17	7	0	0	7	0	0	0	0
11:45 to 12:00		17	4	4	25	6	0	0	6	0	0	0	0
12:00 to 12:15		16	3	4	23	7	1	0	8	0	0	0	0
12:15 to 12:30		14	7	4	25	6	1	0	7	0	0	0	0
12:30 to 12:45		15	3	4	22	12	1	0	13	0	0	0	0
12:45 to 13:00		7	4	6	17	3	0	0	3	0	0	0	0
13:00 to 13:15		23	2	6	31	4	0	0	4	0	0	0	0
13:15 to 13:30		15	3	9	27	11	0	0	11	0	0	0	0
13:30 to 13:45		24	4	4	32	5	1	0	6	0	0	0	0
13:45 to 14:00		8	2	6	16	6	0	0	6	0	0	0	0
14:00 to 14:15		19	6	3	28	8	3	0	11	0	0	0	0
14:15 to 14:30		11	0	2	13	0	0	1	1	0	0	0	0
14:30 to 14:45		13	3	8	24	5	0	0	5	0	0	0	0
14:45 to 15:00		16	6	5	27	6	1	0	7	0	0	0	0
15:00 to 15:15		17	5	7	29	11	0	0	11	0	0	0	0
15:15 to 15:30		19	1	2	22	20	2	0	22	0	0	0	0
15:30 to 15:45		17	4	8	29	12	0	0	12	0	0	0	0
15:45 to 16:00		18	4	2	24	12	0	0	12	0	0	0	0
16:00 to 16:15		23	4	5	32	17	2	0	19	0	0	0	0
16:15 to 16:30		14	4	7	25	12	1	0	13	0	0	0	0
16:30 to 16:45		20	4	7	31	13	0	0	13	0	0	0	0
16:45 to 17:00		22	4	9	35	10	0	0	10	0	0	0	0
17:00 to 17:15		18	2	8	28	14	0	0	14	0	0	0	0
17:15 to 17:30		21	2	7	30	15	0	0	15	0	0	0	0
17:30 to 17:45		15	1	7	23	11	0	0	11	0	0	0	0
17:45 to 18:00		19	1	6	26	12	0	0	12	0	0	0	0
18:00 to 18:15		14	2	2	18	8	0	1	9	0	0	0	0
18:15 to 18:30		9	2	2	13	13	0	1	14	0	0	0	0
18:30 to 18:45		30	1	5	36	12	0	0	12	0	0	0	0
18:45 to 19:00		13	1	6	20	8	0	0	8	0	0	0	0
19:00 to 19:15		8	2	4	14	4	0	1	5	0	0	0	0
19:15 to 19:30		2	2	4	8	5	1	1	7	0	0	0	0
19:30 to 19:45		6	1	7	14	5	1	1	7	0	0	0	0
19:45 to 20:00		9	3	6	18	2	0	0	2	0	0	0	0
20:00 to 20:15		7	1	2	10	1	0	0	1	0	0	0	0
20:15 to 20:30		5	0	9	14	6	0	0	6	0	0	0	0
20:30 to 20:45		5	0	2	7	1	0	0	1	0	0	0	0
20:45 to 21:00		4	0	3	7	5	0	0	5	0	0	0	0
21:00 to 21:15		10	2	5	17	1	0	0	1	0	0	0	0
21:15 to 21:30		9	0	3	12	1	0	0	1	0	0	0	0
21:30 to 21:45		4	1	2	7	0	0	0	0	0	0	0	0
21:45 to 22:00		5	1	7	13	0	0	0	0	0	0	0	0
22:00 to 22:15		3	1	2	6	1	0	0	1	0	0	0	0
22:15 to 22:30		2	1	2	5	0	0	0	0	0	0	0	0
22:30 to 22:45		1	0	2	3	0	0	0	0	0	0	0	0
22:45 to 23:00		0	0	2	2	0	0	0	0	0	0	0	0
23:00 to 23:15		0	0	1	1	0	0	0	0	0	0	0	0
23:15 to 23:30		1	1	1	3	1	0	0	1	0	0	0	0

23:30 to 23:45				0	0	1	1	1	0	0	1	0	0	0	0
23:45 to 0:00				0	0	1	1	0	0	0	0	0	0	0	0
24hr Totals				1,177	257	379	1,813	496	34	10	540	0	0	0	0

Approach	Oakey Pittsworth Rd																Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)							
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total				
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0					
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	3	3	8		0	0	0	0					
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0					
0:45 to 1:00	1	0	0	1		0	0	0	0	0	0	0	0	0	1	1	1	0	1	2		0	0	0	0					
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0					
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0					
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		0	0	0	0					
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0						
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	2	2	0	1	3	4		0	0	0	0						
2:15 to 2:30	0	0	1	1		0	0	0	0	0	0	0	0	0	0	1	2	1	4		0	0	0	0						
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	4	7		0	0	0	0						
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0						
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0						
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0						
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0						
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0						
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0						
4:15 to 4:30	1	0	0	1		0	0	0	0	0	0	0	1	0	1	2	0	1	1	2		0	0	0	0					
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	0	0	0		0	0	0	0						
4:45 to 5:00	3	0	0	3		1	0	0	0	0	1	0	0	0	1	2	0	1	3		0	0	0	0						
5:00 to 5:15	1	0	0	1		2	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0					
5:15 to 5:30	3	0	0	3		3	0	0	0	0	1	0	0	0	1	3	0	0	3		0	0	0	0						
5:30 to 5:45	11	0	0	11		2	0	0	0	0	0	0	0	0	0	10	0	2	12		0	0	0	0						
5:45 to 6:00	3	0	0	3		2	0	1	3		0	0	0	0	0	5	0	1	6		0	0	0	0						
6:00 to 6:15	9	0	0	9		1	1	1	3		0	0	0	0	0	3	3	0	1	9	10		0	0	0					
6:15 to 6:30	5	0	0	5		0	0	1	1		0	0	0	0	2	0	2	8	1	2	11		0	0	0					
6:30 to 6:45	8	0	0	8		0	1	1	2		0	0	0	0	0	0	8	3	2	13		0	0	0	0					
6:45 to 7:00	8	0	0	8		2	0	1	3		0	0	0	0	0	0	10	1	3	14		0	0	0	0					
7:00 to 7:15	8	1	0	9		1	0	2	3		0	0	0	0	1	0	0	1	15	4	7	26		0	0	0				
7:15 to 7:30	15	0	0	15		1	1	1	3		0	0	0	0	1	0	1	2	14	3	1	18		0	0	0				
7:30 to 7:45	7	2	1	10		1	1	1	3		0	0	0	0	2	0	2	4	19	7	1	27		0	0	0				
7:45 to 8:00	11	0	0	11		2	1	0	3		0	0	0	0	2	0	3	5	20	5	4	29		0	0	0				
8:00 to 8:15	10	0	0	10		1	1	0	2		0	0	0	0	2	0	0	2	18	3	1	22		0	0	0				
8:15 to 8:30	11	0	1	12		1	0	4	5		0	0	0	0	0	1	3	4	15	8	1	24		0	0	0				
8:30 to 8:45	19	0	0	19		5	0	0	5		0	0	0	0	0	2	0	2	23	3	2	28		0	0	0				
8:45 to 9:00	19	1	0	20		0	1	1	2		0	0	0	0	3	0	0	3	23	5	2	30		0	0	0				
9:00 to 9:15	5	1	0	6		1	0	1	2		0	0	0	0	0	1	1	2	20	3	3	26		0	0	0				
9:15 to 9:30	8	1	0	9		1	0	4	5		0	0	0	0	2	1	1	4	28	2	9	39		0	0	0				
9:30 to 9:45	6	1	0	7		0	0	1	1		0	0	0	0	2	1	1	4	24	6	6	36		0	0	0				
9:45 to 10:00	7	1	0	8		0	0	2	2		0	0	0	0	0	0	0	0	12	5	10	27		0	0	0				
10:00 to 10:15	6	0	0	6		1	0	1	2		0	0	0	0	0	2	0	2	19	5	6	30		0	0	0				
10:15 to 10:30	10	0	0	10		1	1	1	3		0	0	0	0	1	0	1	2	21	6	5	32		0	0	0				
10:30 to 10:45	8	0	0	8		3	0	1	4		0	0	0	0	1	1	2	4	17	6	4	27		0	0	0				
10:45 to 11:00	8	1	0	9		1	0	2	3		0	0	0	0	2	2	1	5	13	1	6	20		0	0	0				
11:00 to 11:15	8	1	0	9		1	1	1	3		0	0	0	0	1	0	0	1	27	0	3	30		0	0	0				
11:15 to 11:30	6	2	0	8		1	0	0	1		0	0	0	0	2	0	1	3	10	4	6	20		0	0	0				
11:30 to 11:45	11	0	1	12		2	0	2	4		0	0	0	0	3	0	0	3	21	13	4	38		0	0	0				
11:45 to 12:00	4	0	0	4		0	1	3	4		0	0	0	0	3	0	1	4	11	6	3	20		0	0	0				
12:00 to 12:15	3	0	0	3		2	3	0	5		0	0	0	0	0	2	2	4	28	2	7	37		0	0	0				
12:15 to 12:30	12	0	0	12		2	0	5	7		0	0	0	0	0	0	0	0	28	6	6	40		0	0	0				
12:30 to 12:45	4	1	0	5		0	2	0	2		0	0	0	0	1	0	1	2	21	4	4	29		0	0	0				
12:45 to 13:00	5	0	0	5		5	0	0	5		0	0	0	0	0	1	3	4	21	4	11	36		0	0	0				
13:00 to 13:15	13	0	0	13		3	1	2	6		0	0	0	0	0	2	3	5	19	3	8	30		0	0	0				
13:15 to 13:30	4	1	0	5		0	0	0	0		0	0	0	0	3	0	0	3	16	9	7	32		0	0	0				
13:30 to 13:45	9	0	0	9		1	2	0	3		0	0	0	0	2	1	1	4	16	8	9	33		0	0	0				
13:45 to 14:00	6	1	0	7		1	1	0	2		0	0	0	0	0	1	0	1	13	3	7	23		0	0	0				
14:00 to 14:15	6	1	0	7		1	0	1	2		0	0	0	0	1	1	1	3	25	2	5	32		0	0	0				
14:15 to 14:30	6	0	0	6		8	2	0	10		0	0	0	0	3	1	0	4	25	8	5	38		0	0	0				
14:30 to 14:45	18	3	0	21		0	1	1	2		0	0	0	0	1	1	1	3	18	5	8	31		0	0	0				
14:45 to 15:00	11	5	0	16		1	0	0	1		0	0	0	0	0	1	2	3	29	4	6	39		0	0	0				
15:00 to 15:15	9	0	0	9		1	0	0	1		0	0	0	0	2	0	1	3	32	4	11	47		0	0	0				
15:15 to 15:30	9	1	0	10		1	0	2	3		0	0	0	0	3	0	1	4	21	4	12	37		0	0	0				
15:30 to 15:45	12	1	0	13		2	0																							

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9(i). Gore Hwy / Oakey Pittsworth Rd
Day/Date	: Fri, 13th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

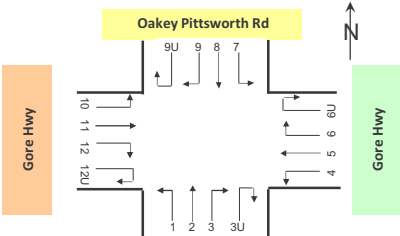
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		2	0	1	3	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00		0	2	0	2	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	2	2	0	0	1	1	0	0	0	0
1:15 to 1:30		1	2	0	3	0	0	0	0	0	0	0	0
1:30 to 1:45		1	0	1	2	0	0	0	0	0	0	0	0
1:45 to 2:00		1	0	3	4	0	0	0	0	0	0	0	0
2:00 to 2:15		1	0	2	3	1	0	0	1	0	0	0	0
2:15 to 2:30		0	1	1	2	0	0	0	0	0	0	0	0
2:30 to 2:45		1	1	1	3	0	0	0	0	0	0	0	0
2:45 to 3:00		1	1	0	2	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30		1	1	0	2	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	1	1	2	0	0	2	0	0	0	0
3:45 to 4:00		2	0	1	3	3	0	0	3	0	0	0	0
4:00 to 4:15		3	2	1	6	0	0	0	0	0	0	0	0
4:15 to 4:30		4	1	1	6	1	0	0	1	0	0	0	0
4:30 to 4:45		4	1	2	7	1	0	0	1	0	0	0	0
4:45 to 5:00		9	1	3	13	2	0	0	2	0	0	0	0
5:00 to 5:15		20	0	0	20	0	0	0	0	0	0	0	0
5:15 to 5:30		20	0	0	20	2	0	0	2	0	0	0	0
5:30 to 5:45		29	2	4	35	1	0	0	1	0	0	0	0
5:45 to 6:00		38	2	3	43	2	0	0	2	0	0	0	0
6:00 to 6:15		17	3	2	22	2	0	0	2	0	0	0	0
6:15 to 6:30		18	1	0	19	4	0	0	4	0	0	0	0
6:30 to 6:45		20	3	1	24	3	0	0	3	0	0	0	0
6:45 to 7:00		14	2	2	18	3	0	1	4	0	0	0	0
7:00 to 7:15		10	1	1	12	5	0	0	5	0	0	0	0
7:15 to 7:30		10	0	2	12	3	2	1	6	0	0	0	0
7:30 to 7:45		11	0	2	13	4	1	0	5	0	0	0	0
7:45 to 8:00		10	4	2	16	1	0	1	2	0	0	0	0
8:00 to 8:15		7	1	0	8	4	0	0	4	0	0	0	0
8:15 to 8:30		6	2	0	8	4	1	0	5	0	0	0	0
8:30 to 8:45		14	2	2	18	7	0	0	7	0	0	0	0
8:45 to 9:00		8	0	1	9	4	0	0	4	0	0	0	0
9:00 to 9:15		13	1	2	16	6	0	0	6	0	0	0	0
9:15 to 9:30		14	0	1	15	4	1	0	5	0	0	0	0
9:30 to 9:45		15	0	1	16	6	0	0	6	0	0	0	0
9:45 to 10:00		15	2	1	18	6	0	0	6	0	0	0	0
10:00 to 10:15		8	0	4	12	6	0	0	6	0	0	0	0
10:15 to 10:30		17	3	1	21	8	0	0	8	0	0	0	0
10:30 to 10:45		11	1	0	12	7	0	0	7	0	0	0	0
10:45 to 11:00		10	0	0	10	7	0	0	7	0	0	0	0
11:00 to 11:15		11	0	4	15	6	1	0	7	0	0	0	0
11:15 to 11:30		14	1	1	16	6	1	0	7	0	0	0	0
11:30 to 11:45		11	1	2	14	11	0	1	12	0	0	0	0
11:45 to 12:00		20	1	0	21	9	0	0	9	0	0	0	0
12:00 to 12:15		12	1	1	14	10	1	1	12	0	0	0	0
12:15 to 12:30		16	1	3	20	10	0	0	10	0	0	0	0
12:30 to 12:45		12	1	0	13	1	0	0	1	0	0	0	0
12:45 to 13:00		12	0	0	12	4	1	0	5	0	0	0	0
13:00 to 13:15		15	1	0	16	3	0	0	3	0	0	0	0
13:15 to 13:30		12	1	2	15	2	0	0	2	0	0	0	0
13:30 to 13:45		16	0	0	16	8	0	1	9	0	0	0	0
13:45 to 14:00		14	1	0	15	7	0	0	7	0	0	0	0
14:00 to 14:15		18	0	1	19	11	0	0	11	0	0	0	0
14:15 to 14:30		15	0	4	19	8	0	0	8	0	0	0	0
14:30 to 14:45		18	1	1	20	10	0	0	10	0	0	0	0
14:45 to 15:00		14	2	1	17	6	0	0	6	0	0	0	0
15:00 to 15:15		11	0	1	12	9	0	0	9	0	0	0	0
15:15 to 15:30		20	3	0	23	17	1	0	18	0	0	0	0
15:30 to 15:45		11	1	2	14	6	0	1	7	0	0	0	0
15:45 to 16:00		18	0	0	18	8	1	0	9	0	0	0	0
16:00 to 16:15		9	1	1	11	13	1	0	14	0	0	0	0
16:15 to 16:30		17	1	0	18	14	0	0	14	0	0	0	0
16:30 to 16:45		11	0	1	12	8	0	0	8	0	0	0	0
16:45 to 17:00		10	0	0	10	12	0	0	12	0	0	0	0
17:00 to 17:15		12	0	0	12	14	0	0	14	0	0	0	0
17:15 to 17:30		9	0	0	9	14	0	0	14	0	0	0	0
17:30 to 17:45		6	2	0	8	6	0	0	6	0	0	0	0
17:45 to 18:00		9	2	2	13	4	0	0	4	0	0	0	0
18:00 to 18:15		2	1	0	3	10	0	0	10	0	0	0	0
18:15 to 18:30		4	1	1	6	7	0	0	7	0	0	0	0
18:30 to 18:45		6	0	0	6	4	0	0	4	0	0	0	0
18:45 to 19:00		6	2	0	8	0	0	0	0	0	0	0	0
19:00 to 19:15		4	0	0	4	2	0	0	2	0	0	0	0
19:15 to 19:30		6	1	0	7	2	0	0	2	0	0	0	0
19:30 to 19:45		2	0	1	3	1	0	0	1	0	0	0	0
19:45 to 20:00		3	0	1	4	2	0	0	2	0	0	0	0
20:00 to 20:15		0	0	0	0	0	0	0	0	0	0	0	0
20:15 to 20:30		0	0	0	0	0	0	0	0	0	0	0	0
20:30 to 20:45		0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00		0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15		5	1	0	6	4	1	0	5	0	0	0	0
21:15 to 21:30		3	0	0	3	1	0	0	1	0	0	0	0
21:30 to 21:45		1	0	0	1	1	0	0	1	0	0	0	0
21:45 to 22:00		2	0	0	2	0	0	0	0	0	0	0	0
22:00 to 22:15		1	0	0	1	1	0	0	1	0	0	0	0
22:15 to 22:30		2	0	0	2	2	0	0	2	0	0	0	0
22:30 to 22:45		0	0	0	0	1	0	0	1	0	0	0	0
22:45 to 23:00		1	0	0	1	0	0	0	0	0	0	0	0
23:00 to 23:15		1	0	0	1	1	0	0	1	0	0	0	0
23:15 to 23:30		0	0	0	0	2	0	0	2	0	0	0	0

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				3	0	0	3	0	0	0	0	0	0	0
24hr Totals				813	71	83	967	387	13	8	408	0	0	0

Approach	Oakey Pittsworth Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	1	0	8	9		0	0	0	0	
0:15 to 0:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	2	0	4	6		0	0	0	0		
0:30 to 0:45	1	0	0	1		1	0	0	0	0	0	0	0	0	1	1	0	0	5	5		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	1	1	2	0	0	4	4		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	0	0	3	3		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	5	5		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0		
2:00 to 2:15	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	1	1	0	0	7	7		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0		
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	4	6		0	0	0	0	
3:00 to 3:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	5	7		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	1	0	2	3		0	0	0	0	
4:00 to 4:15	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	5	2	0	7		0	0	0	0	
4:15 to 4:30	3	0	0	3		1	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0	
4:30 to 4:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
4:45 to 5:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0	
5:00 to 5:15	0	0	0	0		2	0	0	0	0	0	0	0	0	0	0	1	1	4	6		0	0	0	0	
5:15 to 5:30	2	0	0	2		1	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
5:30 to 5:45	5	0	0	5		0	0	0	0	0	0	0	1	0	0	1	5	1	2	8		0	0	0	0	
5:45 to 6:00	6	0	0	6		2	0	1	3	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
6:00 to 6:15	4	1	0	5		1	0	0	1	0	0	0	0	2	0	0	2	2	1	4		0	0	0	0	
6:15 to 6:30	5	0	0	5		1	0	0	1	0	0	0	0	0	0	0	8	1	3	12		0	0	0	0	
6:30 to 6:45	6	1	0	7		1	0	0	1	0	0	0	0	0	0	3	3	7	1	9		0	0	0	0	
6:45 to 7:00	3	0	0	3		2	0	0	2	0	0	0	0	0	0	0	6	1	1	8		0	0	0	0	
7:00 to 7:15	5	1	0	6		1	0	0	1	0	0	0	0	0	0	3	3	7	0	3	10		0	0	0	0
7:15 to 7:30	8	0	0	8		0	0	0	0	0	0	0	0	0	1	0	1	14	3	4	21		0	0	0	0
7:30 to 7:45	8	0	0	8		1	0	0	1	0	0	0	0	0	0	0	0	10	2	3	15		0	0	0	0
7:45 to 8:00	13	0	0	13		0	0	0	0	0	0	0	0	0	0	0	8	4	4	16		0	0	0	0	
8:00 to 8:15	8	2	0	10		2	0	0	2	0	0	0	0	0	0	0	14	2	1	17		0	0	0	0	
8:15 to 8:30	10	1	0	11		0	0	1	1	0	0	0	0	1	0	0	1	21	2	0	23		0	0	0	0
8:30 to 8:45	9	0	0	9		1	0	0	1	0	0	0	0	0	0	0	15	2	3	20		0	0	0	0	
8:45 to 9:00	15	0	0	15		0	0	1	1	0	0	0	0	1	0	0	1	26	0	3	29		0	0	0	0
9:00 to 9:15	14	0	0	14		2	0	0	2	0	0	0	0	0	0	2	27	4	1	32		0	0	0	0	
9:15 to 9:30	11	0	1	12		0	0	1	1	0	0	0	0	1	0	1	2	23	4	0	27		0	0	0	0
9:30 to 9:45	5	0	0	5		1	0	0	1	0	0	0	0	0	0	1	1	21	2	1	24		0	0	0	0
9:45 to 10:00	6	0	0	6		1	0	1	2	0	0	0	0	1	0	0	1	10	1	5	16		0	0	0	0
10:00 to 10:15	9	0	0	9		0	0	1	1	0	0	0	0	0	0	1	1	17	0	4	21		0	0	0	0
10:15 to 10:30	10	0	0	10		0	0	1	1	0	0	0	0	1	0	0	1	18	2	3	23		0	0	0	0
10:30 to 10:45	6	1	1	8		2	1	0	3	0	0	0	0	1	0	0	1	21	3	8	32		0	0	0	0
10:45 to 11:00	8	1	1	10		1	0	0	1	0	0	0	0	1	1	0	2	28	2	5	35		0	0	0	0
11:00 to 11:15	8	1	0	9		0	0	1	1	0	0	0	0	0	0	0	0	18	2	3	23		0	0	0	0
11:15 to 11:30	12	1	0	13		1	0	1	2	0	0	0	0	3	1	1	5	17	2	4	23		0	0	0	0
11:30 to 11:45	14	2	0	16		0	0	0	0	0	0	0	0	0	0	0	0	20	1	2	23		0	0	0	0
11:45 to 12:00	8	0	0	8		0	0	1	1	0	0	0	0	0	0	1	1	22	2	4	28		0	0	0	0
12:00 to 12:15	6	0	0	6		0	0	0	0	0	0	0	0	1	0	1	2	35	1	2	38		0	0	0	0
12:15 to 12:30	6	0	1	7		1	0	0	1	0	0	0	0	2	0	2	4	41	6	6	53		0	0	0	0
12:30 to 12:45	6	0	0	6		1	0	0	1	0	0	0	0	0	0	1	1	18	4	4	26		0	0	0	0
12:45 to 13:00	11	0	0	11		0	0	0	0	0	0	0	0	1	0	1	2	18	2	2	22		0	0	0	0
13:00 to 13:15	3	0	0	3		2	0	1	3	0	0	0	0	1	0	1	2	19	3	3	25		0	0	0	0
13:15 to 13:30	9	0	0	9		2	1	0	3	0	0	0	0	0	0	2	2	17	0	5	22		0	0	0	0
13:30 to 13:45	7	0	0	7		0	0	0	0	0	0	0	0	0	0	2	2	20	3	2	25		0	0	0	0
13:45 to 14:00	13	0	0	13		1	0	2	3	0	0	0	0	1	2	0	3	13	3	3	19		0	0	0	0
14:00 to 14:15	8	0	0	8		2	0	0	2	0	0	0	0	2	1	0	3	22	3	1	26		0	0	0	0
14:15 to 14:30	4	1	1	6		1	0	1	2	0	0	0	0	0	0	0	0	30	3	6	39		0	0	0	0
14:30 to 14:45	8	0	0	8		0	0	0	0	0	0	0	0	3	0	2	5	21	5	2	28		0	0	0	0
14:45 to 15:00	10	1	0	11		2	0	0	2	0	0	0	0	1	0	1	2	15	1	3	19		0	0	0	0
15:00 to 15:15	5	0	0	5		1	0	0	1	0	0	0	0	1	0	0	1	48	2	5	55		0	0	0	0
15:15 to 15:30	7	0	0	7		0	0	0	0	0	0	0	0	1	1	0	2	20	3</							

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9(i). Gore Hwy / Oakey Pittsworth Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



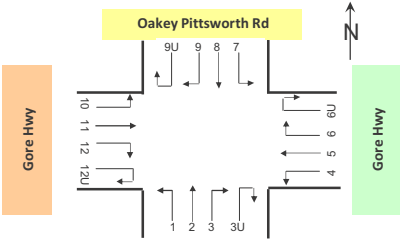
Approach	Gore Hwy											
	Direction											
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	1	0	0	1	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	1	0	0	1	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	2	0	2	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	1	1	2	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	3	1	0	4	1	0	0	1	0	0	0	0
4:30 to 4:45	5	0	0	5	1	0	0	1	0	0	0	0
4:45 to 5:00	2	1	0	3	0	0	0	0	0	0	0	0
5:00 to 5:15	2	0	0	2	0	0	0	0	0	0	0	0
5:15 to 5:30	6	0	1	7	1	0	0	1	0	0	0	0
5:30 to 5:45	10	0	1	11	0	0	0	0	0	0	0	0
5:45 to 6:00	16	1	0	17	3	0	0	3	0	0	0	0
6:00 to 6:15	15	1	0	16	0	0	0	0	0	0	0	0
6:15 to 6:30	7	0	0	7	2	0	0	2	0	0	0	0
6:30 to 6:45	8	0	0	8	1	0	0	1	0	0	0	0
6:45 to 7:00	8	0	1	9	1	0	0	1	0	0	0	0
7:00 to 7:15	3	1	0	4	0	0	0	0	0	0	0	0
7:15 to 7:30	5	0	0	5	2	0	0	2	0	0	0	0
7:30 to 7:45	6	0	0	6	0	0	0	0	0	0	0	0
7:45 to 8:00	7	0	1	8	5	0	0	5	0	0	0	0
8:00 to 8:15	4	2	0	6	5	0	0	5	0	0	0	0
8:15 to 8:30	8	0	1	9	3	1	0	4	0	0	0	0
8:30 to 8:45	7	0	3	10	4	0	0	4	0	0	0	0
8:45 to 9:00	13	0	0	13	1	0	0	1	0	0	0	0
9:00 to 9:15	7	0	0	7	4	0	0	4	0	0	0	0
9:15 to 9:30	5	0	0	5	7	0	0	7	0	0	0	0
9:30 to 9:45	11	0	0	11	4	0	0	4	0	0	0	0
9:45 to 10:00	10	1	0	11	7	1	0	8	0	0	0	0
10:00 to 10:15	20	0	0	20	7	0	0	7	0	0	0	0
10:15 to 10:30	13	0	1	14	4	0	0	4	0	0	0	0
10:30 to 10:45	8	0	4	12	10	0	0	10	0	0	0	0
10:45 to 11:00	14	0	3	17	8	0	0	8	0	0	0	0
11:00 to 11:15	13	0	2	15	1	0	1	2	0	0	0	0
11:15 to 11:30	8	2	1	11	8	0	0	8	0	0	0	0
11:30 to 11:45	13	0	5	18	10	0	0	10	0	0	0	0
11:45 to 12:00	21	0	4	25	17	0	1	18	0	0	0	0
12:00 to 12:15	6	0	2	8	8	0	0	8	0	0	0	0
12:15 to 12:30	19	0	1	20	7	1	0	8	0	0	0	0
12:30 to 12:45	8	1	2	11	13	0	0	13	0	0	0	0
12:45 to 13:00	15	2	2	19	8	0	1	9	0	0	0	0
13:00 to 13:15	11	0	3	14	6	0	0	6	0	0	0	0
13:15 to 13:30	6	0	4	10	8	0	0	8	0	0	0	0
13:30 to 13:45	12	4	6	22	8	0	0	8	0	0	0	0
13:45 to 14:00	10	1	3	14	9	0	0	9	0	0	0	0
14:00 to 14:15	11	1	5	17	7	0	0	7	0	0	0	0
14:15 to 14:30	9	0	1	10	7	1	1	9	0	0	0	0
14:30 to 14:45	15	1	5	21	7	0	0	7	0	0	0	0
14:45 to 15:00	7	1	3	11	4	0	0	4	0	0	0	0
15:00 to 15:15	18	0	7	25	7	0	0	7	0	0	0	0
15:15 to 15:30	8	0	4	12	4	0	0	4	0	0	0	0
15:30 to 15:45	0	0	3	3	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	10	1	3	14	7	0	0	7	0	0	0	0
16:15 to 16:30	8	1	3	12	4	0	0	4	0	0	0	0
16:30 to 16:45	8	1	0	9	5	1	0	6	0	0	0	0
16:45 to 17:00	5	1	4	10	3	0	0	3	0	0	0	0
17:00 to 17:15	6	1	0	7	4	0	0	4	0	0	0	0
17:15 to 17:30	9	1	7	17	6	1	0	7	0	0	0	0
17:30 to 17:45	6	1	0	7	3	0	0	3	0	0	0	0
17:45 to 18:00	5	1	2	8	8	0	0	8	0	0	0	0
18:00 to 18:15	2	0	1	3	1	0	1	2	0	0	0	0
18:15 to 18:30	1	0	3	4	3	0	0	3	0	0	0	0
18:30 to 18:45	3	1	0	4	3	0	0	3	0	0	0	0
18:45 to 19:00	2	0	0	2	2	1	0	3	0	0	0	0
19:00 to 19:15	3	0	1	4	2	0	0	2	0	0	0	0
19:15 to 19:30	1	0	1	2	3	0	0	3	0	0	0	0
19:30 to 19:45	3	2	0	5	4	0	0	4	0	0	0	0
19:45 to 20:00	2	0	0	2	0	0	0	0	0	0	0	0
20:00 to 20:15	2	0	1	3	2	0	0	2	0	0	0	0
20:15 to 20:30	1	0	0	1	1	0	0	1	0	0	0	0
20:30 to 20:45	0	1	1	2	2	0	0	2	0	0	0	0
20:45 to 21:00	2	0	1	3	1	0	0	1	0	0	0	0
21:00 to 21:15	0	0	3	3	3	0	0	3	0	0	0	0
21:15 to 21:30	1	0	1	2	1	0	0	1	0	0	0	0
21:30 to 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00	2	0	0	2	2	0	0	2	0	0	0	0
22:00 to 22:15	0	0	0	0	1	0	0	1	0	0	0	0
22:15 to 22:30	1	0	1	2	0	0	0	0	0	0	0	0
22:30 to 22:45	2	0	0	2	2	0	0	2	0	0	0	0
22:45 to 23:00	1	0	0	1	1	0	0	1	0	0	0	0
23:00 to 23:15	2	0	0	2	1	0	0	1	0	0	0	0
23:15 to 23:30	1	0	0	1	2	0	0	2	0	0	0	0

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	1	0	0	1	0	0	0
24hr Totals				524	36	113	673	300	7	5	312	0	0	0

Approach	Oakey Pittsworth Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	3	6		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
2:30 to 2:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	2	7		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:45 to 4:00	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	0	0	1	1		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	1	7		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0	
4:30 to 4:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
4:45 to 5:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:00 to 5:15	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:15 to 5:30	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
5:30 to 5:45	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	
5:45 to 6:00	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
6:00 to 6:15	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	5	0	2	7		0	0	0	0	
6:15 to 6:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	2	0	3		0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
6:45 to 7:00	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	2	1	0	3		0	0	0	0	
7:00 to 7:15	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	9	0	0	9		0	0	0	0	
7:15 to 7:30	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0	
7:30 to 7:45	2	0	0	2		0	0	0	0	0	0	0	1	0	0	1	5	0	0	5		0	0	0	0	
7:45 to 8:00	7	0	0	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
8:00 to 8:15	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	8	0	1	9		0	0	0	0	
8:15 to 8:30	3	0	0	3		1	0	0	0	0	0	0	0	0	0	0	8	0	1	9		0	0	0	0	
8:30 to 8:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	11	1	0	12		0	0	0	0	
8:45 to 9:00	8	0	0	8		1	0	0	0	0	0	0	1	0	0	1	9	2	2	13		0	0	0	0	
9:00 to 9:15	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	11	0	1	12		0	0	0	0	
9:15 to 9:30	8	0	0	8		0	0	1	1	0	0	0	0	1	0	0	1	14	0	1	15		0	0	0	0
9:30 to 9:45	9	0	0	9		0	0	0	0	0	0	0	1	1	0	2	10	1	3	14		0	0	0	0	
9:45 to 10:00	8	1	0	9		1	0	0	1	0	0	0	0	1	0	1	2	20	1	3	24		0	0	0	0
10:00 to 10:15	9	0	0	9		0	0	0	0	0	0	0	0	0	0	0	15	4	0	19		0	0	0	0	
10:15 to 10:30	11	0	0	11		0	0	0	0	0	0	0	0	0	0	0	13	1	2	16		0	0	0	0	
10:30 to 10:45	9	0	0	9		0	0	0	0	0	0	0	1	0	0	1	21	0	1	22		0	0	0	0	
10:45 to 11:00	9	1	0	10		0	0	0	0	0	0	0	0	0	0	0	31	2	1	34		0	0	0	0	
11:00 to 11:15	7	0	0	7		6	0	0	6	0	0	0	0	0	0	0	9	1	3	13		0	0	0	0	
11:15 to 11:30	15	0	0	15		3	0	0	3	0	0	0	0	1	0	1	2	15	2	2	19		0	0	0	0
11:30 to 11:45	6	0	0	6		1	0	0	1	0	0	0	0	2	0	0	2	10	3	3	16		0	0	0	0
11:45 to 12:00	6	0	1	7		0	0	0	0	0	0	0	0	0	0	0	0	20	0	6	26		0	0	0	0
12:00 to 12:15	10	0	0	10		1	0	0	1	0	0	0	0	1	1	0	2	26	2	6	34		0	0	0	0
12:15 to 12:30	2	1	0	3		1	0	1	2	0	0	0	0	1	0	0	1	8	0	2	10		0	0	0	0
12:30 to 12:45	4	0	0	4		3	0	1	4	0	0	0	0	2	0	0	2	11	0	1	12		0	0	0	0
12:45 to 13:00	5	0	0	5		0	1	0	1	0	0	0	0	0	0	0	0	13	1	0	14		0	0	0	0
13:00 to 13:15	6	0	0	6		1	1	0	2	0	0	0	0	1	0	0	1	16	1	0	17		0	0	0	0
13:15 to 13:30	5	0	0	5		0	0	0	0	0	0	0	0	1	1	0	2	7	0	1	8		0	0	0	0
13:30 to 13:45	7	0	0	7		1	0	1	2	0	0	0	0	1	0	0	1	16	0	1	17		0	0	0	0
13:45 to 14:00	4	1	0	5		1	0	0	1	0	0	0	0	1	0	0	1	21	2	2	25		0	0	0	0
14:00 to 14:15	3	0	0	3		0	0	0	0	0	0	0	0	1	0	0	1	12	0	0	12		0	0	0	0
14:15 to 14:30	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	15	1	0	16		0	0	0	0	
14:30 to 14:45	11	0	0	11		0	0	0	0	0	0	0	0	2	0	0	2	14	1	3	18		0	0	0	0
14:45 to 15:00	8	0	0	8		0	1	1	2	0	0	0	0	0	0	0	0	12	2	2	16		0	0	0	0
15:00 to 15:15	9	2	0	11		1	0	0	1	0	0	0	0	2	0	0	2	11	0	3	14		0	0	0	0
15:15 to 15:30	8	1	0	9		2	0	0	2	0	0	0	0	0	0	0	0	9	1	0	10		0	0	0	0
15:30 to 15:45	0	0	0	0																						

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 9(i). Gore Hwy / Oakey Pittsworth Rd
Day/Date	: Sun, 15th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



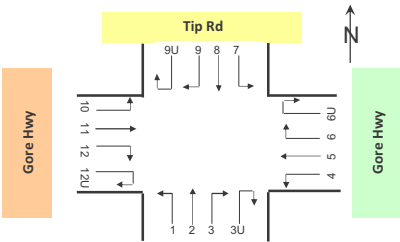
Approach	Gore Hwy											
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Direction												
Time Period												
0:00 to 0:15	1	0	0	1	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	1	0	0	1	0	0	0	0
0:30 to 0:45	0	0	0	0	1	0	0	1	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	1	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30	1	0	0	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	2	2	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	1	0	0	1	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	1	0	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45	2	0	0	2	0	0	0	0	0	0	0	0
4:45 to 5:00	2	0	0	2	0	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30	3	0	0	3	2	0	0	2	0	0	0	0
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00	2	0	0	2	0	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	0	1	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	1	0	0	1	0	0	0	0	0	0	0	0
6:45 to 7:00	2	1	0	3	2	0	0	2	0	0	0	0
7:00 to 7:15	1	0	1	2	1	0	0	1	0	0	0	0
7:15 to 7:30	1	0	0	1	1	0	0	1	0	0	0	0
7:30 to 7:45	4	0	3	7	0	0	0	0	0	0	0	0
7:45 to 8:00	5	0	3	8	3	1	0	4	0	0	0	0
8:00 to 8:15	3	1	1	5	3	2	0	5	0	0	0	0
8:15 to 8:30	4	1	1	6	4	0	0	4	0	0	0	0
8:30 to 8:45	4	0	2	6	3	0	1	4	0	0	0	0
8:45 to 9:00	4	0	0	4	6	0	0	6	0	0	0	0
9:00 to 9:15	7	0	0	7	9	0	0	9	0	0	0	0
9:15 to 9:30	8	0	0	8	9	0	0	9	0	0	0	0
9:30 to 9:45	6	1	1	8	6	0	0	6	0	0	0	0
9:45 to 10:00	12	0	0	12	9	0	0	9	0	0	0	0
10:00 to 10:15	11	0	0	11	9	0	0	9	0	0	0	0
10:15 to 10:30	4	0	0	4	8	0	0	8	0	0	0	0
10:30 to 10:45	10	1	0	11	4	0	0	4	0	0	0	0
10:45 to 11:00	7	0	0	7	10	0	0	10	0	0	0	0
11:00 to 11:15	7	0	0	7	7	0	0	7	0	0	0	0
11:15 to 11:30	8	1	0	9	12	0	0	12	0	0	0	0
11:30 to 11:45	5	0	0	5	3	0	0	3	0	0	0	0
11:45 to 12:00	6	0	0	6	7	0	0	7	0	0	0	0
12:00 to 12:15	8	3	0	11	8	0	0	8	0	0	0	0
12:15 to 12:30	7	0	1	8	7	0	0	7	0	0	0	0
12:30 to 12:45	9	0	0	9	9	0	0	9	0	0	0	0
12:45 to 13:00	7	0	0	7	4	0	0	4	0	0	0	0
13:00 to 13:15	6	0	0	6	9	0	0	9	0	0	0	0
13:15 to 13:30	15	1	0	16	2	0	0	2	0	0	0	0
13:30 to 13:45	7	0	0	7	4	0	1	5	0	0	0	0
13:45 to 14:00	6	0	1	7	4	0	0	4	0	0	0	0
14:00 to 14:15	7	0	0	7	6	0	0	6	0	0	0	0
14:15 to 14:30	6	0	0	6	7	0	0	7	0	0	0	0
14:30 to 14:45	8	1	0	9	8	0	1	9	0	0	0	0
14:45 to 15:00	3	0	1	4	6	0	0	6	0	0	0	0
15:00 to 15:15	2	0	0	2	6	0	1	7	0	0	0	0
15:15 to 15:30	5	0	2	7	5	0	0	5	0	0	0	0
15:30 to 15:45	4	0	0	4	6	0	0	6	0	0	0	0
15:45 to 16:00	6	0	1	7	6	0	0	6	0	0	0	0
16:00 to 16:15	5	2	1	8	12	0	0	12	0	0	0	0
16:15 to 16:30	2	0	0	2	12	0	0	12	0	0	0	0
16:30 to 16:45	3	0	0	3	5	0	1	6	0	0	0	0
16:45 to 17:00	3	0	0	3	9	1	0	10	0	0	0	0
17:00 to 17:15	6	1	1	8	6	0	0	6	0	0	0	0
17:15 to 17:30	5	0	1	6	3	0	0	3	0	0	0	0
17:30 to 17:45	4	1	0	5	3	0	0	3	0	0	0	0
17:45 to 18:00	4	0	0	4	0	0	0	0	0	0	0	0
18:00 to 18:15	1	2	0	3	5	0	0	5	0	0	0	0
18:15 to 18:30	1	0	0	1	2	0	1	3	0	0	0	0
18:30 to 18:45	1	0	0	1	6	0	1	7	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	1	0	0	1	3	0	1	4	0	0	0	0
19:15 to 19:30	2	1	0	3	1	0	0	1	0	0	0	0
19:30 to 19:45	2	0	1	3	2	0	0	2	0	0	0	0
19:45 to 20:00	2	0	0	2	2	0	0	2	0	0	0	0
20:00 to 20:15	3	0	0	3	4	0	0	4	0	0	0	0
20:15 to 20:30	1	0	0	1	0	0	0	0	0	0	0	0
20:30 to 20:45	0	0	1	1	3	0	0	3	0	0	0	0
20:45 to 21:00	0	0	0	0	1	0	0	1	0	0	0	0
21:00 to 21:15	0	0	0	0	1	0	0	1	0	0	0	0
21:15 to 21:30	0	0	0	0	0	0	1	1	0	0	0	0
21:30 to 21:45	0	0	0	0	1	0	0	1	0	0	0	0
21:45 to 22:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00 to 22:15	0	0	1	1	0	0	0	0	0	0	0	0
22:15 to 22:30	1	0	0	1	0	0	0	0	0	0	0	0
22:30 to 22:45	2	0	0	2	0	0	0	0	0	0	0	0
22:45 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15	0	0	0	0	1	0	0	1	0	0	0	0
23:15 to 23:30	0	0	0	0	1	0	0	1	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				1	0	0	1	0	0	0	0	0	0	0
24hr Totals				290	19	26	335	302	4	9	315	0	0	0

Approach	Oakey Pittsworth Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
2:15 to 2:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 to 4:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 to 4:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 to 4:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	
4:45 to 5:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 to 5:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 to 6:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 to 6:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
6:30 to 6:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
6:45 to 7:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
7:00 to 7:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
7:45 to 8:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
8:00 to 8:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	7	0	0	0	0	0	
8:15 to 8:30	7	0	0	7	1	0	2	3	0	0	0	0	0	0	0	0	6	0	1	7	0	0	0	0	0	
8:30 to 8:45	6	1	0	7	0	0	1	1	0	0	0	0	0	0	0	0	7	1	3	11	0	0	0	0	0	
8:45 to 9:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	10	0	0	0	0	0	
9:00 to 9:15	7	0	0	7	1	0	0	1	0	0	0	0	2	0	0	2	4	0	0	5	0	0	0	0	0	
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	6	0	0	0	0	
9:30 to 9:45	7	0	0	7	0	0	1	1	0	0	0	0	0	0	1	0	1	2	1	0	3	0	0	0	0	
9:45 to 10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	
10:00 to 10:15	12	0	0	12	0	0	0	0	0	0	0	0	4	0	0	4	3	3	2	8	0	0	0	0	0	
10:15 to 10:30	7	1	0	8	2	0	0	2	0	0	0	0	0	0	0	0	6	0	4	10	0	0	0	0	0	
10:30 to 10:45	6	0	0	6	0	0	0	0	0	0	2	0	0	0	2	10	0	1	11	0	0	0	0	0	0	
10:45 to 11:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	10	1	0	11	0	0	0	0	0	
11:00 to 11:15	10	0	0	10	0	0	0	0	0	0	1	0	0	1	2	9	0	0	9	0	0	0	0	0	0	
11:15 to 11:30	5	0	0	5	2	0	0	2	0	0	0	0	3	0	0	0	3	2	0	0	2	0	0	0	0	
11:30 to 11:45	6	0	0	6	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
11:45 to 12:00	10	0	0	10	0	0	0	0	0	0	2	0	0	0	2	5	0	0	5	0	0	0	0	0	0	
12:00 to 12:15	5	0	0	5	0	0	0	0	0	0	0	2	0	2	0	2	6	0	0	6	0	0	0	0	0	
12:15 to 12:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	
12:30 to 12:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
12:45 to 13:00																										

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 10(j). Gore Hwy / Tip Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



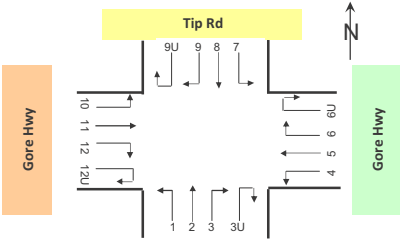
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		3	0	0	3	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		1	0	1	2	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	1	1	0	0	0	0	0	0	0	0
3:45 to 4:00		0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15		1	0	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30		2	0	1	3	0	0	0	0	0	0	0	0
4:30 to 4:45		1	0	0	1	0	0	0	0	0	0	0	0
4:45 to 5:00		3	0	0	3	0	0	0	0	0	0	0	0
5:00 to 5:15		3	0	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30		0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45		0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00		10	0	0	10	0	0	0	0	0	0	0	0
6:00 to 6:15		14	2	0	16	0	0	0	0	0	0	0	0
6:15 to 6:30		4	5	1	10	0	0	0	0	0	0	0	0
6:30 to 6:45		18	2	4	24	0	0	0	0	0	0	0	0
6:45 to 7:00		16	6	1	23	0	0	0	0	0	0	0	0
7:00 to 7:15		6	1	2	9	0	0	0	0	0	0	0	0
7:15 to 7:30		9	6	0	15	0	0	0	0	0	0	0	0
7:30 to 7:45		9	2	2	13	0	0	0	0	0	0	0	0
7:45 to 8:00		10	3	0	13	0	0	0	0	0	0	0	0
8:00 to 8:15		10	8	1	19	0	0	0	0	0	0	0	0
8:15 to 8:30		11	2	2	15	0	0	0	0	0	0	0	0
8:30 to 8:45		13	6	2	21	0	0	0	0	0	0	0	0
8:45 to 9:00		7	2	0	9	0	0	0	0	0	0	0	0
9:00 to 9:15		4	1	1	6	0	0	0	0	0	0	0	0
9:15 to 9:30		7	0	1	8	0	0	0	0	0	0	0	0
9:30 to 9:45		4	2	0	6	0	0	0	0	0	0	0	0
9:45 to 10:00		7	3	0	10	0	0	0	0	0	0	0	0
10:00 to 10:15		4	6	0	10	0	0	0	0	0	0	0	0
10:15 to 10:30		11	0	0	11	0	0	0	0	0	0	0	0
10:30 to 10:45		9	3	0	12	0	0	0	0	0	0	0	0
10:45 to 11:00		8	1	1	10	0	0	0	0	0	0	0	0
11:00 to 11:15		5	3	0	8	0	0	0	0	0	0	0	0
11:15 to 11:30		8	3	2	13	0	0	0	0	0	0	0	0
11:30 to 11:45		6	2	1	9	0	0	0	0	0	0	0	0
11:45 to 12:00		16	5	1	22	0	0	0	0	0	0	0	0
12:00 to 12:15		9	1	1	11	0	0	0	0	0	0	0	0
12:15 to 12:30		7	2	0	9	0	0	0	0	0	0	0	0
12:30 to 12:45		9	2	0	11	1	0	0	1	0	0	0	0
12:45 to 13:00		4	1	1	6	0	0	0	0	0	0	0	0
13:00 to 13:15		5	1	1	7	0	0	0	0	0	0	0	0
13:15 to 13:30		9	2	0	11	0	0	0	0	0	0	0	0
13:30 to 13:45		3	1	1	5	0	0	0	0	0	0	0	0
13:45 to 14:00		6	1	1	8	0	0	0	0	0	0	0	0
14:00 to 14:15		3	1	2	6	0	0	0	0	0	0	0	0
14:15 to 14:30		2	0	1	3	0	0	0	0	0	0	0	0
14:30 to 14:45		9	4	0	13	1	0	0	1	0	0	0	0
14:45 to 15:00		4	1	1	6	0	0	0	0	0	0	0	0
15:00 to 15:15		7	3	1	11	1	1	0	2	0	0	0	0
15:15 to 15:30		10	2	0	12	0	0	0	0	0	0	0	0
15:30 to 15:45		4	0	1	5	0	0	0	0	0	0	0	0
15:45 to 16:00		7	2	0	9	0	0	0	0	0	0	0	0
16:00 to 16:15		5	2	0	7	0	0	0	0	0	0	0	0
16:15 to 16:30		5	2	0	7	0	0	0	0	0	0	0	0
16:30 to 16:45		5	1	0	6	1	0	0	1	0	0	0	0
16:45 to 17:00		5	3	0	8	1	0	0	1	0	0	0	0
17:00 to 17:15		9	1	0	10	0	0	0	0	0	0	0	0
17:15 to 17:30		8	2	1	11	0	0	0	0	0	0	0	0
17:30 to 17:45		8	1	0	9	0	0	0	0	0	0	0	0
17:45 to 18:00		6	1	0	7	0	0	0	0	0	0	0	0
18:00 to 18:15		8	0	1	9	0	0	0	0	0	0	0	0
18:15 to 18:30		2	0	0	2	0	0	0	0	0	0	0	0
18:30 to 18:45		3	3	1	7	0	0	0	0	0	0	0	0
18:45 to 19:00		3	2	0	5	0	0	0	0	0	0	0	0
19:00 to 19:15		2	0	0	2	0	0	0	0	0	0	0	0
19:15 to 19:30		3	0	2	5	0	0	0	0	0	0	0	0
19:30 to 19:45		2	0	0	2	0	0	0	0	0	0	0	0
19:45 to 20:00		0	0	0	0	0	0	0	0	0	0	0	0
20:00 to 20:15		2	1	0	3	0	0	0	0	0	0	0	0
20:15 to 20:30		1	0	2	3	0	0	0	0	0	0	0	0
20:30 to 20:45		2	1	1	4	0	0	0	0	0	0	0	0
20:45 to 21:00		3	0	2	5	0	0	0	0	0	0	0	0
21:00 to 21:15		2	1	4	7	0	0	0	0	0	0	0	0
21:15 to 21:30		0	0	2	2	0	0	0	0	0	0	0	0
21:30 to 21:45		1	1	2	4	0	0	0	0	0	0	0	0
21:45 to 22:00		1	0	4	5	0	0	0	0	0	0	0	0
22:00 to 22:15		1	2	3	6	0	0	0	0	0	0	0	0
22:15 to 22:30		0	0	1	1	0	0	0	0	0	0	0	0
22:30 to 22:45		2	0	1	3	0	0	0	0	0	0	0	0
22:45 to 23:00		3	1	0	4	0	0	0	0	0	0	0	0
23:00 to 23:15		4	0	0	4	0	0	0	0	0	0	0	0
23:15 to 23:30		1	0	1	2	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0
24hr Totals				435	123	65	623	5	1	0	6	0	0	0

Approach	Tip Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	0	5		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	2	0	8		0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	1	4		0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	1	5		0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	3	1	8		0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	1	0	1	12	1	0	13		0	0	0	0	
7:30 to 7:45	0	0	0	0		1	0	1	0	0	0	0	0	0	0	0	11	3	2	16		0	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	1	0	1	8	2	4	14		0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	3	2	12		0	0	0	0	
8:15 to 8:30	0	0	0	0		1	0	1	0	0	0	0	0	0	0	0	9	6	3	18		0	0	0	0	
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	9	0	14		0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	4	2	13		0	0	0	0	
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	3	2	15		0	0	0	0	
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	3	1	16		0	0	0	0	
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	2	2	16		0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	4	1	12		0	0	0	0	
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	4	9		0	0	0	0	
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	4	0	12		0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	3	0	8		0	0	0	0	
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	0	4		0	0	0	0	
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0	
11:30 to 11:45	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	1	3	1	5		0	0	0	0	
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	3	9		0	0	0	0	
12:00 to 12:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	13	0	1	14		0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	2	0	6		0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	5	0	10		0	0	0	0	
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	2	1	9		0	0	0	0	
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	0	5		0	0	0	0	
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	1	0	6		0	0	0	0	
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	3	2	11		0	0	0	0	
13:45 to 14:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	3	2	7		0	0	0	0	
14:00 to 14:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	4	2	0	6		0	0	0	0	
14:15 to 14:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	4	1	12		0	0	0	0	
14:30 to 14:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	0	0	10		0	0	0	0	
14:45 to 15:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	4	1	0	5		0	0	0	0	
15:00 to 15:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	11	4	2	17		0	0	0	0	
15:15 to 15:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	0	4		1	0	0	1	
15:30 to 15:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	3	0	12		0	0	0	0	
15:45 to 16:00																										

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 10(j). Gore Hwy / Tip Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



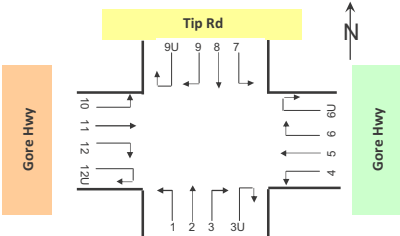
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	1	2	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	1	1	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	2	2	0	0	0	0	0	0	0	0
2:00 to 2:15		0	1	1	2	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		2	0	1	3	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	4	4	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	1	1	0	0	0	0	0	0	0	0
3:30 to 3:45		4	0	1	5	0	0	0	0	0	0	0	0
3:45 to 4:00		1	0	1	2	0	0	0	0	0	0	0	0
4:00 to 4:15		2	0	2	4	0	0	0	0	0	0	0	0
4:15 to 4:30		3	0	1	4	0	0	0	0	0	0	0	0
4:30 to 4:45		4	1	2	7	0	0	0	0	0	0	0	0
4:45 to 5:00		6	3	0	9	0	0	0	0	0	0	0	0
5:00 to 5:15		13	0	1	14	0	0	0	0	0	0	0	0
5:15 to 5:30		22	0	1	23	0	0	0	0	0	0	0	0
5:30 to 5:45		19	2	6	27	0	0	0	0	0	0	0	0
5:45 to 6:00		34	2	1	37	0	0	0	0	0	0	0	0
6:00 to 6:15		24	3	2	29	0	0	0	0	0	0	0	0
6:15 to 6:30		22	2	2	26	0	0	0	0	0	0	0	0
6:30 to 6:45		26	7	7	40	0	0	0	0	0	0	0	0
6:45 to 7:00		22	6	9	37	0	0	0	0	0	0	0	0
7:00 to 7:15		19	2	1	22	0	0	0	0	0	0	0	0
7:15 to 7:30		24	4	3	31	0	0	0	0	0	0	0	0
7:30 to 7:45		15	4	3	22	0	0	0	0	0	0	0	0
7:45 to 8:00		23	5	2	30	0	0	0	0	0	0	0	0
8:00 to 8:15		23	10	4	37	0	0	0	0	0	0	0	0
8:15 to 8:30		11	4	2	17	0	0	0	0	0	0	0	0
8:30 to 8:45		20	6	1	27	0	0	0	0	0	0	0	0
8:45 to 9:00		11	5	3	19	0	0	0	0	0	0	0	0
9:00 to 9:15		16	9	4	29	0	0	0	0	0	0	0	0
9:15 to 9:30		19	2	3	24	0	0	0	0	0	0	0	0
9:30 to 9:45		25	4	5	34	0	0	0	0	0	0	0	0
9:45 to 10:00		15	4	5	24	0	0	0	0	0	0	0	0
10:00 to 10:15		21	4	5	30	0	0	0	0	0	0	0	0
10:15 to 10:30		18	6	8	32	0	0	0	0	0	0	0	0
10:30 to 10:45		11	5	5	21	0	0	0	0	0	0	0	0
10:45 to 11:00		17	2	6	25	0	0	0	0	0	0	0	0
11:00 to 11:15		11	8	2	21	0	0	0	0	0	0	0	0
11:15 to 11:30		18	10	5	33	0	0	0	0	0	0	0	0
11:30 to 11:45		15	4	6	25	0	0	0	0	0	0	0	0
11:45 to 12:00		21	8	8	37	0	0	0	0	0	0	0	0
12:00 to 12:15		16	5	3	24	0	0	0	0	0	0	0	0
12:15 to 12:30		16	8	8	32	0	0	0	0	0	0	0	0
12:30 to 12:45		12	4	8	24	0	0	0	0	0	0	0	0
12:45 to 13:00		15	3	6	24	1	0	0	1	0	0	0	0
13:00 to 13:15		9	5	2	16	0	0	0	0	0	0	0	0
13:15 to 13:30		20	3	4	27	0	0	0	0	0	0	0	0
13:30 to 13:45		19	5	4	28	0	0	0	0	0	0	0	0
13:45 to 14:00		13	6	4	23	0	0	0	0	0	0	0	0
14:00 to 14:15		8	3	5	16	0	0	0	0	0	0	0	0
14:15 to 14:30		9	5	8	22	0	0	0	0	0	0	0	0
14:30 to 14:45		10	1	7	18	0	0	0	0	0	0	0	0
14:45 to 15:00		22	5	9	36	0	0	0	0	0	0	0	0
15:00 to 15:15		17	2	3	22	1	0	0	1	0	0	0	0
15:15 to 15:30		22	2	5	29	0	0	0	0	0	0	0	0
15:30 to 15:45		18	3	2	23	0	0	0	0	0	0	0	0
15:45 to 16:00		12	3	1	16	0	0	0	0	0	0	0	0
16:00 to 16:15		25	1	6	32	0	0	0	0	0	0	0	0
16:15 to 16:30		14	5	3	22	0	0	0	0	0	0	0	0
16:30 to 16:45		13	2	5	20	0	0	0	0	0	0	0	0
16:45 to 17:00		10	0	7	17	0	0	0	0	0	0	0	0
17:00 to 17:15		18	3	2	23	0	0	0	0	0	0	0	0
17:15 to 17:30		19	2	5	26	0	0	0	0	0	0	0	0
17:30 to 17:45		18	0	7	25	0	0	0	0	0	0	0	0
17:45 to 18:00		10	2	6	18	0	0	0	0	0	0	0	0
18:00 to 18:15		14	0	14	28	0	0	0	0	0	0	0	0
18:15 to 18:30		11	2	11	24	0	0	0	0	0	0	0	0
18:30 to 18:45		5	1	10	16	0	0	0	0	0	0	0	0
18:45 to 19:00		6	0	14	20	0	0	0	0	0	0	0	0
19:00 to 19:15		2	0	5	7	0	0	0	0	0	0	0	0
19:15 to 19:30		8	1	6	15	0	0	0	0	0	0	0	0
19:30 to 19:45		6	3	4	13	0	0	0	0	0	0	0	0
19:45 to 20:00		7	3	6	16	0	0	0	0	0	0	0	0
20:00 to 20:15		9	1	8	18	0	0	0	0	0	0	0	0
20:15 to 20:30		3	0	3	6	0	0	0	0	0	0	0	0
20:30 to 20:45		8	0	8	16	0	0	0	0	0	0	0	0
20:45 to 21:00		3	0	4	7	0	0	0	0	0	0	0	0
21:00 to 21:15		9	2	4	15	0	0	0	0	0	0	0	0
21:15 to 21:30		6	0	10	16	0	0	0	0	0	0	0	0
21:30 to 21:45		1	0	6	7	1	0	0	1	0	0	0	0
21:45 to 22:00		2	0	6	8	0	0	0	0	0	0	0	0
22:00 to 22:15		2	1	4	7	0	0	0	0	0	0	0	0
22:15 to 22:30		1	1	3	5	0	0	0	0	0	0	0	0
22:30 to 22:45		2	1	1	4	0	0	0	0	0	0	0	0
22:45 to 23:00		2	1	1	4	0	0	0	0	0	0	0	0
23:00 to 23:15		0	0	2	2	0	0	0	0	0	0	0	0
23:15 to 23:30		0	0	1	1	0	0	0	0	0	0	0	0

23:30 to 23:45				1	0	2	3	0	0	0	0	0	0	0
23:45 to 0:00				2	0	1	3	0	0	0	0	0	0	0
24hr Totals				1,033	228	383	1,644	3	0	0	3	0	0	0

Approach	Tip Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7		0	0	0	0
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6		0	0	0	0
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	7		0	0	0	0
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	5	4	2	11		0	0	0	0
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	12	3	3	18		0	0	0	0
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	9		0	0	0	0
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	13	1	5	19		0	0	0	0
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	11	6	1	18		0	0	0	0
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	12	5	3	20		0	0	0	0
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	16		0	0	0	0
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	16	2	2	20		0	0	0	0
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	18	4	3	25		0	0	0	0
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	16	4	3	23		0	0	0	0
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	15	4	5	24		0	0	0	0
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	9	4	2	15		0	0	0	0
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	23	4	4	31		0	0	0	0
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	22		0	0	0	0
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	6	2	5	13		0	0	0	0
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	17	6	4	27		0	0	0	0
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	13	7	2	22		0	0	0	0
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	20	3	4	27		0	0	0	0
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	30	7	5	42		0	0	0	0
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	26	5	11	42		0	0	0	0
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	16	4	5	25		0	0	0	0
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	14	5	7	26		0	0	0	0
12:00 to 12:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	17	6	8	31		0	0	0	0
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	13	4	4	21		0	0	0	0
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	4	3	5	12		0	0	0	0
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	12	6	7	25		0	0	0	0
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	12	4	7	23		0	0	0	0
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	26	5	10	41		0	0	0	0
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	15	1	6	22		0	0	0	0
13:45 to 14:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	13	4	12	29		0	0	0	0
14:00 to 14:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	7	5	8	20		0	0	0	0
14:15 to 14:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	13	1	9	23		0	0	0	0
14:30 to 14:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	12	7	2	21		0	0	0	0
14:45 to 15:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	26	9	3	38		0	0	0	0
15:00 to 15:15	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	16	6</							

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 10(j). Gore Hwy / Tip Rd
Day/Date	: Wed, 18th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



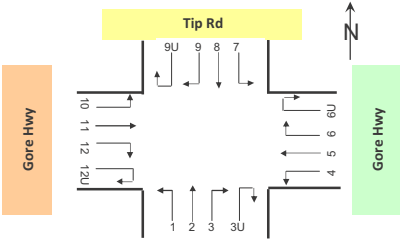
Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		2	0	3	5	0	0	0	0	0	0	0	0
0:15 to 0:30		0	1	0	1	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	1	1	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	3	3	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	1	1	0	0	0	0	0	0	0	0
2:00 to 2:15		0	1	1	2	0	0	0	0	0	0	0	0
2:15 to 2:30		0	2	1	3	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30		1	0	6	7	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	3	3	0	0	0	0	0	0	0	0
3:45 to 4:00		3	0	3	6	0	0	0	0	0	0	0	0
4:00 to 4:15		6	1	2	9	0	0	0	0	0	0	0	0
4:15 to 4:30		4	3	6	13	0	0	0	0	0	0	0	0
4:30 to 4:45		4	2	3	9	0	0	0	0	0	0	0	0
4:45 to 5:00		9	0	2	11	0	0	0	0	0	0	0	0
5:00 to 5:15		15	3	9	27	0	0	0	0	0	0	0	0
5:15 to 5:30		30	2	3	35	0	0	0	0	0	0	0	0
5:30 to 5:45		30	3	7	40	0	0	0	0	0	0	0	0
5:45 to 6:00		46	3	11	60	0	0	0	0	0	0	0	0
6:00 to 6:15		33	3	3	39	0	0	0	0	0	0	0	0
6:15 to 6:30		36	10	8	54	0	0	0	0	0	0	0	0
6:30 to 6:45		37	5	5	47	0	0	0	0	0	0	0	0
6:45 to 7:00		31	13	5	49	0	0	0	0	0	0	0	0
7:00 to 7:15		20	6	6	32	0	0	0	0	0	0	0	0
7:15 to 7:30		19	5	8	32	0	0	0	0	0	0	0	0
7:30 to 7:45		13	6	5	24	0	0	0	0	0	0	0	0
7:45 to 8:00		17	5	6	28	0	0	0	0	0	0	0	0
8:00 to 8:15		19	4	4	27	0	0	0	0	0	0	0	0
8:15 to 8:30		15	6	10	31	0	0	0	0	0	0	0	0
8:30 to 8:45		21	13	11	45	0	0	0	0	0	0	0	0
8:45 to 9:00		23	4	8	35	0	0	0	0	0	0	0	0
9:00 to 9:15		20	5	9	34	0	0	0	0	0	0	0	0
9:15 to 9:30		16	10	9	35	0	0	0	0	0	0	0	0
9:30 to 9:45		12	5	11	28	0	0	0	0	0	0	0	0
9:45 to 10:00		7	5	7	19	0	0	0	0	0	0	0	0
10:00 to 10:15		29	7	5	41	0	0	0	0	0	0	0	0
10:15 to 10:30		17	5	7	29	0	0	0	0	0	0	0	0
10:30 to 10:45		11	4	7	22	0	0	0	0	0	0	0	0
10:45 to 11:00		19	6	11	36	0	0	0	0	0	0	0	0
11:00 to 11:15		19	12	7	38	0	0	0	0	0	0	0	0
11:15 to 11:30		18	4	4	26	0	0	0	0	0	0	0	0
11:30 to 11:45		28	1	8	37	0	0	0	0	0	0	0	0
11:45 to 12:00		24	8	4	36	0	0	0	0	0	0	0	0
12:00 to 12:15		18	1	8	27	0	0	0	0	0	0	0	0
12:15 to 12:30		9	2	8	19	0	0	0	0	0	0	0	0
12:30 to 12:45		19	3	5	27	0	0	0	0	0	0	0	0
12:45 to 13:00		16	4	7	27	0	0	0	0	0	0	0	0
13:00 to 13:15		17	3	6	26	0	0	0	0	0	0	0	0
13:15 to 13:30		21	1	8	30	0	0	0	0	0	0	0	0
13:30 to 13:45		17	1	8	26	0	0	0	0	0	0	0	0
13:45 to 14:00		30	6	7	43	0	0	0	0	0	0	0	0
14:00 to 14:15		19	5	2	26	0	0	0	0	0	0	0	0
14:15 to 14:30		18	5	10	33	0	0	0	0	0	0	0	0
14:30 to 14:45		21	5	9	35	0	0	0	0	0	0	0	0
14:45 to 15:00		23	4	9	36	0	0	0	0	0	0	0	0
15:00 to 15:15		16	3	6	25	0	0	0	0	0	0	0	0
15:15 to 15:30		25	2	10	37	0	0	0	0	0	0	0	0
15:30 to 15:45		23	6	6	35	0	0	0	0	0	0	0	0
15:45 to 16:00		23	0	7	30	1	0	0	1	0	0	0	0
16:00 to 16:15		12	2	8	22	0	0	0	0	0	0	0	0
16:15 to 16:30		26	4	5	35	0	0	0	0	0	0	0	0
16:30 to 16:45		19	2	9	30	0	0	0	0	0	0	0	0
16:45 to 17:00		15	0	11	26	0	0	0	0	0	0	0	0
17:00 to 17:15		19	3	8	30	0	0	0	0	0	0	0	0
17:15 to 17:30		13	0	7	20	1	0	0	1	0	0	0	0
17:30 to 17:45		13	0	6	19	0	0	0	0	0	0	0	0
17:45 to 18:00		16	1	11	28	1	0	0	1	0	0	0	0
18:00 to 18:15		14	2	7	23	0	0	0	0	0	0	0	0
18:15 to 18:30		10	0	9	19	0	0	0	0	0	0	0	0
18:30 to 18:45		7	0	7	14	0	0	0	0	0	0	0	0
18:45 to 19:00		6	1	11	18	0	0	0	0	0	0	0	0
19:00 to 19:15		6	0	7	13	0	0	0	0	0	0	0	0
19:15 to 19:30		5	1	10	16	0	0	0	0	0	0	0	0
19:30 to 19:45		6	0	8	14	0	0	0	0	0	0	0	0
19:45 to 20:00		5	1	8	14	0	0	0	0	0	0	0	0
20:00 to 20:15		3	0	7	10	0	0	0	0	0	0	0	0
20:15 to 20:30		6	0	8	14	0	0	0	0	0	0	0	0
20:30 to 20:45		4	0	7	11	0	0	0	0	0	0	0	0
20:45 to 21:00		6	1	6	13	0	0	0	0	0	0	0	0
21:00 to 21:15		6	0	2	8	0	0	0	0	0	0	0	0
21:15 to 21:30		3	0	2	5	0	0	0	0	0	0	0	0
21:30 to 21:45		5	0	4	9	0	0	0	0	0	0	0	0
21:45 to 22:00		5	1	5	11	0	0	0	0	0	0	0	0
22:00 to 22:15		0	0	2	2	0	0	0	0	0	0	0	0
22:15 to 22:30		1	0	0	1	0	0	0	0	0	0	0	0
22:30 to 22:45		1	0	4	5	0	0	0	0	0	0	0	0
22:45 to 23:00		0	0	4	4	0	0	0	0	0	0	0	0
23:00 to 23:15		2	1	1	4	0	0	0	0	0	0	0	0
23:15 to 23:30		0	0	4	4	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	2	2	0	0	0	0	0	0	0
23:45 to 0:00				0	1	0	1	0	0	0	0	0	0	0
24hr Totals				1,204	245	540	1,989	3	0	0	3	0	0	0

Approach	Tip Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)									
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total						
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	3	5		0	0	0	0							
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	4	5		0	0	0	0							
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	4	8		0	0	0	0							
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0							
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	4	6		0	0	0	0							
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0							
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	4	4		0	0	0	0							
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0							
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0							
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0							
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0							
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0							
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0							
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0							
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	6	11		0	0	0	0							
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	3	6		0	0	0	0							
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	1	5		0	0	0	0							
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	2	6		0	0	0	0							
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	2	6		0	0	0	0							
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0							
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	3	8		0	0	0	0							
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0							
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	3	4	13		0	0	0	0							
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	2	0	7		0	0	0	0							
6:15 to 6:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	9	1	3	13		0	0	0	0							
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	4	5	17		0	0	0	0							
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	1	2	14		0	0	0	0							
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	6	3	24		0	0	0	0							
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	14	5	2	21		0	0	0	0							
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	1	10	30		0	0	0	0							
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	21	4	4	29		0	0	0	0							
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	17	2	5	24		0	0	0	0							
8:15 to 8:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	25	0	8	33		0	0	0	0							
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	20	2	5	27		0	0	0	0							
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	29	7	7	43		0	0	0	0							
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	14	2	2	18		0	0	0	0							
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	24	8	3	35		0	0	0	0							
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	20	5	9	34		0	0	0	0							
9:45 to 10:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	22	4	1	27		0	0	0	0							
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	17	4	5	26		0	0	0	0							
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	22	3	10	35		0	0	0	0							
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	7	13	33		0	0	0	0							
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	2	6	19		0	0	0	0							
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	23	5	10	38		0	0	0	0							
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	24	4	6	34		0	0	0	0							
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	14	5	9	28		0	0	0	0							
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	5	6	23		0	0	0	0							
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	16	4	1	21		0	0	0	0							
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	8	14	41		0	0	0	0							
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	17	3	5	25		0	0	0	0							
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	17	9	12	38		0	0	0	0							
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	5	14	34		0	0	0	0							
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	21	6	4	31		0	0	0	0							
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	2	6	27		0	0	0	0							
13:45 to 14:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	24	11	13	48		0	0	0	0							
14:00 to 14:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	26	7	8	41		0	0	0	0							
14:15 to 14:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	2	3	13		0	0	0	0							
14:30 to 14:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	36	4	17	57		0	0	0	0							
14:45 to 15:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	26	6	9	41		0	0	0	0							
15:00 to 15:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	9	6	42		0	0	0	0							
15:15 to 15:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	26	4	7	37		0	0	0</								

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 10(j). Gore Hwy / Tip Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Gore Hwy											
Direction												
Time Period												
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:30 to 0:45	0	1	1	2	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	2	2	0	0	0	0	0	0	0	0
1:00 to 1:15	1	0	5	6	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	1	1	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	2	2	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	1	1	0	0	0	0	0	0	0	0
2:00 to 2:15	0	1	0	1	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	0	2	2	4	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	1	2	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	2	2	0	0	0	0	0	0	0	0
3:45 to 4:00	2	2	1	5	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	1	1	0	0	0	0	0	0	0	0
4:15 to 4:30	6	2	4	12	0	0	0	0	0	0	0	0
4:30 to 4:45	5	1	1	7	0	0	0	0	0	0	0	0
4:45 to 5:00	5	2	5	12	0	0	0	0	0	0	0	0
5:00 to 5:15	7	1	7	15	0	0	0	0	0	0	0	0
5:15 to 5:30	8	1	6	15	0	0	0	0	0	0	0	0
5:30 to 5:45	18	1	3	22	0	0	0	0	0	0	0	0
5:45 to 6:00	27	4	7	38	0	0	0	0	0	0	0	0
6:00 to 6:15	27	3	5	35	0	0	0	0	0	0	0	0
6:15 to 6:30	52	8	5	65	0	0	0	0	0	0	0	0
6:30 to 6:45	33	12	4	49	0	0	0	0	0	0	0	0
6:45 to 7:00	36	5	3	44	0	0	0	0	0	0	0	0
7:00 to 7:15	31	7	7	45	0	0	0	0	0	0	0	0
7:15 to 7:30	25	11	3	39	0	0	0	0	0	0	0	0
7:30 to 7:45	16	3	5	24	0	0	0	0	0	0	0	0
7:45 to 8:00	22	14	6	42	0	0	0	0	0	0	0	0
8:00 to 8:15	26	9	5	40	0	0	0	0	0	0	0	0
8:15 to 8:30	18	10	5	33	0	0	0	0	0	0	0	0
8:30 to 8:45	19	7	7	33	0	0	0	0	0	0	0	0
8:45 to 9:00	21	5	8	34	0	0	0	0	0	0	0	0
9:00 to 9:15	24	0	11	35	0	0	0	0	0	0	0	0
9:15 to 9:30	11	7	3	21	0	0	0	0	0	0	0	0
9:30 to 9:45	20	6	7	33	0	0	0	0	0	0	0	0
9:45 to 10:00	16	6	10	32	0	0	0	0	0	0	0	0
10:00 to 10:15	17	5	9	31	0	0	0	0	0	0	0	0
10:15 to 10:30	19	4	4	27	0	0	0	0	0	0	0	0
10:30 to 10:45	18	4	4	26	0	0	0	0	0	0	0	0
10:45 to 11:00	20	0	5	25	0	0	0	0	0	0	0	0
11:00 to 11:15	18	6	4	28	0	0	0	0	0	0	0	0
11:15 to 11:30	14	2	3	19	0	0	0	0	0	0	0	0
11:30 to 11:45	20	6	6	32	0	0	0	0	0	0	0	0
11:45 to 12:00	21	7	2	30	0	0	0	0	0	0	0	0
12:00 to 12:15	11	7	3	21	0	0	0	0	0	0	0	0
12:15 to 12:30	18	5	6	29	0	0	0	0	0	0	0	0
12:30 to 12:45	17	4	5	26	0	0	0	0	0	0	0	0
12:45 to 13:00	15	5	8	28	0	0	0	0	0	0	0	0
13:00 to 13:15	14	6	5	25	0	0	0	0	0	0	0	0
13:15 to 13:30	12	5	5	22	0	0	0	0	0	0	0	0
13:30 to 13:45	24	4	8	36	0	0	0	0	0	0	0	0
13:45 to 14:00	18	3	9	30	0	0	0	0	0	0	0	0
14:00 to 14:15	20	6	2	28	1	0	0	1	0	0	0	0
14:15 to 14:30	12	3	7	22	0	0	0	0	0	0	0	0
14:30 to 14:45	19	4	5	28	0	0	0	0	0	0	0	0
14:45 to 15:00	12	4	1	17	0	0	0	0	0	0	0	0
15:00 to 15:15	13	3	9	25	0	0	0	0	0	0	0	0
15:15 to 15:30	17	7	5	29	0	0	0	0	0	0	0	0
15:30 to 15:45	17	5	7	29	0	0	0	0	0	0	0	0
15:45 to 16:00	20	0	4	24	0	0	0	0	0	0	0	0
16:00 to 16:15	19	5	8	32	0	0	0	0	0	0	0	0
16:15 to 16:30	20	3	2	25	0	0	0	0	0	0	0	0
16:30 to 16:45	24	7	4	35	0	0	0	0	0	0	0	0
16:45 to 17:00	18	4	10	32	0	0	0	0	0	0	0	0
17:00 to 17:15	16	5	7	28	1	0	0	1	0	0	0	0
17:15 to 17:30	25	5	7	37	0	0	0	0	0	0	0	0
17:30 to 17:45	16	2	12	30	0	0	0	0	0	0	0	0
17:45 to 18:00	23	1	7	31	0	0	0	0	0	0	0	0
18:00 to 18:15	15	1	7	23	0	0	0	0	0	0	0	0
18:15 to 18:30	16	1	7	24	1	0	0	1	0	0	0	0
18:30 to 18:45	19	3	3	25	0	0	0	0	0	0	0	0
18:45 to 19:00	9	1	1	11	0	0	0	0	0	0	0	0
19:00 to 19:15	30	2	7	39	0	0	0	0	0	0	0	0
19:15 to 19:30	13	1	6	20	0	0	0	0	0	0	0	0
19:30 to 19:45	8	2	5	15	0	0	0	0	0	0	0	0
19:45 to 20:00	3	1	4	8	0	0	0	0	0	0	0	0
20:00 to 20:15	4	2	8	14	0	0	0	0	0	0	0	0
20:15 to 20:30	12	3	7	22	0	0	0	0	0	0	0	0
20:30 to 20:45	5	2	1	8	0	0	0	0	0	0	0	0
20:45 to 21:00	8	2	8	18	0	0	0	0	0	0	0	0
21:00 to 21:15	5	0	3	8	0	0	0	0	0	0	0	0
21:15 to 21:30	5	0	3	8	0	0	0	0	0	0	0	0
21:30 to 21:45	11	2	4	17	0	0	0	0	0	0	0	0
21:45 to 22:00	9	0	5	14	0	0	0	0	0	0	0	0
22:00 to 22:15	5	0	3	8	0	0	0	0	0	0	0	0
22:15 to 22:30	5	0	7	12	0	0	0	0	0	0	0	0
22:30 to 22:45	4	0	5	9	0	0	0	0	0	0	0	0
22:45 to 23:00	2	0	4	6	0	0	0	0	0	0	0	0
23:00 to 23:15	1	0	2	3	0	0	0	0	0	0	0	0
23:15 to 23:30	0	0	2	2	0	0	0	0	0	0	0	0
	0	0	1	1	0	0	0	0	0	0	0	0
	2	0	2	4	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	1	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	1	1	0	0	0	0	0	0	0
24hr Totals				1,235	291	437	1,963	3	0	0	3	0	0	0

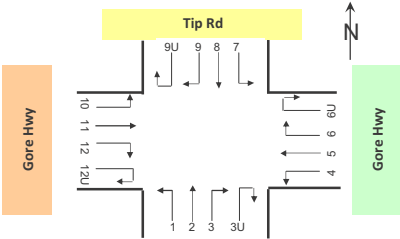
Approach	Tip Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	3	5		0	0	0	0		
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	1	5	8		0	0	0	0		
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0		
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0		
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0		
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	4	4		0	0	0	0		
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	4	4		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	4	6		0	0	0	0		
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	3		0	0	0	0		
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0		
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	4	7		0	0	0	0		
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0		
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0		
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0		
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	1	0	4		0	0	0	0		
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0		
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0		
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	2	4		0	0	0	0		
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	4	6		0	0	0	0		
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0		
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0		
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0		
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	10	0	2	12		0	0	0	0		
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0		
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	12	14		0	0	0	0		
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	9	3	2	14		0	0	0	0		
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	7	3	3	13		0	0	0	0		
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	10	1	2	13		1	0	0	1		
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	20	6	7	33		0	0	0	0		
7:15 to 7:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	11	1	2	14		0	0	0	0		
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	20	8	1	29		0	0	0	0		
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	22	7	6	35		0	0	0	0		
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	23	4	1	28		0	0	0	0		
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	13	6	5	24		0	0	0	0		
8:30 to 8:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	22	5	2	29		0	0	0	0		
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	27	7	2	36		0	0	0	0		
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	30	4	4	38		0	0	0	0		
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	24	1	10	35		0	0	0	0		
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	22	7	7	36		0	0	0	0		
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	11	5	9	25		0	0	0	0		
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	21	8	7	36		0	0	0	0		
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	19	5	7	31		0	0	0	0		
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	19	7	7	33		0	0	0	0		
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	14	3	5	22		0	0	0	0		
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	28	0	5	33		0	0	0	0		
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	13	4	5	22		0	0	0	0		
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	29	14	4	47		0	0	0	0		
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	22	7	4	33		0	0	0	0		
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	14	2	9	25		0	0	0	0		
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	30	6	6	42		0	0	0	0		
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	20	5	9	34		0	0	0	0		
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	20	4	11	35		0	0	0	0		
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	20	6	11	37		0	0	0	0		
13:15 to 13:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	17	8	8	33		0	0	0	0		

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				3	0	0	3	0	0	0	0	0	0	0
24hr Totals				867	71	111	1,049	4	0	0	4	0	0	0

Approach	Tip Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)									
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total						
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	8	9		0	0	0	0							
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	6	8		0	0	0	0							
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	4	4		0	0	0	0							
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	5	6		0	0	0	0							
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0							
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	5	6		0	0	0	0							
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	5		0	0	0	0								
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0							
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0							
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	7	7		0	0	0	0							
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0							
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	3	7		0	0	0	0							
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0							
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	4	7		0	0	0	0							
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0							
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0	0							
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	2	1	7		0	0	0	0							
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0							
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0							
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	3	4		0	0	0	0							
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	4	7		0	0	0	0							
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0							
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	2	1	9		0	0	0	0							
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	1	4		0	0	0	0							
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	2	2	7		0	0	0	0							
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	3	12		0	0	0	0							
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	1	2	10		0	0	0	0							
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	1	4	10		0	0	0	0							
7:00 to 7:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	8	0	3	11		0	0	0	0							
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	4	4	20		0	0	0	0							
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	2	3	16		0	0	0	0							
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	4	4	16		0	0	0	0							
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	2	1	16		0	0	0	0							
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	24	2	0	26		0	0	0	0							
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	2	4	19		0	0	0	0							
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	32	0	4	36		0	0	0	0							
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	4	1	32		0	0	0	0							
9:15 to 9:30	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	21	3	2	26		0	0	0	0							
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	20	2	1	23		0	0	0	0						
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	1	5	21		0	0	0	0							
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	1	4	23		0	0	0	0							
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	16	2	3	21		0	0	0	0							
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	24	3	9	36		0	0	0	0							
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	3	5	35		0	0	0	0							
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	19	2	3	24		0	0	0	0							
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	4	3	25		0	0	0	0							
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	27	1	2	30		0	0	0	0							
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	21	4	5	30		0	0	0	0							
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	41	4	4	49		0	0	0	0							
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	33	3	8	44		0	0	0	0							
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	4	4	26		0	0	0	0							
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	2	3	24		0	0	0	0							
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	3	4	26		0	0	0	0							
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	17	0	7	24		0	0	0	0							
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	20	3	4	27		0	0	0	0							
13:45 to 14:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	7	1	26		0	0	0	0							
14:00 to 14:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	23	5	1	29		0	0	0	0							
14:15 to 14:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	30	2	6	38		0	0	0	0							
14:30 to 14:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	22	5	4	31		0	0	0	0							
14:45 to 15:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	20	2	6	28		0	0	0	0							
15:00 to 15:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	44	1	3	48		0	0	0	0							
15:15 to 15:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	23	4	1	28		0	0	0	0							
15:30																																

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 10(j). Gore Hwy / Tip Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



Approach	Gore Hwy											
Direction												
Time Period												
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0
2:30 to 2:45	0	2	0	2	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45	0	1	1	2	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	3	1	0	4	0	0	0	0	0	0	0	0
4:30 to 4:45	4	0	0	4	0	0	0	0	0	0	0	0
4:45 to 5:00	2	0	1	3	0	0	0	0	0	0	0	0
5:00 to 5:15	3	0	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30	6	0	1	7	0	0	0	0	0	0	0	0
5:30 to 5:45	10	0	1	11	0	0	0	0	0	0	0	0
5:45 to 6:00	20	1	0	21	0	0	0	0	0	0	0	0
6:00 to 6:15	15	1	0	16	0	0	0	0	0	0	0	0
6:15 to 6:30	8	0	0	8	0	0	0	0	0	0	0	0
6:30 to 6:45	5	2	0	7	0	0	0	0	0	0	0	0
6:45 to 7:00	9	0	1	10	0	0	0	0	0	0	0	0
7:00 to 7:15	3	1	0	4	0	0	0	0	0	0	0	0
7:15 to 7:30	5	0	0	5	0	0	0	0	0	0	0	0
7:30 to 7:45	5	0	0	5	0	0	0	0	0	0	0	0
7:45 to 8:00	7	0	0	7	0	0	0	0	0	0	0	0
8:00 to 8:15	5	2	1	8	0	0	0	0	0	0	0	0
8:15 to 8:30	9	0	1	10	0	0	0	0	0	0	0	0
8:30 to 8:45	4	1	3	8	0	0	0	0	0	0	0	0
8:45 to 9:00	14	0	0	14	1	0	0	1	0	0	0	0
9:00 to 9:15	8	0	0	8	0	0	0	0	0	0	0	0
9:15 to 9:30	4	0	1	5	0	0	0	0	0	0	0	0
9:30 to 9:45	11	0	0	11	0	0	0	0	0	0	0	0
9:45 to 10:00	10	1	0	11	0	0	0	0	0	0	0	0
10:00 to 10:15	22	0	0	22	0	0	0	0	0	0	0	0
10:15 to 10:30	11	0	1	12	0	0	0	0	0	0	0	0
10:30 to 10:45	9	0	1	10	0	0	0	0	0	0	0	0
10:45 to 11:00	13	0	3	16	1	0	0	1	0	0	0	0
11:00 to 11:15	8	1	3	12	0	0	0	0	0	0	0	0
11:15 to 11:30	11	0	3	14	0	0	0	0	0	0	0	0
11:30 to 11:45	13	1	3	17	1	0	0	1	0	0	0	0
11:45 to 12:00	22	0	6	28	0	0	0	0	0	0	0	0
12:00 to 12:15	7	0	2	9	0	0	0	0	0	0	0	0
12:15 to 12:30	20	0	2	22	0	0	0	0	0	0	0	0
12:30 to 12:45	9	0	3	12	1	0	0	1	0	0	0	0
12:45 to 13:00	15	3	2	20	0	0	0	0	0	0	0	0
13:00 to 13:15	10	1	2	13	0	0	0	0	0	0	0	0
13:15 to 13:30	9	0	4	13	0	0	0	0	0	0	0	0
13:30 to 13:45	12	4	7	23	0	0	0	0	0	0	0	0
13:45 to 14:00	11	0	4	15	0	0	0	0	0	0	0	0
14:00 to 14:15	12	2	4	18	0	0	0	0	0	0	0	0
14:15 to 14:30	9	0	2	11	0	0	0	0	0	0	0	0
14:30 to 14:45	13	1	5	19	0	0	0	0	0	0	0	0
14:45 to 15:00	8	1	4	13	0	0	0	0	0	0	0	0
15:00 to 15:15	20	1	6	27	0	0	0	0	0	0	0	0
15:15 to 15:30	8	0	5	13	0	0	0	0	0	0	0	0
15:30 to 15:45	10	4	3	17	0	0	0	0	0	0	0	0
15:45 to 16:00	11	0	1	12	0	0	0	0	0	0	0	0
16:00 to 16:15	10	1	4	15	0	0	0	0	0	0	0	0
16:15 to 16:30	8	1	3	12	0	0	0	0	0	0	0	0
16:30 to 16:45	8	0	1	9	0	0	0	0	0	0	0	0
16:45 to 17:00	7	1	4	12	0	0	0	0	0	0	0	0
17:00 to 17:15	6	1	0	7	0	0	0	0	0	0	0	0
17:15 to 17:30	10	1	7	18	0	0	0	0	0	0	0	0
17:30 to 17:45	7	1	0	8	0	0	0	0	0	0	0	0
17:45 to 18:00	4	1	2	7	0	0	0	0	0	0	0	0
18:00 to 18:15	4	0	1	5	0	0	0	0	0	0	0	0
18:15 to 18:30	2	0	3	5	0	0	0	0	0	0	0	0
18:30 to 18:45	2	1	0	3	0	0	0	0	0	0	0	0
18:45 to 19:00	3	0	0	3	0	0	0	0	0	0	0	0
19:00 to 19:15	3	0	1	4	0	0	0	0	0	0	0	0
19:15 to 19:30	1	0	1	2	0	0	0	0	0	0	0	0
19:30 to 19:45	3	1	1	5	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	0	1	0	0	0	0	0	0	0	0
20:00 to 20:15	2	0	1	3	0	0	0	0	0	0	0	0
20:15 to 20:30	1	0	0	1	0	0	0	0	0	0	0	0
20:30 to 20:45	0	0	2	2	0	0	0	0	0	0	0	0
20:45 to 21:00	2	0	1	3	0	0	0	0	0	0	0	0
21:00 to 21:15	1	0	1	2	0	0	0	0	0	0	0	0
21:15 to 21:30	2	0	3	5	0	0	0	0	0	0	0	0
21:30 to 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00	2	0	0	2	0	0	0	0	0	0	0	0
22:00 to 22:15	1	0	0	1	0	0	0	0	0	0	0	0
22:15 to 22:30	1	0	1	2	0	0	0	0	0	0	0	0
22:30 to 22:45	1	0	0	1	0	0	0	0	0	0	0	0
22:45 to 23:00	2	0	0	2	0	0	0	0	0	0	0	0
23:00 to 23:15	2	0	0	2	0	0	0	0	0	0	0	0
23:15 to 23:30	1	0	0	1	0	0	0	0	0	0	0	0

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0
24hr Totals				562	41	124	727	4	0	0	4	0	0	0

Approach	Tip Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	3	3		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	4	6		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	2	7		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	2	8		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	2	2	8		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	0	4		0	0	0	0	
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	0	0	10		0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0	
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	0	6		0	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	1	8		0	0	0	0	
8:15 to 8:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	6	0	1	7		0	0	0	0	
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	1	1	17		0	0	0	0	
8:45 to 9:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	6	2	1	9		0	0	0	0	
9:00 to 9:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	0	1	14		0	0	0	0	
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	1	1	15		0	0	0	0	
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	1	3	15		0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	21	1	4	26		0	0	0	0	
10:00 to 10:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	1	3	19		0	0	0	0	
10:15 to 10:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	13	1	2	16		0	0	0	0	
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	26	1	3	30		0	0	0	0	
10:45 to 11:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	29	1	1	31		0	0	0	0	
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	18	1	2	21		0	0	0	0	
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	1	3	13		0	0	0	0	
11:30 to 11:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	12	3	3	18		0	0	0	0	
11:45 to 12:00	0	0	0	0		1	0	0	0	0	1	0	0	1	0	0	21	0	7	28		0	0	0	0	
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	25	2	6	33		0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	17	0	2	19		0	0	0	0	
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	9	0	2		11	0	0	0	
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	0	0	13		0	0	0	0	
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	18	1	0	19		0	0	0	0	
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	1	8		0	0	0	0	
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	0	1	16		0	0	0	0	
13:45 to 14:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	22	2	2	26		0	0	0	0	
14:00 to 14:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	0	0	13		0	0	0	0	
14:15 to 14:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	1	0	20		0	0	0	0	
14:30 to 14:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	14	1	3	18		0	0	0	0	
14:45 to 15:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	3	2	17		0	0	0	0	
15:00 to 15:15	0	0	0	0		0	0	0	0	0	0	0	0	1	0	1	11	1	1	13		0	0	0	0	
15:15 to 15:30	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0	8	1	0	9		0	0	0	0	
15:30 to 15:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	1	8		0	0	0	0	

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				1	0	0	1	0	0	0	0	0	0	0
24hr Totals				310	17	31	358	3	1	0	4	1	0	1

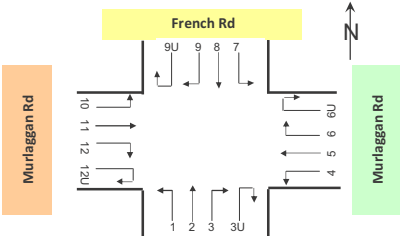
Approach	Tip Rd																Gore Hwy															
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)									
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total						
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0						
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0								
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0								
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0								
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:45 to 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0								
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0								
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0								
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0								
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0								
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0								
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6	0	0	0	0								
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	9	0	0	0	0								
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	2	8	0	0	0	0								
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	9	0	0	0	0								
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	7	0	0	0	0								
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	7	0	0	0	0								
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0								
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0								
10:00 to 10:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	9	0	0	0	0								
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	5	13	0	0	0	0								
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	15	0	0	0	0								
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0								
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	9	0	0	0	0								
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0								
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	0	0	2	0	0	0	0								
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0								
12:00 to 12:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	9	0	0	0	0								
12:15 to 12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0								
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0								
12:45 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	12	0	0	0	0								
13:00 to 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0								
13:15 to 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	7	0	0	0	0								
13:30 to 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0								
13:45 to 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0								
14:00 to 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0								
14:15 to 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0								
14:30 to 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	8	0	0	0	0								
14:45 to 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	2	12	0	0	0	0								
15:00 to 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6	0	0	0	0								
15:15 to 15:30	0	0	0	0	0	0	0	0	0	1	0	0	1	4	1	0	0	0	5	0	0	0	0	0								
15:30 to 15:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0								
15:45 to 16:00	0	0	0	0	0	0																										

23:30 to 23:45				0	0	0	0	1	0	0	1	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0	0
24hr Totals				40	6	0	46	178	10	1	189	2	0	0	2

Approach	French Rd												Murlaggan Rd													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total					
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:30 to 5:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
5:45 to 6:00	1	0	0	1		0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0		0	0	0	0
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
6:15 to 6:30	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0
6:45 to 7:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
7:00 to 7:15	2	0	0	2		0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0
7:15 to 7:30	2	1	0	3		0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0		0	0	0	0
7:30 to 7:45	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0
8:00 to 8:15	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
8:15 to 8:30	1	1	0	2		0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2		0	0	0	0
8:30 to 8:45	5	1	0	6		0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		0	0	0	0	
8:45 to 9:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		0	0	0	0	
9:00 to 9:15	5	1	0	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
9:15 to 9:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	0	
9:30 to 9:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
9:45 to 10:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	0	
10:00 to 10:15	4	0	1	5		0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	0	
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
10:30 to 10:45	3	0	0	3		0	0	0	0	0	1	0	0	1	0	0	0	0	0	0		0	0	0	0	
10:45 to 11:00	4	1	0	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
11:00 to 11:15	3	0	0	3		0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	0	
11:15 to 11:30	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
11:45 to 12:00	4	0	0	4		0	0	0	0	0	0	0	0	0	1	0	0	1	0	0		0	0	0	0	
12:00 to 12:15	16	0	0	16		0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
12:30 to 12:45	4	0	0	4		0	0	0	0	0	0	0	0	0	2	0	0	2	0	0		0	0	0	0	
12:45 to 13:00	0	1	0	1		0	0	0	0	0	0															

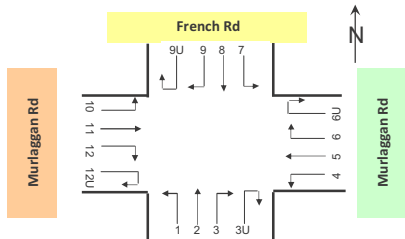
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 11(k). Murlaggan Rd / French Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



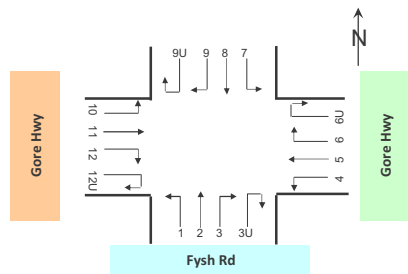
Approach	Direction	Murlaggan Rd											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00		0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15		0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30		0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45		0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00		0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15		0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30		0	0	0	0	4	0	0	4	0	0	0	0
5:30 to 5:45		0	0	0	0	4	0	0	4	0	0	0	0
5:45 to 6:00		0	0	0	0	20	0	0	20	0	0	0	0
6:00 to 6:15		0	0	0	0	8	0	0	8	0	0	0	0
6:15 to 6:30		0	0	0	0	8	0	0	8	0	0	0	0
6:30 to 6:45		3	0	0	3	9	0	0	9	1	0	0	1
6:45 to 7:00		2	0	0	2	14	0	0	14	0	0	0	0
7:00 to 7:15		1	0	0	1	1	0	0	1	0	0	0	0
7:15 to 7:30		0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45		0	0	0	0	1	0	0	1	0	0	0	0
7:45 to 8:00		0	0	0	0	3	1	0	4	0	0	0	0
8:00 to 8:15		0	1	0	1	4	1	0	5	0	0	0	0
8:15 to 8:30		0	0	0	0	4	0	0	4	0	0	0	0
8:30 to 8:45		1	0	0	1	4	1	0	5	0	0	0	0
8:45 to 9:00		1	0	0	1	1	1	0	2	0	0	0	0
9:00 to 9:15		0	0	0	0	1	1	0	2	0	0	0	0
9:15 to 9:30		0	0	0	0	2	1	0	3	0	0	0	0
9:30 to 9:45		1	0	0	1	2	0	0	2	0	0	0	0
9:45 to 10:00		1	0	0	1	3	0	0	3	0	0	0	0
10:00 to 10:15		0	0	0	0	2	0	0	2	0	0	0	0
10:15 to 10:30		1	0	0	1	4	0	0	4	0	0	0	0
10:30 to 10:45		1	0	0	1	1	0	0	1	0	0	0	0
10:45 to 11:00		0	0	0	0	3	0	0	3	0	0	0	0
11:00 to 11:15		1	0	0	1	4	0	0	4	0	0	0	0
11:15 to 11:30		0	0	0	0	3	1	0	4	0	0	0	0
11:30 to 11:45		2	0	0	2	3	0	0	3	0	0	0	0
11:45 to 12:00		0	0	0	0	1	0	0	1	0	0	0	0
12:00 to 12:15		1	0	0	1	2	0	0	2	0	0	0	0
12:15 to 12:30		0	0	0	0	4	0	0	4	0	0	0	0
12:30 to 12:45		3	0	0	3	11	1	0	12	0	0	0	0
12:45 to 13:00		0	0	0	0	5	0	0	5	0	0	0	0
13:00 to 13:15		0	0	0	0	4	0	0	4	0	0	0	0
13:15 to 13:30		1	0	0	1	5	0	0	5	0	0	0	0
13:30 to 13:45		1	0	0	1	2	0	1	3	0	0	0	0
13:45 to 14:00		0	0	0	0	3	1	0	4	0	0	0	0
14:00 to 14:15		0	0	0	0	3	0	0	3	0	0	0	0
14:15 to 14:30		0	0	0	0	2	0	0	2	0	0	0	0
14:30 to 14:45		0	0	0	0	1	0	0	1	0	0	0	0
14:45 to 15:00		0	0	0	0	1	0	0	1	0	0	0	0
15:00 to 15:15		0	0	0	0	1	0	0	1	0	0	0	0
15:15 to 15:30		0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45		0	0	0	0	2	1	0	3	0	0	0	0
15:45 to 16:00		1	0	0	1	2	0	0	2	0	0	0	0
16:00 to 16:15		0	0	0	0	2	1	0	3	0	0	0	0
16:15 to 16:30		0	0	0	0	3	0	0	3	0	0	0	0
16:30 to 16:45		1	0	0	1	1	0	0	1	0	0	0	0
16:45 to 17:00		1	0	0	1	2	1	1	4	0	1	0	1
17:00 to 17:15		2	1	0	3	1	0	0	1	0	0	0	0
17:15 to 17:30		0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45		0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00		0	0	0	0	1	0	0	1	0	0	0	0
18:00 to 18:15		0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30		1	0	0	1	1	0	0	1	0	0	0	0
18:30 to 18:45		0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00		1	0	0	1	0	0	0	0	0	0	0	0
19:00 to 19:15		0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30		0	0	0	0	1	0	0	1	0	0	0	0
19:30 to 19:45		1	0	0	1	0	0	0	0	0	0	0	0
19:45 to 20:00		1	0	0	1	0	0	0	0	0	0	0	0
20:00 to 20:15		1	0	0	1	0	0	0	0	0	0	0	0
20:15 to 20:30		0	0	0	0	0	0	0	0	0	0	0	0
20:30 to 20:45		0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00		0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15		1	0	0	1	0	0	0	0	0	0	0	0
21:15 to 21:30		0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45		0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00		0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15		0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30		0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45		0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00		0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15		0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30		1	0	0	1	0	0	0	0	0	0	0	0

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach		Murlaggan Rd											
Direction		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00		0	0	0	0	0	0	0	0	0	0	0	0
4:00 to 4:15		0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30		0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45		0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00		0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15		0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30		0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45		0	0	0	0	0	0	0	0	0	0	0	0
5:45 to 6:00		0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15		0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30		0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45		0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00		0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15		0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30		0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45		0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00		0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15		0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30		1	0	0	1	0	0	0	0	0	0	0	0
8:30 to 8:45		0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00		0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15		0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30		0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45		1	0	0	1	0	0	0	0	0	0	0	0
9:45 to 10:00		0	0	0	0	1	0	0	1	0	0	0	0
10:00 to 10:15		0	0	0	0	1	0	0	1	0	0	0	0
10:15 to 10:30		2	0	0	2	0	0	0	0	0	0	0	0
10:30 to 10:45		0	1	0	1	0	0	0	0	0	0	0	0
10:45 to 11:00		0	0	0	0	1	0	0	1	0	0	0	0
11:00 to 11:15		0	0	0	0	1	0	0	1	0	0	0	0
11:15 to 11:30		1	0	0	1	0	0	0	0	0	0	0	0
11:30 to 11:45		0	0	0	0	2	0	0	2	0	0	0	0
11:45 to 12:00		0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15		1	0	0	1	0	0	0	0	0	0	0	0
12:15 to 12:30		1	0	0	1	0	0	0	0	0	0	0	0
12:30 to 12:45		0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00		0	0	0	0	1	0	0	1	0	0	0	0
13:00 to 13:15		0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30		0	0	0	0	1	0	0	1	0	0	0	0
13:30 to 13:45		0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00		1	0	0	1	0	0	0	0	0	0	0	0
14:00 to 14:15		0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30		0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45		1	0	0	1	1	0	0	1	0	0	0	0
14:45 to 15:00		0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15		1	0	0	1	0	0	0	0	0	0	0	0
15:15 to 15:30		2	0	0	2	0	0	0	0	0	0	0	0
15:30 to 15:45		0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00		0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15		1	0	0	1	0	0	0	0	0	0	0	0
16:15 to 16:30		1	0	0	1	0	0	0	0	0	0	0	0
16:30 to 16:45		1	0	0	1	0	0	0	0	0	0	0	0
16:45 to 17:00		0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15		0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30		1	0	0	1	0	0	0	0	0	0	0	0
17:30 to 17:45		0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00		0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15		0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30		0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45		0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00		0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15		0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30		0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45		0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00		0	0	0	0	1	0	0	1	0	0	0	0
20:00 to 20:15		0	0	0	0	0	0	0	0	0	0	0	0
20:15 to 20:30		0	0	0	0	0	0	0	0	0	0	0	0
20:30 to 20:45		0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00		0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15		0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30		0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45		0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00		0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15		0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30		0	0	0	0	1	0	0	1	0	0	0	0
22:30 to 22:45		1	0	0	1	0	0	0	0	0	0	0	0
22:45 to 23:00		1	0	0	1	0	0	0	0	0	0	0	0
23:00 to 23:15		0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30		0	0	0	0	0	0	0	0	0	0	0	0

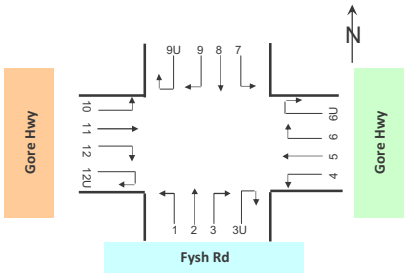
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12(1). Gore Hwy / Fysh Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

Approach	Fysh Rd										Gore Hwy																																	
Direction	Direction 1 (Left Turn)														Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)														Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total												
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0													
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0													
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0													
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0													
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0													
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0													
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0													
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0													
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0													
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0													
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0													
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0													
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0													
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	8	0	0	0	0	0	0	0	0	0	0													
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	9	0	0	0	0	0	0	0	0	0	0													
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	1	26	0	0	0	0	0	0	0	0	0	0													
5:30 to 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	16	0	0	0	0	0	0	0	0	0	0													
5:45 to 6:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	6	26	0	0	0	0	0	0	0	0	0	0													
6:00 to 6:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	1	2	31	0	0	0	0	0	0	0	0	0	0													
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2	4	30	0	0	0	0	0	0	0	0	0	0													
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	3	16	0	0	0	0	0	0	0	0	0	0													
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	8	20	0	0	0	0	0	0	0	0	0	0													
7:00 to 7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	5	21	0	0	0	0	0	0	0	0	0	0													
7:15 to 7:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	2	22	0	0	0	0	0	0	0	0	0	0													
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4	3	27	0	0	0	0	0	0	0	0	0	0													
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	3	23	0	0	0	0	0	0	0	0	0	0													
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	1	30	0	0	0	0	0	0	0	0	0	0													
8:15 to 8:30	1	0	0	1	0	0	0	0	0	2	0	0	2	25	4	7	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
8:30 to 8:45	1	0	0	1	0	0	0	0	0	1	0	0	1	15	4	2	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
8:45 to 9:00	1	1	0	2	0	0	0	0	0	1	1	0	2	14	3	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
9:00 to 9:15	1	0	0	1	0	0	0	0	0	1	3	0	4	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
9:15 to 9:30	0	0	0	0	0	0	0	0	0	1	0	0	1	20	6	6	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
9:30 to 9:45	0	0	0	0	0	6	0	6	0	0	0	0	1	0	0	1	19	4	2	25	0	0	0	0	0	0	0	0	0	0	0													
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	6	5	32	0	0	0	0	0	0	0	0	0	0	0													
10:00 to 10:15	1	0	0	1	0	2	0	3	0	0	0	0	1	4	0	5	14	3	3	20	0	0	0	0	0	0	0	0	0	0	0													
10:15 to 10:30	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	19	4	6	29	0	0	0	0	0	0	0	0	0	0	0													
10:30 to 10:45	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	22	4	6	32	0	0	0	0	0	0	0	0	0	0	0													
10:45 to 11:00	0	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	17	3	5	25	0	0	0	0	0	0	0	0	0	0													
11:00 to 11:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	17	3	9	29	0	0	0	0	0	0	0	0	0	0													
11:15 to 11:30	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	12	5	6	23	1	0	0	1	0	0	0	0	0	0	0													
11:30 to 11:45	0	0	0	0	0	2	0	3	0	0	0	0	0	2	0	2	15	7	5	27	0	0	0	0	0	0	0	0	0	0	0													
11:45 to 12:00	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	3	19	3	5	27	0	0	0	0	0	0	0	0	0	0	0													
12:00 to 12:15	1	1	0	2	0	3	0	3	0	0	0	0	0	4	0	4	18	10	2	30	0	0	0	0	0	0	0	0	0	0	0													
12:15 to 12:30	1	1	0	2	0	1	0	1	0	0	0	0	1	0	0	1	16	2	11	29	0	0	0	0	0	0	0	0	0	0	0													
12:30 to 12:45	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	21	9	7	37	0	0	0	0	0	0	0	0	0	0	0													
12:45 to 13:00	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	9	5	6	20	0	0	0	0	0	0	0	0	0	0	0													
13:00 to 13:15	0	0	0	0	0	2	0	3	0	0	0	0	1	2	0	3	11	2	8	21	0	0	0	0	0	0	0	0	0	0	0													
13:15 to 13:30	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	20	5	4	29	0	0	0	0	0	0	0	0	0	0	0													
13:30 to 13:45	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	17	2	3	22	0	0	0	0	0	0	0	0	0	0	0													
13:45 to 14:00	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	16	1	3	20	0	0	0	0	0	0	0	0	0	0	0													
14:00 to 14:15	2	0	0	2	0	1	0	0	0	0	2	0	0	2	0	0	2	25	6	6	37	0	0	0	0	0	0	0	0	0	0													
14:15 to 14:30	1	1	0	2	0	1	0	0	0	0	0	0	0	1	0	1	22																											

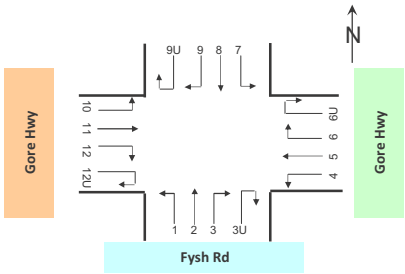
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12(l). Gore Hwy / Fysh Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Fysh Rd												Gore Hwy													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	0	5		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	0	7		0	0	0	0	
5:15 to 5:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	0	2	13		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	1	0	11		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	1	0	14		0	0	0	0	
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	6	0	0	6		0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0	
7:00 to 7:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	9	0	1	10		0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	2	0	8		0	0	0	0	
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	1	0	8		0	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	0	7		0	0	0	0	
8:00 to 8:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	0	7		0	0	0	0	
8:15 to 8:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	2	1	13		0	0	0	0	
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	0	0	8		0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
9:00 to 9:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	15	0	2	17		0	0	0	0	
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	0	0	11		0	0	0	0	
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	0	1	11		0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	6	0	0	6		0	0	0	0	
10:00 to 10:15	1	0	0	1		0	0	0	0	0	0	0	2	0	0	2	9	1	0	10		0	0	0	0	
10:15 to 10:30	3	0	0	3		0	0	0	0	0	0	0	1	0	0	1	18	0	0	18		0	0	0	0	
10:30 to 10:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	13	0	1	14		0	0	0	0	
10:45 to 11:00	0	0	0	0		1	1	0	2	0	0	0	0	1	0	0	1	11	1	0	12		0	0	0	0
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	1	2	15		0	0	0	0	
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	8	1	3	12		0	0	0	0	
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	0	3	18		0	0	0	0	
11:45 to 12:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	10	0	3	13		0	0	0	0	
12:00 to 12:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	17	0	5	22		0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	7	0	3	10		0	0	0	0	
12:30 to 12:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	20	0	2	22		0	0	0	0	
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	1	3	13		0	0	0	0	
13:00 to 13:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	2	2	15		0	0	0	0	
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	13	0	1	14		0	0	0	0	
13:30 to 13:45</																										

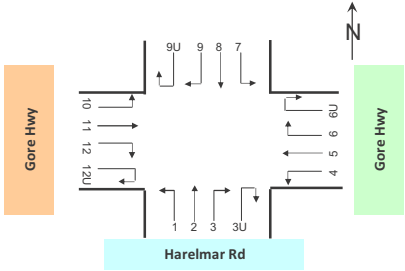
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 12(l). Gore Hwy / Fysh Rd
Day/Date	: Sun, 15th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Fysh Rd												Gore Hwy													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1						
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2						
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2						
5:15 to 5:30	1	0	0	1		0	0	0	0	0	1	0	0	1	0	0	0	0	0	0						
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2						
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:00 to 6:15	0	0	0	0		0	0	0	0	0	1	0	0	1	0	0	0	0	0	0						
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
6:45 to 7:00	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
7:00 to 7:15	0	0	0	0		0	0	0	0	0	1	0	0	1	2	1	0	3								
7:15 to 7:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1						
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	1	6						
8:00 to 8:15	2	0	0	2		0	0	0	0	0	1	0	0	1	2	0	0	2								
8:15 to 8:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	3	2	1	6						
8:30 to 8:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	0	4						
8:45 to 9:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	2	0	0	2						
9:00 to 9:15	1	0	0	1		0	0	0	0	0	1	0	0	1	4	0	0	4								
9:15 to 9:30	0	0	0	0		0	0	0	0	0	1	0	0	1	8	0	0	8								
9:30 to 9:45	0	0	0	0		1	0	0	0	0	2	0	0	2	4	0	2	6								
9:45 to 10:00	3	0	0	3		1	1	0	2	0	0	0	0	0	0	0	10	0	0	10						
10:00 to 10:15	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	11	0	0	11					
10:15 to 10:30	0	0	0	0		4	0	0	4	0	0	0	0	2	0	0	2	4	0	1	5					
10:30 to 10:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5					
10:45 to 11:00	0	0	0	0		2	0	0	2	0	0	0	0	2	0	0	2	8	0	0	8					
11:00 to 11:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	6	0	0	6						
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	0	6						
11:30 to 11:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	7	1	0	8						
11:45 to 12:00	1	0	0	1		2	0	0	2	0	0	0	0	1	0	0	1	7	0	0	7					
12:00 to 12:15	1	0	0	1		1	0	0	0	0	0	1	0	0	1	3	0	0	3							
12:15 to 12:30	2	0	0	2		1	0	0	0	0	1	0	0	1	9	0	0	9								
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	2	5						
12:45 to 13:00	1	0	0	1		0	0	0	0	0	1	0	0	1	5	0	0	5								
13:00 to 13:15	0	0	0	0		1	0	0	0	0	1	0	0	1	5	0	0	5								
13:15 to 13:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	7	0	0	7						
13:30 to 13:45	2	0	0	2		1	0	0	0	0	0	0	0	0	0	0	9	0	0	9						
13:45 to 14:00	1	0	0	1		0	0	0	0	0	1	0	0	1	8	0	0	8								
14:00 to 14:15	1	0	0	1		0	0	0	0	0	1	0	0													

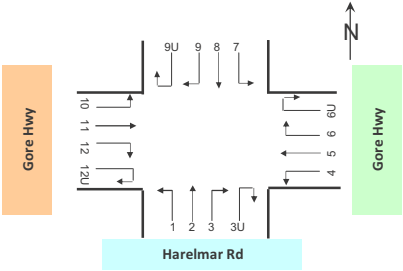
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 13(m). Gore Hwy / Haremar Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Harelmr Rd												Gore Hwy													
Direction	Direction 1 (Left Turn)					Direction 3				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0		
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0		
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0		
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0		
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0		
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0		
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0		
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0		
3:15 to 3:30	0	0	0	0		1	0	0	1	0	0	0	0	1	0	0	1	3	0	1	4	0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	3	0	6	0	0	0	0		
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0		
4:00 to 4:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	4	3	3	10	0	0	0	0		
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	2	1	9	0	0	0	0		
4:30 to 4:45	0	0	0	0		4	0	0	4	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0		
4:45 to 5:00	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	11	2	0	13	0	0	0	0	
5:00 to 5:15	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	18	2	0	20	0	0	0	0	
5:15 to 5:30	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	22	1	4	27	0	0	0	0	
5:30 to 5:45	0	0	0	0		8	0	0	8	0	0	0	0	0	0	0	36	4	4	44	0	0	0	0		
5:45 to 6:00	0	0	0	0		5	0	0	5	0	0	0	0	1	0	0	1	31	1	3	35	0	0	0	0	
6:00 to 6:15	0	0	0	0		6	0	0	6	0	0	0	0	1	0	0	1	40	3	0	43	0	0	0	0	
6:15 to 6:30	0	0	0	0		5	0	0	5	0	0	0	0	1	0	0	1	25	2	3	30	0	0	0	0	
6:30 to 6:45	0	0	0	0		6	0	0	6	0	0	0	0	0	0	0	0	27	9	3	39	0	0	0	0	
6:45 to 7:00	0	0	0	0		9	0	0	9	0	0	0	0	6	0	0	6	19	6	1	26	0	0	0	0	
7:00 to 7:15	0	0	0	0		8	0	0	8	0	0	0	0	7	1	0	8	34	5	2	41	0	0	0	0	
7:15 to 7:30	0	0	0	0		11	0	0	11	0	0	0	0	6	0	0	6	44	2	1	47	0	0	0	0	
7:30 to 7:45	0	0	0	0		9	1	0	10	0	0	0	0	2	0	0	2	42	6	4	52	0	0	0	0	
7:45 to 8:00	0	0	0	0		11	0	0	11	0	0	0	0	2	0	0	2	38	8	3	49	0	0	0	0	
8:00 to 8:15	0	0	0	0		8	0	0	8	0	0	0	0	1	0	0	1	48	7	0	55	0	0	0	0	
8:15 to 8:30	0	0	0	0		3	0	0	3	0	0	0	0	2	1	0	3	44	7	1	52	0	0	0	0	
8:30 to 8:45	0	0	0	0		7	0	0	7	0	0	0	0	5	0	0	5	37	7	1	45	0	0	0	0	
8:45 to 9:00	0	0	0	0		3	0	0	3	0	0	0	0	4	2	0	6	30	3	2	35	0	0	0	0	
9:00 to 9:15	0	0	0	0		2	0	0	2	0	0	0	0	2	0	0	2	35	10	2	47	0	0	0	0	
9:15 to 9:30	0	0	0	0		0	1	0	1	0	0	0	0	7	0	0	7	33	8	4	45	0	0	0	0	
9:30 to 9:45	0	0	0	0		4	0	0	4	0	0	0	0	0	0	0	0	26	4	3	33	0	0	0	0	
9:45 to 10:00	0	0	0	0		3	0	0	3	0	0	0	0	4	0	0	4	37	8	3	48	0	0	0	0	
10:00 to 10:15	0	0	0	0		2	1	0	3	0	0	0	0	7	0	0	7	30	8	7	45	0	0	0	0	
10:15 to 10:30	0	0	0	0		5	0	0	5	0	0	0	0	1	0	0	1	30	7	2	39	0	0	0	0	
10:30 to 10:45	0	0	0	0		8	0	0	8	0	0	0	0	4	0	0	4	27	3	2	32	0	0	0	0	
10:45 to 11:00	0	0	0	0		6	1	0	7	0	0	0	0	2	0	0	2	27	1	4	32	0	0	0	0	
11:00 to 11:15	0	0	0	0		2	0	0	2	0	0	0	0	2	0	0	2	23	7	4	34	0	0	0	0	
11:15 to 11:30	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	2	25	3	4	32	0	0	0	0	
11:30 to 11:45	0	0	0	0		2	0	0	2	0	0	0	0	6	0	0	6	30	8	2	40	0	0	0	0	
11:45 to 12:00	0	0	0	0		2	0	0	2	0	0	0	0	2	0	0	2	30	9	6	45	0	0	0	0	
12:00 to 12:15	0	0	0	0		3	0	0	3	0	0	0	0	4	0	0	4	31	5	5	41	0	0	0	0	
12:15 to 12:30	0	0	0	0		6	0	0	6	0	0	0	0	3	0	0	3	24	4	8	36	0	0	0	0	
12:30 to 12:45	0	0	0	0		4	0	0	4	0	0	0	0	4	0	0	4	25	3	1	29	0	0	0	0	
12:45 to 13:00	0	0	0	0		3	0	0	3	0	0	0	0	1	0	0	1	31	5	4	40	0	0	0	0	
13:00 to 13:15	0	0	0	0		1	1	0	2	0	0	0	0	3	1	0	4	39	2	5	46	0	0	0	0	
13:15 to 13:30	0	0	0	0		2	0	0	2	0</																

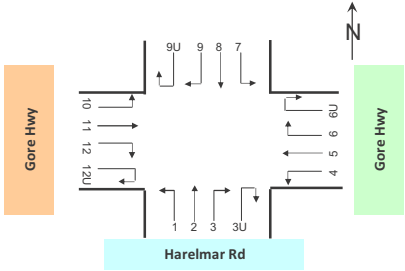
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 13(m), Gore Hwy / Harelmr Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Harelmr Rd												Gore Hwy											
Direction	Direction 1 (Left Turn)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	6	8	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	2	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
3:15 to 3:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	7	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	10	0	0	0	0
4:00 to 4:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	10	0	0	0	0
4:15 to 4:30	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	9	1	9	19	0	0	0	0
4:30 to 4:45	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	11	1	4	16	0	0	0	0
4:45 to 5:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16	2	5	23	0	0	0	0
5:00 to 5:15	0	0	0	3	0	0	0	0	0	1	0	0	1	0	0	1	17	1	7	25	0	0	0	0
5:15 to 5:30	0	0	0	3	0	0	0	0	0	1	0	0	1	0	0	1	38	4	5	47	0	0	0	0
5:30 to 5:45	0	0	0	2	0	0	0	0	0	2	0	0	2	0	0	2	41	6	6	53	0	0	0	0
5:45 to 6:00	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	48	6	8	62	0	0	0	0	
6:00 to 6:15	0	0	0	4	0	0	0	0	0	3	0	0	3	0	0	3	37	8	3	48	0	0	0	0
6:15 to 6:30	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	48	5	2	55	0	0	0	0	
6:30 to 6:45	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	28	7	6	41	0	0	0	0	
6:45 to 7:00	0	0	0	8	0	0	0	0	0	6	0	0	6	24	10	0	34	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	9	0	0	0	0	0	3	2	0	5	30	8	5	43	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	11	0	0	0	0	0	6	2	1	9	50	17	3	70	0	0	0	0	0	0	0
7:30 to 7:45	13	1	0	14	0	0	0	0	0	2	1	0	3	46	6	6	58	0	0	0	0	0	0	0
7:45 to 8:00	8	0	0	8	0	0	0	0	0	4	1	0	5	45	2	5	52	0	0	0	0	0	0	0
8:00 to 8:15	6	1	0	7	0	0	0	0	0	1	0	0	1	48	11	8	67	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	9	0	0	0	0	0	1	2	0	3	60	8	4	72	0	0	0	0	0	0	0
8:30 to 8:45	3	0	0	3	0	0	0	0	0	3	0	0	3	36	3	4	43	0	0	0	0	0	0	0
8:45 to 9:00	6	1	0	7	0	0	0	0	0	5	0	0	5	29	8	7	44	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	2	0	0	0	0	0	2	0	0	2	33	9	6	48	0	0	0	0	0	0	0
9:15 to 9:30	1	1	0	2	0	0	0	0	0	1	2	0	3	32	10	4	46	0	0	0	0	0	0	0
9:30 to 9:45	4	0	0	4	0	0	0	0	0	3	0	0	3	42	5	7	54	0	0	0	0	0	0	0
9:45 to 10:00	5	0	0	5	0	0	0	0	0	5	0	0	5	24	5	3	32	0	0	0	0	0	0	0
10:00 to 10:15	6	0	0	6	0	0	0	0	0	3	0	0	3	31	1	1	33	0	0	0	0	0	0	0
10:15 to 10:30	3	0	0	3	0	0	0	0	0	5	2	0	7	37	5	6	48	0	0	0	0	0	0	0
10:30 to 10:45	3	0	0	3	0	0	0	0	0	3	0	0	3	35	4	2	41	0	0	0	0	0	0	0
10:45 to 11:00	5	1	0	6	0	0	0	0	0	3	0	0	3	24	4	5	33	0	0	0	0	0	0	0
11:00 to 11:15	4	0	0	4	0	0	0	0	0	5	0	0	5	40	6	3	49	0	0	0	0	0	0	0
11:15 to 11:30	2	0	0	2	0	0	0	0	0	0	0	0	0	22	5	3	30	0	0	0	0	0	0	0
11:30 to 11:45	6	0	0	6	0	0	0	0	0	2	1	0	3	43	7	4	54	0	0	0	0	0	0	0
11:45 to 12:00	4	0	0	4	0	0	0	0	0	6	0	0	6	36	6	5	47	0	0	0	0	0	0	0
12:00 to 12:15	4	1	0	5	0	0	0	0	0	6	0	0	6	31	4	3	38	0	0	0	0	0	0	0
12:15 to 12:30	1	0	0	1	0	0	0	0	0	2	2	0	4	31	9	4	44	0	0	0	0	0	0	0
12:30 to 12:45	4	0	0	4	0	0	0	0	0	1	0	0	1	39	5	7	51	0	0	0	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0	0	0	0	3	1	0	4	33	4	8	45	0	0	0	0	0	0	0
13:00 to 13:15	6	0	0	6	0	0	0	0	0	3	1	0	4	54	3	8	65	0	0	0	0	0	0	0
13:15 to 13:30	3	1	0	4	0	0	0	0	0	3	1	0	4	34	4	5	43	0	0	0	0	0	0	0
13:30 to 13:45	9	0	0	9																				

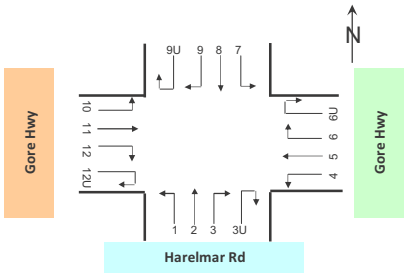
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 13(m). Gore Hwy / Harelmr Rd
Day/Date	: Fri, 13th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Harelmr Rd												Gore Hwy													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	1	2	0	3		0	0	0	0	
0:15 to 0:30	0	0	0	0		1	0	0	0	0	0	0	2	0	0	2	4	0	4		0	0	0	0		
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	1	0	1		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	3	1	5		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	2	0	1	3		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	0	4		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	0	3		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	1	0	1	2		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	
3:15 to 3:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:45 to 4:00	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	3	0	0	3		0	0	0	0	
4:00 to 4:15	0	0	0	0		2	0	0	0	0	0	0	0	0	0	0	3	1	3	7		0	0	0	0	
4:15 to 4:30	0	0	0	0		2	0	0	0	0	0	0	0	0	0	0	7	1	1	9		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	2	5	16		0	0	0	0	
4:45 to 5:00	0	0	0	0		2	0	0	0	0	0	0	0	0	0	0	15	1	0	16		0	0	0	0	
5:00 to 5:15	0	0	0	0		2	0	0	0	0	0	0	0	0	0	0	16	0	0	16		0	0	0	0	
5:15 to 5:30	0	0	0	0		5	0	0	0	0	0	0	0	0	0	0	29	0	4	33		0	0	0	0	
5:30 to 5:45	0	0	0	0		2	0	0	0	0	0	0	1	0	0	1	40	2	4	46		0	0	0	0	
5:45 to 6:00	0	0	0	0		3	1	0	0	0	0	0	1	0	0	1	40	5	2	47		0	0	0	0	
6:00 to 6:15	0	0	0	0		3	0	0	0	0	0	0	1	0	0	1	29	0	1	30		0	0	0	0	
6:15 to 6:30	0	0	0	0		5	0	0	0	0	0	0	0	0	0	0	30	2	0	32		0	0	0	0	
6:30 to 6:45	0	0	0	0		8	0	0	0	0	0	0	0	0	0	0	13	2	2	17		0	0	0	0	
6:45 to 7:00	0	0	0	0		8	0	0	0	0	0	0	5	0	0	5	18	2	2	22		0	0	0	0	
7:00 to 7:15	0	0	0	0		6	0	0	0	0	0	0	4	3	0	7	28	3	2	33		0	0	0	0	
7:15 to 7:30	0	0	0	0		9	0	0	0	0	0	0	3	0	1	4	34	1	1	36		0	0	0	0	
7:30 to 7:45	0	0	0	0		8	1	0	0	0	0	0	1	0	0	1	29	3	1	33		0	0	0	0	
7:45 to 8:00	0	0	0	0		17	0	0	0	0	0	0	3	0	0	3	34	2	2	38		0	0	0	0	
8:00 to 8:15	0	0	0	0		10	0	0	0	0	0	0	1	0	0	1	29	0	2	31		0	0	0	0	
8:15 to 8:30	0	0	0	0		10	0	0	0	0	0	0	3	1	0	4	33	4	0	37		0	0	0	0	
8:30 to 8:45	0	0	0	0		5	0	0	0	0	0	0	4	0	0	4	30	1	1	32		0	0	0	0	
8:45 to 9:00	0	0	0	0		3	0	0	0	0	0	0	1	0	0	1	23	3	1	27		0	0	0	0	
9:00 to 9:15	0	0	0	0		1	0	0	0	0	0	0	2	1	0	3	32	2	2	36		0	0	0	0	
9:15 to 9:30	0	0	0	0		3	2	0	0	0	0	0	2	0	0	2	29	2	2	33		0	0	0	0	
9:30 to 9:45	0	0	0	0		4	0	0	0	0	0	0	5	0	0	5	21	2	1	24		0	0	0	0	
9:45 to 10:00	0	0	0	0		4	0	0	0	0	0	0	3	0	0	3	20	3	6	29		0	0	0	0	
10:00 to 10:15	0	0	0	0		4	0	0	0	0	0	0	2	0	0	2	23	1	0	24		0	0	0	0	
10:15 to 10:30	0	0	0	0		2	0	0	0	0	0	0	4	1	0	5	34	4	1	39		0	0	0	0	
10:30 to 10:45	0	0	0	0		6	0	0	0	0	0	0	3	0	0	3	24	1	1	26		0	0	0	0	
10:45 to 11:00	0	0	0	0		2	0	0	0	0	0	0	6	0	0	6	23	3	2	28		0	0	0	0	
11:00 to 11:15	0	0	0	0		3	0	0	0	0	0	0	2	0	0	2	32	2	3	37		0	0	0	0	
11:15 to 11:30	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	25	2	1	28		0	0	0	0	
11:30 to 11:45	0	0	0	0		6	0	1	0	0	0	0	4	0	0	4	28	2	1	31		0	0	0	0	
11:45 to 12:00	0	0	0	0		1	1	0	0	0	0	0	2	0	0	2	40	2	1	43		0	0	0	0	
12:00 to 12:15	0	0	0	0		1	0	0	0	0	0	0	3	0	0	3	32	1	2	35		0	0	0	0	
12:15 to 12:30	0	0	0	0		4	0	0	0	0	0	0	3	0	0	3	24	1	1	26		0	0	0	0	
12:30 to 12:45	0	0	0	0		4	0	0	0	0	0	0	7	0	0	7	24	1	0	25		0	0	0	0	
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	4	0	0	4	45	1	0	46		0	0	0	0	
13:00 to 13:15	0	0	0	0		3	1	0	0	0	0	0	2	0	0	2	38	3	2	43		0	0	0	0	
13:15 to 13:30	0	0	0	0		3	0	0	0	0	0	0</														

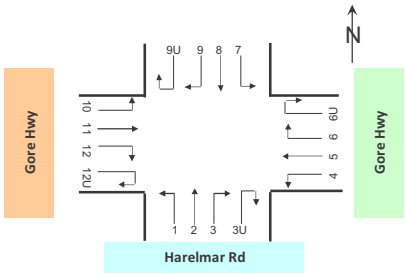
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 13(m), Gore Hwy / Harelmr Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Harelmr Rd												Gore Hwy													
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)					Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	2	0	0	0		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0		
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0		0	0	0	0		
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0		
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	2	0	0	2	2	0	0		0	0	0	0		
1:30 to 1:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	0	1	0		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	0	0		0	0	0	0		
2:30 to 2:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	0	2	0		0	0	0	0		
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	0	0		0	0	0	0		
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0		
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	1	0		0	0	0	0		
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0			0	0	0	0		
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0		
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0		0	0	0	0		
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	0		0	0	0	0		
4:30 to 4:45	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	4	1	1		6	0	0	0		
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	1	0			6	0	0	0		
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	1	0	0		1	0	0	0		
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	12	1	1		14	0	0	0		
5:30 to 5:45	0	0	0	0		2	0	0	2	0	0	0	0	0	0	0	13	0	0		13	0	0	0		
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	21	1	0		22	0	0	0		
6:00 to 6:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	13	0	0		13	0	0	0		
6:15 to 6:30	0	0	0	0		1	0	0	1	0	0	0	0	2	0	0	2	11	0	0		11	0	0	0	
6:30 to 6:45	0	0	0	0		1	0	0	1	0	0	0	1	0	0	1	7	1	0		8	0	0	0		
6:45 to 7:00	0	0	0	0		1	0	0	1	0	0	0	1	0	0	1	11	0	0		11	0	0	0		
7:00 to 7:15	0	0	0	0		1	0	0	1	0	0	0	1	0	0	1	8	1	0		9	0	0	0		
7:15 to 7:30	0	0	0	0		2	0	0	2	0	0	0	0	1	0	1	11	0	0		11	0	0	0		
7:30 to 7:45	0	0	0	0		2	0	0	2	0	0	0	0	1	0	0	1	8	1	0		9	0	0	0	
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	3	0	0	3	10	2	0		12	0	0	0		
8:00 to 8:15	0	0	0	0		5	0	0	5	0	0	0	1	0	0	1	12	2	0		14	0	0	0		
8:15 to 8:30	1	0	0	1		4	0	0	4	0	0	0	2	0	0	2	12	1	2		15	0	0	0		
8:30 to 8:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	10	0	2		12	0	0	0		
8:45 to 9:00	0	0	0	0		5	0	0	5	0	0	0	2	0	0	2	23	1	0		24	0	0	0		
9:00 to 9:15	0	0	0	0		8	0	0	8	0	0	0	1	0	0	1	14	0	0		14	0	0	0		
9:15 to 9:30	0	0	0	0		3	0	0	3	0	0	0	0	0	0	0	19	0	1		20	0	0	0		
9:30 to 9:45	0	0	0	0		4	0	0	4	0	0	0	3	0	0	3	14	1	0		15	0	0	0		
9:45 to 10:00	0	0	0	0		10	0	0	10	0	0	0	1	0	0	1	25	0	0		25	0	0	0		
10:00 to 10:15	0	0	0	0		4	0	0	4	0	0	0	2	0	0	2	36	1	0		37	0	0	0		
10:15 to 10:30	0	0	0	0		6	0	0	6	0	0	0	1	0	0	1	24	0	1		25	0	0	0		
10:30 to 10:45	0	0	0	0		5	0	0	5	0	0	0	3	0	0	3	23	0	2		25	0	0	0		
10:45 to 11:00	0	0	0	0		6	0	0	6	0	0	0	4	0	0	4	22	2	4		28	0	0	0		
11:00 to 11:15	0	0	0	0		5	0	0	5	0	0	0	5	0	0	5	27	2	2		31	0	0	0		
11:15 to 11:30	0	0	0	0		5	0	0	5	0	0	0	1	0	0	1	28	1	3		32	0	0	0		
11:30 to 11:45	0	0	0	0		2	0	0	2	0	0	0	0	3	1	0	4	26	0	4		30	0	0	0	
11:45 to 12:00	0	0	0	0		4	0	0	4	0	0	0	6	0	0	6	32	1	4		37	0	0	0		
12:00 to 12:15	0	0	0	0		2	0	0	2	0	0	0	0	4	0	0	4	39	0	1		40	0	0	0	
12:15 to 12:30	0	0	0	0		4	0	0	4	0	0	0	0	5	0	0	5	41	0	2		43	0	0	0	
12:30 to 12:45	0	0	0	0		3	0	0	3	0	0	0	2	0	0	2	36	0	3		39	0	0	0		
12:45 to 13:00	0	0	0	0		1	0	0	1	0	0	0	7	0	0	7	43	0	2		45	0	0	0		
13:00 to 13:15	0	0	0	0		3	0	0	3	0	0	0	6	0	0	6	35	0	4		39	0	0	0		
13:15 to 13:30	0	0	0	0		3	0	0	3	0	0	0	9	0	0	9	37	2	4		43	0	0	0		
13:30 to 13:45	0	0	0	0		2	0	0	2	0	0	0	3	0	0	3	45	3	4		52	0	0	0		
13:45 to 14:00	0	0	0	0		4</																				

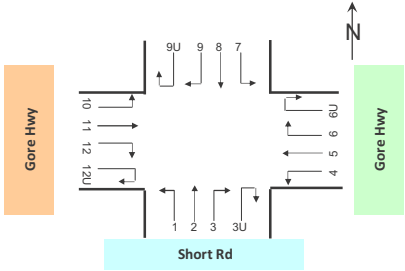
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 13(m). Gore Hwy / Haremar Rd
Day/Date	: Sun, 15th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

Approach	Harelmr Rd												Gore Hwy											
Direction	Direction 1 (Left Turn)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
0:30 to 0:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0
5:15 to 5:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0
5:45 to 6:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0
6:00 to 6:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	0	0	0
6:45 to 7:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	7	0	0	7	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0
7:15 to 7:30	0	0	0	0	5	0	0	0	0	0	0	0	2	1	0	3	7	1	3	11	0	0	0	0
7:30 to 7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	2	3	12	0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	13	0	2	15	0	0	0	0
8:00 to 8:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	1	1	14	0	0	0	0
8:15 to 8:30	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	1	4	1	2	7	0	0	0	0
8:30 to 8:45	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	1	6	0	0	6	0	0	0	0
8:45 to 9:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	12	2	1	15	0	0	0	0
9:00 to 9:15	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	2	12	0	0	12	0	0	0	0
9:15 to 9:30	1	0	0	1	9	0	0	0	0	0	0	0	2	0	0	2	34	0	1	35	0	0	0	0
9:30 to 9:45	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	2	19	2	0	21	0	0	0	0
9:45 to 10:00	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	1	25	0	0	25	0	0	0	0
10:00 to 10:15	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0
10:15 to 10:30	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0	7	15	0	0	15	0	0	0	0
10:30 to 10:45	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	4	16	0	1	17	0	0	0	0
10:45 to 11:00	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	3	19	0	0	19	0	0	0	0
11:00 to 11:15	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	3	28	0	0	28	0	0	0	0
11:15 to 11:30	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	7	18	0	0	18	0	0	0	0
11:30 to 11:45	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0	4	23	0	0	23	0	0	0	0
11:45 to 12:00	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	2	28	3	0	31	0	0	0	0
12:00 to 12:15	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	4	21	0	1	22	0	0	0	0
12:15 to 12:30	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	5	30	1	0	31	0	0	0	0
12:30 to 12:45	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	5	35	1	1	37	0	0	0	0
12:45 to 13:00	1	0	0	1	5	0	0	0	0	0	0	0	4	0	0	4	32	1	0	33	0	0	0	0
13:00 to 13:15	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	3	33	1	0	34	0	0	0	0
13:15 to 13:30	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	3	28	0	0	28	0	0	0	0
13:30 to 13:45	0	0	0	0	3	0																		

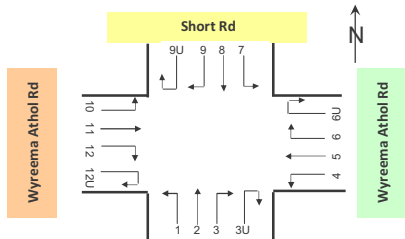
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 14(n). Gore Hwy / Short Rd
Day/Date	: Wed, 18th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

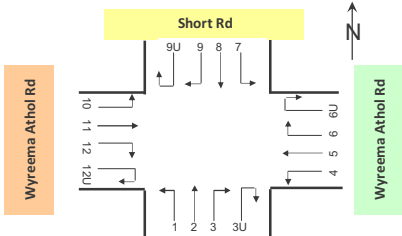
Approach	Short Rd												Gore Hwy											
Direction	Direction 1 (Left Turn)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0
0:15 to 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
0:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
1:00 to 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	5	0	0	0	0
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0
3:15 to 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
3:30 to 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	5	9	0	0	0	0
3:45 to 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	7	0	0	0	0
4:00 to 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	8	0	0	0	0
4:15 to 4:30	0	0	0	0	0	0	0	0	0	1	0	0	1	5	1	6	12	0	0	0	0	0	0	0
4:30 to 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	2	12	0	0	0	0	0	0	0
4:45 to 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	9	29	0	0	0	0	0	0	0
5:00 to 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	4	31	0	0	0	0
5:15 to 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	5	5	41	0	0	0	0
5:30 to 5:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44	2	8	54	0	0	0	0
5:45 to 6:00	0	0	0	0	0	0	0	0	0	1	0	0	1	37	6	3	46	0	0	0	0	0	0	0
6:00 to 6:15	0	0	0	0	2	0	0	0	0	0	0	0	1	41	8	4	53	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	1	0	0	0	0	1	0	0	1	42	8	6	56	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	3	0	0	0	0	1	0	0	1	33	12	7	52	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	4	0	0	4	31	8	4	43	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	3	0	0	0	0	0	1	0	1	27	8	6	41	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	4	0	0	0	0	0	0	0	0	32	7	3	42	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	32	6	4	42	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	1	0	0	0	0	0	0	0	0	0	53	7	4	64	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	1	0	0	0	0	0	0	0	0	44	8	3	55	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	1	0	0	1	48	13	5	66	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	43	11	3	57	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	1	0	0	0	0	0	0	0	0	43	6	4	53	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	1	0	0	1	43	10	4	57	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	1	0	0	0	0	0	0	0	0	29	8	5	42	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	21	6	4	31	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	1	0	0	1	43	8	5	56	0	0	0	0	0	0	0
10:00 to 10:15	1	0	0	1	0	0	0	0	0	2	0	0	2	37	7	5	49	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	26	9	5	40	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	33	7	8	48	0	0	0	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	40	7	4	51	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	1	0	0	0	0	1	0	0	1	29	7	3	39	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	0	0	0	0	0	0	1	0	0	1	45	5	5	55	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	38	4	4	46	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	1	0	0	1	39	3	5	47	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	0	0	0	1	0	0	1	30	3	9	42	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	1	0	0	0	0	0	0	0	0	46	4	3	53	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	1	0	0	0	0	0	0	0	0	24	4	8	36	0	0	0	0	0	0	0
12:45 to 13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	43	6	4	53	0	0	0	0	0	0	0
13:00 to 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	37	4	8	49	0	0	0	0	0	0	0
13:15 to 13:30	0	0	0	0	1	0	0	0	0	0	0	0	0	40	4	2	46	0	0	0	0	0	0	0
13:30 to 13:45	0	0	0	0	0	0	0	0																

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



Approach		Wyreema Athol Rd											
Direction		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		1	0	0	1	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		0	0	0	0	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		0	0	0	0	0	0	0	0	0	0	0	0
3:45 to 4:00		1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15		0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30		0	0	0	0	0	0	0	0	0	0	0	0
4:30 to 4:45		0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00		0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15		3	0	0	3	0	0	0	0	0	0	0	0
5:15 to 5:30		0	0	0	0	0	0	0	0	0	0	0	0
5:30 to 5:45		2	0	0	2	1	0	0	1	0	0	0	0
5:45 to 6:00		1	0	0	1	0	0	0	0	0	0	0	0
6:00 to 6:15		0	0	0	0	1	0	0	1	0	0	0	0
6:15 to 6:30		2	0	0	2	1	0	0	1	0	0	0	0
6:30 to 6:45		1	0	0	1	2	0	0	2	0	0	0	0
6:45 to 7:00		0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15		3	0	0	3	3	0	0	3	0	0	0	0
7:15 to 7:30		1	0	0	1	4	0	0	4	0	0	0	0
7:30 to 7:45		3	0	0	3	1	0	0	1	0	0	0	0
7:45 to 8:00		0	1	0	1	3	0	0	3	0	0	0	0
8:00 to 8:15		0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30		0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45		1	0	0	1	1	0	0	1	0	0	0	0
8:45 to 9:00		0	0	0	0	1	0	0	1	0	0	0	0
9:00 to 9:15		0	0	1	1	0	0	0	0	0	0	0	0
9:15 to 9:30		0	0	0	0	1	0	0	1	0	0	0	0
9:30 to 9:45		0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00		0	0	0	0	1	0	0	1	0	0	0	0
10:00 to 10:15		1	0	0	1	0	0	0	0	0	0	0	0
10:15 to 10:30		1	0	0	1	0	0	0	0	0	0	0	0
10:30 to 10:45		1	0	0	1	0	0	0	0	0	0	0	0
10:45 to 11:00		0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15		1	0	0	1	1	0	0	1	0	0	0	0
11:15 to 11:30		5	0	0	5	0	0	0	0	0	0	0	0
11:30 to 11:45		0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00		1	0	0	1	0	0	0	0	0	0	0	0
12:00 to 12:15		2	0	0	2	0	0	0	0	0	0	0	0
12:15 to 12:30		0	0	0	0	1	0	0	1	0	0	0	0
12:30 to 12:45		2	0	0	2	1	0	0	1	0	0	0	0
12:45 to 13:00		1	0	0	1	1	0	0	1	0	0	0	0
13:00 to 13:15		0	0	0	0	1	0	0	1	0	0	0	0
13:15 to 13:30		0	1	0	1	0	0	0	0	0	0	0	0
13:30 to 13:45		0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00		0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15		0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30		0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45		2	0	0	2	1	0	0	1	0	0	0	0
14:45 to 15:00		0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15		2	0	0	2	1	0	0	1	0	0	0	0
15:15 to 15:30		0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45		2	0	0	2	0	0	0	0	0	0	0	0
15:45 to 16:00		1	0	0	1	1	0	0	1	0	0	0	0
16:00 to 16:15		0	0	0	0	1	0	0	1	0	0	0	0
16:15 to 16:30		0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45		1	1	0	2	1	0	0	1	0	0	0	0
16:45 to 17:00		0	0	0	0	2	0	0	2	0	0	0	0
17:00 to 17:15		1	0	0	1	2	0	0	2	0	0	0	0
17:15 to 17:30		1	0	0	1	1	0	0	1	0	0	0	0
17:30 to 17:45		0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00		1	0	0	1	1	0	0	1	0	0	0	0
18:00 to 18:15		2	0	0	2	0	0	0	0	0	0	0	0
18:15 to 18:30		1	0	0	1	1	0	0	1	0	0	0	0
18:30 to 18:45		0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00		0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15		0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30		1	0	0	1	1	0	0	1	0	0	0	0
19:30 to 19:45		0	0	0	0	1	0	0	1	0	0	0	0
19:45 to 20:00		0	0	0	0	0	0	0	0	0	0	0	0
20:00 to 20:15		0	0	0	0	0	0	0	0	0	0	0	0
20:15 to 20:30		0	0	0	0	0	0	0	0	0	0	0	0
20:30 to 20:45		0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00		0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15		1	0	0	1	0	0	0	0	0	0	0	0
21:15 to 21:30		0	0	0	0	0	0	0	0	0	0	0	0
21:30 to 21:45		0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00		0	0	0	0	0	0	0	0	0	0	0	0
22:00 to 22:15		0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30		0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45		0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00		0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15		0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30		0	0	0	0	0	0	0	0	0	0	0	0

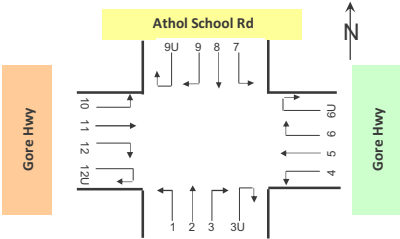
Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 15(o). Wyreema Athol Rd / Short Rd
Day/Date	: Fri, 13th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

Approach	Direction	Wyreema Athol Rd											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		0	0	0	0	0	0	0	0	0	0	0	0
0:15 to 0:30		0	0	0	0	0	0	0	0	0	0	0	0
0:30 to 0:45		0	0	0	0	0	0	0	0	0	0	0	0
0:45 to 1:00		0	0	0	0	0	0	0	0	0	0	0	0
1:00 to 1:15		0	0	0	0	0	0	0	0	0	0	0	0
1:15 to 1:30		0	0	0	0	0	0	0	0	0	0	0	0
1:30 to 1:45		0	0	0	0	0	0	0	0	0	0	0	0
1:45 to 2:00		0	0	0	0	0	0	0	0	0	0	0	0
2:00 to 2:15		0	0	0	0	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45		0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00		1	0	0	1	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		0	0	0	0	0	0	0	0	0	0	0	0
3:30 to 3:45		1	0	0	1	0	0	0	0	0	0	0	0
3:45 to 4:00		1	0	0	1	0	0	0	0	0	0	0	0
4:00 to 4:15		0	0	0	0	1	0	0	1	0	0	0	0
4:15 to 4:30		1	0	0	1	1	0	0	1	0	0	0	0
4:30 to 4:45		0	0	0	0	0	0	0	0	0	0	0	0
4:45 to 5:00		0	0	0	0	0	0	0	0	0	0	0	0
5:00 to 5:15		1	0	0	1	0	0	0	0	0	0	0	0
5:15 to 5:30		1	0	0	1	0	0	0	0	0	0	0	0
5:30 to 5:45		2	0	0	2	0	0	0	0	0	0	0	0
5:45 to 6:00		0	0	0	0	0	0	0	0	0	0	0	0
6:00 to 6:15		0	0	0	0	1	0	0	1	0	0	0	0
6:15 to 6:30		0	0	0	0	2	0	0	2	0	0	0	0
6:30 to 6:45		0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00		2	0	0	2	0	0	0	0	0	0	0	0
7:00 to 7:15		0	0	0	0	2	1	0	3	0	0	0	0
7:15 to 7:30		4	0	0	4	2	0	0	2	0	0	0	0
7:30 to 7:45		0	0	0	0	3	1	0	4	0	0	0	0
7:45 to 8:00		1	0	0	1	2	0	0	2	0	0	0	0
8:00 to 8:15		2	0	0	2	1	0	0	1	0	0	0	0
8:15 to 8:30		0	0	0	0	2	0	0	2	0	0	0	0
8:30 to 8:45		1	0	0	1	1	0	0	1	0	0	0	0
8:45 to 9:00		1	0	0	1	0	0	0	0	0	0	0	0
9:00 to 9:15		0	0	0	0	1	0	0	1	0	0	0	0
9:15 to 9:30		0	0	0	0	1	0	0	1	0	0	0	0
9:30 to 9:45		0	0	0	0	1	0	0	1	0	0	0	0
9:45 to 10:00		1	0	0	1	0	0	0	0	0	0	0	0
10:00 to 10:15		1	0	0	1	0	0	0	0	0	0	0	0
10:15 to 10:30		0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45		1	0	0	1	0	0	0	0	0	0	0	0
10:45 to 11:00		0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15		0	0	0	0	1	0	0	1	0	0	0	0
11:15 to 11:30		1	0	0	1	1	0	0	1	0	0	0	0
11:30 to 11:45		1	0	0	1	0	0	0	0	0	0	0	0
11:45 to 12:00		2	1	0	3	0	0	0	0	0	0	0	0
12:00 to 12:15		0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30		2	0	0	2	2	0	0	2	0	0	0	0
12:30 to 12:45		1	0	0	1	0	0	0	0	0	0	0	0
12:45 to 13:00		0	0	0	0	1	0	0	1	0	0	0	0
13:00 to 13:15		1	0	0	1	1	0	0	1	0	0	0	0
13:15 to 13:30		0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45		0	0	0	0	1	0	0	1	0	0	0	0
13:45 to 14:00		0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15		4	0	0	4	1	0	0	1	0	0	0	0
14:15 to 14:30		0	0	0	0	1	0	0	1	0	0	0	0
14:30 to 14:45		2	0	0	2	1	0	0	1	0	0	0	0
14:45 to 15:00		1	0	0	1	2	0	0	2	0	0	0	0
15:00 to 15:15		0	0	0	0	1	0	0	1	0	0	0	0
15:15 to 15:30		1	0	0	1	2	0	0	2	0	0	0	0
15:30 to 15:45		0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00		1	0	0	1	0	0	0	0	0	0	0	0
16:00 to 16:15		1	0	0	1	1	0	0	1	0	0	0	0
16:15 to 16:30		1	0	0	1	0	0	0	0	0	0	0	0
16:30 to 16:45		1	0	0	1	1	0	0	1	0	0	0	0
16:45 to 17:00		0	0	0	0	1	0	0	1	0	0	0	0
17:00 to 17:15		2	0	0	2	0	0	0	0	0	0	0	0
17:15 to 17:30		0	0	0	0	2	0	0	2	0	0	0	0
17:30 to 17:45		0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00		0	0	0	0	1	0	0	1	0	0	0	0
18:00 to 18:15		0	0	0	0	1	0	0	1	0	0	0	0
18:15 to 18:30		0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45		1	0	0	1	0	0	0	0	0	0	0	0
18:45 to 19:00		0	0	0	0	1	0	0	1	0	0	0	0
19:00 to 19:15		0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30		0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45		0	0	0	0	1	0	0	1	0	0	0	0
19:45 to 20:00		1	0	0	1	0	0	0	0	0	0	0	0
20:00 to 20:15		0	0	0	0	0	0	0	0	0	0	0	0
20:15 to 20:30		0	0	0	0	1	0	0	1	0	0	0	0
20:30 to 20:45		0	0	0	0	0	0	0	0	0	0	0	0
20:45 to 21:00		0	0	0	0	0	0	0	0	0	0	0	0
21:00 to 21:15		0	0	0	0	0	0	0	0	0	0	0	0
21:15 to 21:30		0	0	0	0	1	0	0	1	0	0	0	0
21:30 to 21:45		0	0	0	0	0	0	0	0	0	0	0	0
21:45 to 22:00		0	0	0	0	1	0	0	1	0	0	0	0
22:00 to 22:15		0	0	0	0	0	0	0	0	0	0	0	0
22:15 to 22:30		0	0	0	0	0	0	0	0	0	0	0	0
22:30 to 22:45		0	0	0	0	0	0	0	0	0	0	0	0
22:45 to 23:00		0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15		0	0	0	0	0	0	0	0	0	0	0	0
23:15 to 23:30		0	0	0	0	1	0	0	1	0	0	0	0

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 16(p). Gore Hwy / Athol School Rd
Day/Date	: Mon, 16th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

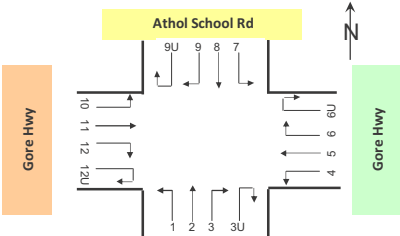
Approach	Direction	Time Period	Gore Hwy											
			Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
			Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
		0:00 to 0:15	3	1	0	4	0	0	0	0	0	0	0	0
		0:15 to 0:30	1	0	0	1	0	0	0	0	0	0	0	0
		0:30 to 0:45	2	0	2	4	0	0	0	0	0	0	0	0
		0:45 to 1:00	1	0	0	1	0	0	0	0	0	0	0	0
		1:00 to 1:15	1	0	0	1	0	0	1	1	0	0	0	0
		1:15 to 1:30	0	0	0	0	0	0	0	0	0	0	0	0
		1:30 to 1:45	0	0	0	0	0	0	0	0	0	0	0	0
		1:45 to 2:00	0	0	0	0	0	0	0	0	0	0	0	0
		2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0
		2:15 to 2:30	1	0	0	1	1	0	0	1	0	0	0	0
		2:30 to 2:45	1	0	0	1	0	0	0	0	0	0	0	0
		2:45 to 3:00	1	0	0	1	0	0	0	0	0	0	0	0
		3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
		3:15 to 3:30	2	0	1	3	1	0	0	1	0	0	0	0
		3:30 to 3:45	0	0	0	0	2	0	0	2	0	0	0	0
		3:45 to 4:00	3	0	0	3	1	0	0	1	0	0	0	0
		4:00 to 4:15	3	1	1	5	0	0	0	0	0	0	0	0
		4:15 to 4:30	6	1	1	8	1	0	0	1	0	0	0	0
		4:30 to 4:45	8	1	1	10	1	0	0	1	0	0	0	0
		4:45 to 5:00	8	1	1	10	0	0	0	0	0	0	0	0
		5:00 to 5:15	15	1	0	16	0	0	0	0	0	0	0	0
		5:15 to 5:30	24	1	0	25	0	0	0	0	0	0	0	0
		5:30 to 5:45	23	1	1	25	0	0	0	0	0	0	0	0
		5:45 to 6:00	30	4	0	34	0	0	0	0	0	0	0	0
		6:00 to 6:15	20	2	0	22	2	0	0	2	0	0	0	0
		6:15 to 6:30	31	3	3	37	4	0	0	4	0	0	0	0
		6:30 to 6:45	17	6	4	27	1	0	0	1	0	0	0	0
		6:45 to 7:00	25	5	1	31	2	0	0	2	0	0	0	0
		7:00 to 7:15	30	8	0	38	1	0	0	1	0	0	0	0
		7:15 to 7:30	32	2	2	36	1	0	0	1	0	0	0	0
		7:30 to 7:45	33	2	0	35	2	2	0	4	0	0	0	0
		7:45 to 8:00	38	9	2	49	2	0	0	2	0	0	0	0
		8:00 to 8:15	44	6	3	53	1	0	0	1	0	0	0	0
		8:15 to 8:30	44	4	4	52	0	1	0	1	1	0	0	1
		8:30 to 8:45	31	5	1	37	1	0	0	1	0	0	0	0
		8:45 to 9:00	21	4	0	25	2	1	0	3	0	0	0	0
		9:00 to 9:15	27	4	0	31	0	1	0	1	0	0	0	0
		9:15 to 9:30	21	4	0	25	1	0	0	1	0	0	0	0
		9:30 to 9:45	22	5	1	28	0	0	0	0	0	0	0	0
		9:45 to 10:00	24	5	1	30	1	0	0	1	0	0	0	0
		10:00 to 10:15	25	3	0	28	2	0	0	2	0	0	0	0
		10:15 to 10:30	21	2	1	24	0	0	0	0	0	0	0	0
		10:30 to 10:45	27	5	0	32	2	0	0	2	0	0	0	0
		10:45 to 11:00	19	4	1	24	0	0	0	0	0	0	0	0
		11:00 to 11:15	18	6	0	24	1	0	0	1	0	0	0	0
		11:15 to 11:30	34	7	0	41	1	1	0	2	0	0	0	0
		11:30 to 11:45	31	6	0	37	3	0	1	4	0	0	0	0
		11:45 to 12:00	20	1	0	21	3	0	0	3	0	0	0	0
		12:00 to 12:15	25	5	0	30	1	0	0	1	0	0	0	0
		12:15 to 12:30	32	3	1	36	3	1	0	4	0	0	0	0
		12:30 to 12:45	21	5	3	29	2	1	0	3	0	0	0	0
		12:45 to 13:00	24	2	1	27	3	0	0	3	0	0	0	0
		13:00 to 13:15	27	5	1	33	2	1	0	3	0	0	0	0
		13:15 to 13:30	29	3	1	33	1	1	0	2	0	0	0	0
		13:30 to 13:45	32	7	0	39	1	1	0	2	0	0	0	0
		13:45 to 14:00	34	4	2	40	0	1	0	1	0	0	0	0
		14:00 to 14:15	23	1	2	26	2	1	0	3	0	0	0	0
		14:15 to 14:30	40	4	0	44	2	2	0	4	0	0	0	0
		14:30 to 14:45	35	0	4	39	0	0	0	0	0	0	0	0
		14:45 to 15:00	31	5	1	37	1	1	1	3	0	0	0	0
		15:00 to 15:15	36	5	0	41	4	0	0	4	0	0	0	0
		15:15 to 15:30	30	5	1	36	1	0	0	1	0	0	0	0
		15:30 to 15:45	42	3	0	45	3	2	0	5	0	0	0	0
		15:45 to 16:00	43	0	0	43	3	0	0	3	0	0	0	0
		16:00 to 16:15	46	4	0	50	8	0	0	8	0	0	0	0
		16:15 to 16:30	59	3	0	62	3	1	0	4	0	0	0	0
		16:30 to 16:45	47	4	0	51	6	0	0	6	0	0	0	0
		16:45 to 17:00	49	1	0	50	0	0	0	0	0	0	0	0
		17:00 to 17:15	65	3	1	69	5	0	0	5	0	0	0	0
		17:15 to 17:30	67	1	0	68	2	0	0	2	0	0	0	0
		17:30 to 17:45	55	3	0	58	3	0	0	3	0	0	0	0
		17:45 to 18:00	52	2	0	54	1	0	0	1	0	0	0	0
		18:00 to 18:15	36	0	0	36	3	0	0	3	0	0	0	0
		18:15 to 18:30	29	3	2	34	2	0	0	2	0	0	0	0
		18:30 to 18:45	15	2	0	17	1	0	0	1	0	0	0	0
		18:45 to 19:00	11	2	0	13	0	0	0	0	0	0	0	0
		19:00 to 19:15	16	0	2	18	0	0	0	0	0	0	0	0
		19:15 to 19:30	9	3	0	12	1	0	0	1	0	0	0	0
		19:30 to 19:45	13	3	0	16	1	0	0	1	0	0	0	0
		19:45 to 20:00	3	1	2	6	0	0	0	0	0	0	0	0
		20:00 to 20:15	10	0	2	12	0	0	0	0	0	0	0	0
		20:15 to 20:30	9	1	1	11	0	0	0	0	0	0	0	0
		20:30 to 20:45	6	1	1	8	1	0	0	1	0	0	0	0
		20:45 to 21:00	11	2	4	17	0	0	0	0	0	0	0	0
		21:00 to 21:15	9	0	0	9	1	0	0	1	0	0	0	0
		21:15 to 21:30	5	0	1	6	1	1	1	3	0	0	0	0
		21:30 to 21:45	6	1	1	8	0	0	0	0	1	0	0	1
		21:45 to 22:00	4	2	3	9	0	0	0	0	0	0	0	0
		22:00 to 22:15	5	0	1	6	0	0	0	0	0	0	0	0
		22:15 to 22:30	2	0	2	4	1	0	0	1	0	0	0	0
		22:30 to 22:45	3	0	0	3	0	0	0	0	0	0	0	0
		22:45 to 23:00	3	0	0	3	1	0	0	1	0	0	0	0
		23:00 to 23:15	5	1	1	7	0	0	0	0	0	0	0	0
		23:15 to 23:30	5	0	0	5	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	1	1	0	0	0	0	0	0	0
23:45 to 0:00				0	0	0	0	0	0	0	0	0	0	0
24hr Totals				1,947	220	74	2,241	110	20	4	134	2	0	2

Approach	Athol School Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0		
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0		
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0		
1:00 to 1:15	0	0	1	1		0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0		
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0		
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0		
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0		
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0		
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0		
3:30 to 3:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0		
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0		
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	1	4		0	0	0	0		
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	0	0	5		0	0	0	0		
4:30 to 4:45	2	0	0	2		0	0	0	0	0	0	0	0	0	0	5	0	1	6		0	0	0	0		
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	7	1	0	8		0	0	0	0		
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	14	3	0	17		0	0	0	0		
5:15 to 5:30	0	1	0	1		0	0	0	0	0	0	0	0	0	0	18	1	0	19		0	0	0	0		
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	19	3	1	23		0	0	0	0	
5:45 to 6:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	13	0	0	13		0	0	0	0		
6:00 to 6:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	29	0	0	29		0	0	0	0		
6:15 to 6:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	39	3	2	44		0	0	0	0		
6:30 to 6:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	32	3	0	35		0	0	0	0		
6:45 to 7:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	39	7	1	47		0	0	0	0		
7:00 to 7:15	1	0	0	1		0	0	0	0	0	1	1	0	2	34	2	0	36		0	0	0	0			
7:15 to 7:30	5	1	0	6		0	0	0	0	0	0	0	0	0	62	3	2	67		0	0	0	0			
7:30 to 7:45	2	1	0	3		1	0	0	0	0	1	0	0	1	77	6	0	83		0	0	0	0			
7:45 to 8:00	2	1	0	3		0	1	0	1	0	0	0	0	0	75	2	3	80		0	0	0	0			
8:00 to 8:15	3	0	0	3		0	0	0	0	0	0	0	0	0	49	2	5	56		0	0	0	0			
8:15 to 8:30	0	0	0	0		1	0	0	0	0	0	0	0	0	50	7	6	63		0	0	0	0			
8:30 to 8:45	3	1	0	4		0	0	0	0	0	1	0	0	1	43	8	3	54		0	0	0	0			
8:45 to 9:00	3	0	0	3		0	0	0	0	0	0	0	0	0	40	10	4	54		0	0	0	0			
9:00 to 9:15	3	1	0	4		0	0	0	0	0	0	0	0	0	32	7	0	39		0	0	0	0			
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	33	7	1	41		0	0	0	0			
9:30 to 9:45	1	0	0	1		0	0	0	0	0	0	0	0	0	39	6	0	45		0	0	0	0			
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	33	4	1	38		0	0	0	0			
10:00 to 10:15	1	0	0	1		0	0	0	0	0	0	0	0	0	25	4	1	30		0	0	0	0			
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	30	2	0	32		0	0	0	0			
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	34	5	1	40		0	0	0	0			
10:45 to 11:00	1	0	0	1		0	0	0	0	0	0	0	0	0	20	5	0	25		0	0	0	0			
11:00 to 11:15	0	0	0	0		0	0	0	0	0	0	0	0	0	21	4	3	28		0	0	0	0			
11:15 to 11:30	0	1	0	1		0	0	0	0	0	0	0	0	0	32	4	1	37		0	0	0	0			
11:30 to 11:45	2	0	0	2		0	0	0	0	0	1	0	0	1	17	2	1	20		0	0	0	0			
11:45 to 12:00	1	0	1	2		1	0	0	0	0	0	0	0	0	19	5	0	24		0	0	0	0			
12:00 to 12:15	2	0	0	2		0	0	0	0	0	1	0	0	1	27	1	3	31		0	0	0	0			
12:15 to 12:30	2	1	0	3		0	0	0	0	0	0	0	0	0	27	1	1	29		0	0	0	0			
12:30 to 12:45	2	1	0	3		0	0	0	0	0	0	0	0	0	24	3	2	29		0	0	0	0			
12:45 to 13:00	2	0	0	2		0	0	0	0	0	0	0	0	0	29	5	0	34		0	0	0	0			
13:00 to 13:15	3	1	0	4		0	0	0	0	0	0	0	0	0	21	3	2	26		0	0	0	0			
13:15 to 13:30	6	1	0	7		0	0	0	0	0	0	0	0	0	24	5	1	30		0	0	0	0			
13:30 to 13:45	1	1	0	2		0	0	0	0	0	0	0	0	0	29	4	2	35		0	0	0				

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 16(p). Gore Hwy / Athol School Rd
Day/Date	: Tue, 17th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12



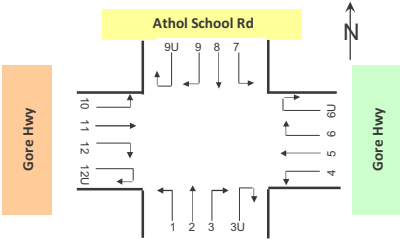
Approach	Gore Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	0	0	0	0	0	0	0	0	0	0	0	0	
0:15 to 0:30	4	1	0	5	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	0	0	0	0	0	0	0	0	0	0	
0:45 to 1:00	4	4	0	8	0	1	0	1	0	0	0	0	
1:00 to 1:15	1	0	3	4	0	0	0	0	0	0	0	0	
1:15 to 1:30	2	0	1	3	0	0	0	0	0	0	0	0	
1:30 to 1:45	2	0	1	3	0	0	0	0	0	0	0	0	
1:45 to 2:00	0	1	1	2	0	0	0	0	0	0	0	0	
2:00 to 2:15	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 to 2:30	1	0	0	1	0	0	0	0	0	0	0	0	
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	3	3	0	0	0	0	0	0	0	0	
3:00 to 3:15	2	0	1	3	0	0	0	0	0	0	0	0	
3:15 to 3:30	1	0	1	2	3	0	0	3	0	0	0	0	
3:30 to 3:45	3	1	2	6	2	0	0	2	0	0	0	0	
3:45 to 4:00	1	0	1	2	1	0	0	1	0	0	0	0	
4:00 to 4:15	6	2	3	11	0	0	0	0	0	0	0	0	
4:15 to 4:30	5	1	2	8	2	2	0	4	0	0	0	0	
4:30 to 4:45	10	2	0	12	0	0	0	0	0	0	0	0	
4:45 to 5:00	14	0	0	14	0	0	0	0	0	0	0	0	
5:00 to 5:15	14	1	3	18	0	1	0	1	0	0	0	0	
5:15 to 5:30	19	2	6	27	0	0	0	0	0	0	0	0	
5:30 to 5:45	42	3	1	46	0	0	0	0	0	0	0	0	
5:45 to 6:00	30	2	1	33	0	0	0	0	0	0	0	0	
6:00 to 6:15	37	2	0	39	3	0	0	3	0	0	0	0	
6:15 to 6:30	22	3	3	28	2	1	0	3	0	0	0	0	
6:30 to 6:45	38	3	2	43	2	0	0	2	0	0	0	0	
6:45 to 7:00	32	5	2	39	1	1	0	2	0	0	0	0	
7:00 to 7:15	33	3	1	37	0	1	0	1	0	0	0	0	
7:15 to 7:30	44	5	3	52	1	0	0	1	0	0	0	0	
7:30 to 7:45	44	4	2	50	1	2	0	3	0	0	0	0	
7:45 to 8:00	41	8	3	52	3	1	0	4	0	0	0	0	
8:00 to 8:15	45	7	1	53	0	1	0	1	0	0	0	0	
8:15 to 8:30	43	7	0	50	5	0	0	5	0	0	0	0	
8:30 to 8:45	44	8	2	54	3	1	0	4	0	0	0	0	
8:45 to 9:00	32	9	1	42	1	2	0	3	0	0	0	0	
9:00 to 9:15	40	5	2	47	0	0	0	0	0	0	0	0	
9:15 to 9:30	33	7	5	45	1	0	0	1	0	0	0	0	
9:30 to 9:45	31	6	2	39	1	1	0	2	0	0	0	0	
9:45 to 10:00	38	6	5	49	4	0	0	4	0	0	0	0	
10:00 to 10:15	31	8	6	45	1	3	0	4	0	0	0	0	
10:15 to 10:30	30	5	1	36	1	0	0	1	0	0	0	0	
10:30 to 10:45	29	3	3	35	1	1	0	2	0	0	0	0	
10:45 to 11:00	23	4	3	30	0	1	1	2	0	0	0	0	
11:00 to 11:15	32	6	6	44	2	2	0	4	0	0	0	0	
11:15 to 11:30	29	2	2	33	0	0	0	0	0	0	0	0	
11:30 to 11:45	31	11	2	44	1	0	0	1	0	0	0	0	
11:45 to 12:00	27	6	7	40	3	0	0	3	0	0	0	0	
12:00 to 12:15	34	5	7	46	2	0	0	2	0	0	0	0	
12:15 to 12:30	27	4	6	37	0	0	0	0	0	0	0	0	
12:30 to 12:45	33	3	4	40	1	0	0	1	0	0	0	0	
12:45 to 13:00	27	4	2	33	0	0	0	0	0	0	0	0	
13:00 to 13:15	44	4	4	52	1	0	0	1	0	0	0	0	
13:15 to 13:30	36	4	3	43	1	0	0	1	0	0	0	0	
13:30 to 13:45	33	8	3	44	2	0	0	2	0	0	0	0	
13:45 to 14:00	32	4	3	39	0	2	0	2	0	0	0	0	
14:00 to 14:15	33	3	6	42	4	0	0	4	0	0	0	0	
14:15 to 14:30	36	4	5	45	2	1	0	3	0	0	0	0	
14:30 to 14:45	48	5	7	60	0	1	0	1	0	0	0	0	
14:45 to 15:00	54	5	2	61	1	0	0	1	0	0	0	0	
15:00 to 15:15	53	4	4	61	2	0	0	2	0	0	0	0	
15:15 to 15:30	46	3	2	51	3	1	0	4	0	0	0	0	
15:30 to 15:45	47	2	2	51	4	1	0	5	0	0	0	0	
15:45 to 16:00	71	4	4	79	1	0	0	1	0	0	0	0	
16:00 to 16:15	53	5	4	62	5	0	0	5	0	0	0	0	
16:15 to 16:30	60	3	5	68	4	0	0	4	0	0	0	0	
16:30 to 16:45	55	3	3	61	2	2	0	4	0	0	0	0	
16:45 to 17:00	55	3	4	62	3	1	0	4	0	0	0	0	
17:00 to 17:15	72	1	5	78	1	0	0	1	0	0	0	0	
17:15 to 17:30	70	2	4	76	4	0	0	4	0	0	0	0	
17:30 to 17:45	83	2	6	91	1	0	0	1	0	0	0	0	
17:45 to 18:00	55	4	11	70	0	0	0	0	0	0	0	0	
18:00 to 18:15	53	4	10	67	1	0	0	1	0	0	0	0	
18:15 to 18:30	36	2	4	42	2	0	0	2	0	0	0	0	
18:30 to 18:45	24	3	6	33	2	0	0	2	0	0	0	0	
18:45 to 19:00	17	0	6	23	1	2	0	3	0	0	0	0	
19:00 to 19:15	18	2	3	23	1	0	0	1	0	0	0	0	
19:15 to 19:30	18	4	6	28	2	0	0	2	0	0	0	0	
19:30 to 19:45	20	3	3	26	1	0	0	1	0	0	0	0	
19:45 to 20:00	20	2	5	27	2	0	0	2	0	0	0	0	
20:00 to 20:15	13	2	4	19	0	0	0	0	0	0	0	0	
20:15 to 20:30	23	2	4	29	1	0	0	1	0	0	0	0	
20:30 to 20:45	9	0	7	16	1	0	0	1	0	0	0	0	
20:45 to 21:00	10	6	4	20	1	0	0	1	0	0	0	0	
21:00 to 21:15	7	1	5	13	0	0	0	0	0	0	0	0	
21:15 to 21:30	13	1	7	21	1	0	0	1	0	0	0	0	
21:30 to 21:45	5	0	6	11	0	0	0	0	0	0	0	0	
21:45 to 22:00	5	1	5	11	0	0	0	0	0	0	0	0	
22:00 to 22:15	5	0	4	9	0	0	0	0	0	0	0	0	
22:15 to 22:30	3	3	1	7	0	0	0	0	0	0	0	0	
22:30 to 22:45	7	1	1	9	1	0	0	1	0	0	0	0	
22:45 to 23:00	3	0	2	5	0	0	0	0	0	0	0	0	
23:00 to 23:15	3	0	2	5	0	0	0	0	0	0	0	0	
23:15 to 23:30	4	1	1	6	0	0	0	0	0	0	0	0	

23:30 to 23:45				4	1	1	6	0	0	0	0	0	0	0
23:45 to 0:00				4	0	3	7	0	0	0	0	0	0	0
24hr Totals				2,471	281	300	3,052	106	33	1	140	0	0	0

Approach	Athol School Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
0:30 to 0:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
0:45 to 1:00	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	2	0	8		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	1	1	4		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	1	5		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:30 to 3:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	1	0	5		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0	
4:15 to 4:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0	5	1	0	6		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	1	6		0	0	0	0	
5:00 to 5:15	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	16	1	0	17		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	20	0	1	21		0	0	0	0	
5:30 to 5:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	28	0	0	28		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	0	1	20		0	0	0	0	
6:00 to 6:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	23	3	0	26		0	0	0	0	
6:15 to 6:30	5	1	0	6		0	0	0	0	0	0	0	0	0	0	0	41	2	0	43		0	0	0	0	
6:30 to 6:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	30	9	4	43		0	0	0	0	
6:45 to 7:00	3	1	0	4		0	0	0	0	0	0	0	0	0	0	0	45	4	2	51		0	0	0	0	
7:00 to 7:15	1	1	0	2		1	0	0	1	0	0	0	0	1	0	0	1	35	3	1	39		0	0	0	0
7:15 to 7:30	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	70	3	1	74		0	0	0	0	
7:30 to 7:45	4	0	0	4		1	0	0	0	0	0	0	0	1	0	0	1	71	5	5	81		0	0	0	0
7:45 to 8:00	3	2	0	5		1	0	0	1	0	0	0	0	1	0	0	1	69	6	1	76		0	0	0	0
8:00 to 8:15	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	47	2	2	51		0	0	0	0	
8:15 to 8:30	1	1	0	2		1	0	0	1	0	0	0	0	0	0	0	38	0	0	38		0	0	0	0	
8:30 to 8:45	6	1	0	7		0	0	0	0	0	0	0	0	0	0	0	58	5	2	65		0	0	0	0	
8:45 to 9:00	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	46	6	2	54		0	0	0	0	
9:00 to 9:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	47	5	1	53		0	0	0	0	
9:15 to 9:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	36	5	4	45		0	0	0	0	
9:30 to 9:45	3	1	0	4		1	0	0	1	0	0	0	0	0	0	0	30	3	2	35		0	0	0	0	
9:45 to 10:00	2	0	0	2		0	0	0	0	0	0	0	0	1	0	0	1	44	5	2	51		0	0	0	0
10:00 to 10:15	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	41	7	1	49		0	0	0	0	
10:15 to 10:30	0	1	0	1		0	0	0	0	0	0	0	0	1	0	0	1	24	3	5	32		0	0	0	0
10:30 to 10:45	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	30	8	5	43		0	0	0	0	
10:45 to 11:00	1	2	1	4		0	0	0	0	0	0	0	0	2	0	0	2	29	9	2	40		0	0	0	0
11:00 to 11:15	2	2	0	4		0	0	0	0	0	0	0	0	0	0	0	42	5	5	52		0	0	0	0	
11:15 to 11:30	5	0	0	5		0	0	0	0	0	0	0	0	0	0	0	47	6	4	57		0	0	0	0	
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	38	4	7	49		0	0	0	0	
11:45 to 12:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	28	4	3	35		0	0	0	0	
12:00 to 12:15	3	0	0	3		0	0	0	0	0	0	0	0	1	0	0	1	34	5	8	47		0	0	0	0
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	31	4	4	39		0	0	0	0	
12:30 to 12:45	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	33	3	4	40		0	0	0	0	
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	34	3	7	44		0				

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 16(p). Gore Hwy / Athol School Rd
Day/Date	: Wed, 18th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



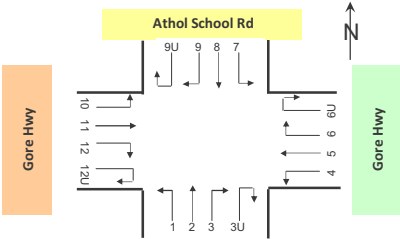
Approach	Gore Hwy											
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period												
0:00 to 0:15	0	2	1	3	0	0	0	0	0	0	0	0
0:15 to 0:30	2	3	0	5	0	0	0	0	0	0	0	0
0:30 to 0:45	1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	2	2	0	0	0	0	0	0	0	0
1:00 to 1:15	1	0	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30	0	1	1	2	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	1	1	0	0	0	0	0	0	0	0
1:45 to 2:00	2	2	1	5	0	0	0	0	0	0	0	0
2:00 to 2:15	0	0	1	1	0	0	0	0	0	0	0	0
2:15 to 2:30	1	1	1	3	0	0	0	0	0	0	0	0
2:30 to 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 to 3:00	3	0	1	4	1	0	0	1	0	0	0	0
3:00 to 3:15	0	1	3	4	0	0	1	1	0	0	0	0
3:15 to 3:30	1	0	1	2	3	0	0	3	0	0	0	0
3:30 to 3:45	3	1	5	9	2	0	0	2	0	0	0	0
3:45 to 4:00	3	2	2	7	0	0	1	1	0	0	0	0
4:00 to 4:15	3	3	3	9	0	0	0	0	0	0	0	0
4:15 to 4:30	8	1	6	15	3	0	0	3	0	0	0	0
4:30 to 4:45	6	1	4	11	1	1	0	2	0	0	0	0
4:45 to 5:00	17	4	7	28	1	0	0	1	0	0	0	0
5:00 to 5:15	25	4	3	32	0	1	0	1	0	0	0	0
5:15 to 5:30	35	5	5	45	0	0	0	0	0	0	0	0
5:30 to 5:45	44	4	7	55	0	0	0	0	0	0	0	0
5:45 to 6:00	35	7	3	45	0	1	0	1	0	0	0	0
6:00 to 6:15	43	6	5	54	2	0	0	2	0	0	0	0
6:15 to 6:30	41	8	6	55	4	1	0	5	0	0	0	0
6:30 to 6:45	33	13	7	53	1	0	0	1	0	0	0	0
6:45 to 7:00	35	7	5	47	1	0	0	1	0	0	0	0
7:00 to 7:15	27	7	7	41	1	1	0	2	0	0	0	0
7:15 to 7:30	32	6	3	41	0	1	0	1	0	0	0	0
7:30 to 7:45	33	6	4	43	2	1	0	3	0	0	0	0
7:45 to 8:00	52	7	4	63	2	0	0	2	0	0	0	0
8:00 to 8:15	47	8	3	58	0	0	0	0	0	0	0	0
8:15 to 8:30	50	12	7	69	0	1	0	1	0	0	0	0
8:30 to 8:45	44	8	4	56	1	0	0	1	0	0	0	0
8:45 to 9:00	44	5	4	53	1	0	0	1	0	0	0	0
9:00 to 9:15	43	12	4	59	0	0	0	0	0	0	0	0
9:15 to 9:30	30	4	6	40	0	0	0	0	0	0	0	0
9:30 to 9:45	21	6	4	31	1	0	0	1	0	0	0	0
9:45 to 10:00	49	7	5	61	0	1	0	1	0	0	0	0
10:00 to 10:15	36	7	6	49	2	0	0	2	0	0	0	0
10:15 to 10:30	24	9	5	38	1	0	0	1	0	0	0	0
10:30 to 10:45	37	7	7	51	0	0	0	0	0	0	0	0
10:45 to 11:00	38	6	5	49	1	0	0	1	0	0	0	0
11:00 to 11:15	32	8	2	42	2	0	0	2	0	0	0	0
11:15 to 11:30	46	4	6	56	0	2	0	2	0	0	0	0
11:30 to 11:45	40	1	5	46	2	0	1	3	0	0	0	0
11:45 to 12:00	36	3	7	46	0	0	0	0	0	0	0	0
12:00 to 12:15	29	2	8	39	1	1	0	2	0	0	0	0
12:15 to 12:30	46	3	4	53	3	0	0	3	0	0	0	0
12:30 to 12:45	28	4	8	40	0	0	0	0	0	0	0	0
12:45 to 13:00	39	7	5	51	1	0	0	1	0	0	0	0
13:00 to 13:15	40	3	8	51	2	0	0	2	0	0	0	0
13:15 to 13:30	38	4	2	44	4	0	0	4	0	0	0	0
13:30 to 13:45	38	9	6	53	0	0	0	0	0	0	0	0
13:45 to 14:00	40	10	2	52	4	2	0	6	0	0	0	0
14:00 to 14:15	54	4	7	65	2	0	0	2	1	0	0	1
14:15 to 14:30	48	3	6	57	3	0	0	3	0	0	0	0
14:30 to 14:45	53	7	7	67	2	0	0	2	0	0	0	0
14:45 to 15:00	48	4	9	61	1	1	0	2	0	0	0	0
15:00 to 15:15	51	4	5	60	1	0	0	1	0	0	0	0
15:15 to 15:30	62	5	3	70	3	1	0	4	0	0	0	0
15:30 to 15:45	40	3	6	49	1	1	0	2	0	0	0	0
15:45 to 16:00	56	2	5	63	2	0	0	2	0	0	0	0
16:00 to 16:15	63	3	6	72	4	0	0	4	0	0	0	0
16:15 to 16:30	73	3	8	84	1	0	0	1	0	0	0	0
16:30 to 16:45	61	0	10	71	2	1	0	3	0	0	0	0
16:45 to 17:00	61	4	3	68	2	1	0	3	0	0	0	0
17:00 to 17:15	67	3	6	76	0	1	0	1	0	0	0	0
17:15 to 17:30	82	1	2	85	3	0	0	3	0	0	0	0
17:30 to 17:45	70	2	9	81	2	1	1	4	0	0	0	0
17:45 to 18:00	45	3	4	52	3	0	0	3	0	0	0	0
18:00 to 18:15	41	2	10	53	1	0	0	1	0	0	0	0
18:15 to 18:30	31	0	8	39	0	0	0	0	0	0	0	0
18:30 to 18:45	29	1	7	37	0	0	0	0	0	0	0	0
18:45 to 19:00	25	1	5	31	3	0	0	3	0	0	0	0
19:00 to 19:15	18	2	7	27	1	0	0	1	0	0	0	0
19:15 to 19:30	22	0	10	32	1	0	0	1	0	0	0	0
19:30 to 19:45	19	2	7	28	1	0	0	1	0	0	0	0
19:45 to 20:00	11	0	4	15	1	0	0	1	0	0	0	0
20:00 to 20:15	17	1	5	23	0	0	0	0	0	0	0	0
20:15 to 20:30	15	1	9	25	0	0	0	0	0	0	0	0
20:30 to 20:45	21	2	4	27	1	0	0	1	0	0	0	0
20:45 to 21:00	6	0	2	8	0	0	0	0	0	0	0	0
21:00 to 21:15	12	1	1	14	0	0	0	0	0	0	0	0
21:15 to 21:30	11	0	5	16	1	1	0	2	0	0	0	0
21:30 to 21:45	12	0	5	17	0	0	0	0	0	0	0	0
21:45 to 22:00	13	0	5	18	1	0	0	1	0	0	0	0
22:00 to 22:15	9	1	1	11	1	0	0	1	0	0	0	0
22:15 to 22:30	5	0	3	8	0	0	0	0	0	0	0	0
22:30 to 22:45	5	0	3	8	0	0	0	0	0	0	0	0
22:45 to 23:00	8	2	1	11	0	0	0	0	0	0	0	0
23:00 to 23:15	3	1	2	6	0	0	0	0	0	0	0	0
23:15 to 23:30	2	0	1	3	0	0	0	0	0	0	0	0

23:30 to 23:45				4	1	1	6	0	0	0	0	0	0	0
23:45 to 0:00				1	0	1	2	0	0	0	0	0	0	0
24hr Totals				2,675	320	425	3,420	94	22	4	120	1	0	1

Approach	Athol School Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	3	5		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	2	5		0	0	0	0	
0:30 to 0:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	1	1	5	7		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	2	2	8		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	5	5		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	1	4		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	2	4		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	4	5		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	3	7		0	0	0	0	
3:00 to 3:15	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0	
3:30 to 3:45	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	5	0	1	6		0	0	0	0	
3:45 to 4:00	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	3	3	6	12		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	4	9		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0	
4:30 to 4:45	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	7	2	0	9		0	0	0	0	
4:45 to 5:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	6	4	2	12		0	0	0	0	
5:00 to 5:15	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	10	0	0	10		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	16	0	2	18		0	0	0	0	
5:30 to 5:45	1	0	0	1		2	0	0	2	0	0	0	0	0	0	0	27	0	1	28		0	0	0	0	
5:45 to 6:00	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	19	1	1	21		0	0	0	0	
6:00 to 6:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	21	5	5	31		0	0	0	0	
6:15 to 6:30	5	1	0	6		0	0	0	0	0	0	0	0	0	0	0	39	3	4	46		0	0	0	0	
6:30 to 6:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	54	2	1	57		0	0	0	0	
6:45 to 7:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	39	6	5	50		0	0	0	0	
7:00 to 7:15	1	1	0	2		0	0	0	0	0	1	1	0	2	43	3	2			48		0	0	0	0	
7:15 to 7:30	3	1	0	4		0	1	0	0	0	0	0	0	0	0	0	78	7	1	86		0	0	0	0	
7:30 to 7:45	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	63	5	3	71		0	0	0	0	
7:45 to 8:00	2	1	0	3		0	0	0	0	0	0	0	0	0	0	0	81	6	6	93		0	0	0	0	
8:00 to 8:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	74	5	5	84		0	0	0	0	
8:15 to 8:30	3	0	0	3		1	0	0	0	0	0	0	0	0	0	0	65	2	2	69		0	0	0	0	
8:30 to 8:45	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	61	2	7	70		0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	45	1	7	53		0	0	0	0	
9:00 to 9:15	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	63	8	3	74		0	0	0	0	
9:15 to 9:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	51	3	2	56		0	0	0	0	
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	46	10	3	59		0	0	0	0	
9:45 to 10:00	0	0	0	0		1	1	0	2	0	0	0	0	1	1	0	2	35	4	2	41		0	0	0	0
10:00 to 10:15	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	49	6	2	57		0	0	0	0	
10:15 to 10:30	1	1	0	2		1	0	0	0	0	0	0	0	0	0	0	41	9	1	51		0	0	0	0	
10:30 to 10:45	1	0	0	1		0	0	0	0	0	0	1	0	0	1	37	0	9	46		0	0	0	0		
10:45 to 11:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	28	6	8	42		0	0	0	0	
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	33	7	5	45		0	0	0	0	
11:15 to 11:30	0	2	0	2		1	0	0	0	0	0	0	0	0	0	0	48	7	4	59		0	0	0	0	
11:30 to 11:45	0	0	2	2		0	0	0	0	0	0	0	0	0	0	0	31	6	4	41		0	0	0	0	
11:45 to 12:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	37	5	5	47		0	0	0	0	
12:00 to 12:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	32	5	3	40		0	0	0	0	
12:15 to 12:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	31	5	1	37		0	0	0	0	
12:30 to 12:45	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	40	6	8	54		0	0	0	0	
12:45 to 13:00	0	0	0	0		1	0	0	0	0	0	0	0	0	0	0	36	7	9	52		0	0	0	0	
13:00 to 13:15	3	0	0	3		0	0	0	0	0	0	2	0	0	2	29	4	6	39		0	0	0	0		
13:15 to 13:30	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	33	10	12	55		0	0	0	0	
13:30 to 13:45	0	0	0	0		0	0	0	0	0	0	1	0	0	1	53	11	2	66		0	0	0	0		
13:45 to 14:00	4	1	0	5		0	0	0	0	0	0	1	0	0	1	40	10	6	56		0	0	0	0		
14:00 to 14:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	36	7	8	51		0	0	0	0		
14:15 to 14:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	50	11	6	67		0	0	0	0		
14:30 to 14:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	36	9	7	52		0	0	0	0		
14:45 to 15:00	5	1	0	6		0	0	0	0	0	0	1	0	0	1	51	5	8	64		0	0	0	0		
15:00 to 15:15	4	0	0	4		1	0	0	0	0	0	1	0	0	1	60	8	10	78		0	0	0	0		
15:15 to 15:30	0	1	0	1		0	0	0	0	0	0	0	0	0	0	55	8	5	68		0	0	0	0		
15:30 to 15:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	59	3	6	68		0	0	0	0		
15:4																										

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 16(p). Gore Hwy / Athol School Rd
Day/Date	: Thur, 19th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



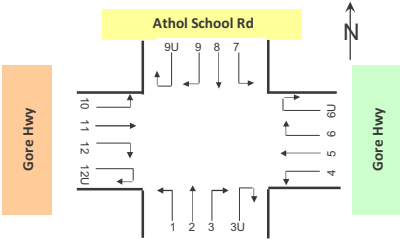
Approach	Gore Hwy												
Direction	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	
0:00 to 0:15	2	0	4	6	0	0	0	0	0	0	0	0	
0:15 to 0:30	5	0	4	9	0	0	0	0	0	0	0	0	
0:30 to 0:45	0	0	1	1	0	0	1	1	0	0	0	0	
0:45 to 1:00	0	0	2	2	2	0	0	2	0	0	0	0	
1:00 to 1:15	0	0	2	2	0	0	0	0	0	0	0	0	
1:15 to 1:30	0	1	1	2	0	0	0	0	0	0	0	0	
1:30 to 1:45	2	0	0	2	1	0	0	1	0	0	0	0	
1:45 to 2:00	0	2	1	3	0	0	0	0	0	0	0	0	
2:00 to 2:15	1	0	1	2	0	0	0	0	0	0	0	0	
2:15 to 2:30	1	0	1	2	0	0	0	0	0	0	0	0	
2:30 to 2:45	1	0	2	3	0	0	0	0	0	0	0	0	
2:45 to 3:00	0	0	2	2	0	0	0	0	0	0	0	0	
3:00 to 3:15	2	0	2	4	1	0	0	1	0	0	0	0	
3:15 to 3:30	1	1	1	3	2	0	0	2	0	0	0	0	
3:30 to 3:45	6	1	3	10	2	0	0	2	0	0	0	0	
3:45 to 4:00	7	2	4	13	0	0	0	0	0	0	0	0	
4:00 to 4:15	2	3	7	12	0	0	0	0	0	0	0	0	
4:15 to 4:30	7	2	5	14	4	0	0	4	0	0	0	0	
4:30 to 4:45	17	0	6	23	0	0	0	0	0	0	0	0	
4:45 to 5:00	14	2	3	19	1	0	0	1	0	0	0	0	
5:00 to 5:15	25	3	4	32	0	1	0	1	0	0	0	0	
5:15 to 5:30	28	5	9	42	0	0	0	0	0	0	0	0	
5:30 to 5:45	49	8	2	59	0	0	0	0	0	0	0	0	
5:45 to 6:00	44	8	6	58	0	0	0	0	0	0	0	0	
6:00 to 6:15	43	10	2	55	2	1	0	3	0	0	0	0	
6:15 to 6:30	37	8	4	49	2	0	0	2	0	0	0	0	
6:30 to 6:45	22	9	2	33	3	0	0	3	0	0	0	0	
6:45 to 7:00	24	5	2	31	0	0	0	0	0	0	0	0	
7:00 to 7:15	35	12	5	52	1	0	0	1	0	0	0	0	
7:15 to 7:30	50	15	3	68	3	1	0	4	0	0	0	0	
7:30 to 7:45	45	8	4	57	0	1	0	1	0	0	0	0	
7:45 to 8:00	34	9	7	50	2	1	0	3	0	0	0	0	
8:00 to 8:15	59	11	5	75	3	0	0	3	0	0	0	0	
8:15 to 8:30	55	6	6	67	2	0	0	2	0	0	0	0	
8:30 to 8:45	38	7	1	46	1	0	0	1	0	0	0	0	
8:45 to 9:00	41	9	6	56	1	0	0	1	0	0	0	0	
9:00 to 9:15	33	8	6	47	1	0	0	1	0	0	0	0	
9:15 to 9:30	41	11	3	55	1	0	0	1	0	0	0	0	
9:30 to 9:45	33	6	4	43	1	0	0	1	0	0	0	0	
9:45 to 10:00	28	5	5	38	0	0	0	0	0	0	0	0	
10:00 to 10:15	40	2	2	44	0	0	1	1	0	0	0	0	
10:15 to 10:30	36	5	4	45	2	0	0	2	0	0	0	0	
10:30 to 10:45	35	4	1	40	2	0	0	2	0	0	0	0	
10:45 to 11:00	29	5	6	40	0	0	0	0	0	0	0	0	
11:00 to 11:15	35	7	2	44	2	0	0	2	0	0	0	0	
11:15 to 11:30	21	4	3	28	2	0	0	2	0	0	0	0	
11:30 to 11:45	37	5	3	45	2	0	0	2	0	0	0	0	
11:45 to 12:00	46	5	4	55	1	1	0	2	0	0	0	0	
12:00 to 12:15	33	7	3	43	1	2	0	3	0	0	0	0	
12:15 to 12:30	37	8	6	51	0	0	0	0	0	0	0	0	
12:30 to 12:45	43	8	4	55	0	0	0	0	0	0	0	0	
12:45 to 13:00	39	3	9	51	1	0	0	1	0	0	0	0	
13:00 to 13:15	48	5	10	63	1	0	0	1	0	0	0	0	
13:15 to 13:30	31	5	5	41	2	1	0	3	0	0	0	0	
13:30 to 13:45	36	9	5	50	2	0	0	2	0	0	0	0	
13:45 to 14:00	51	7	5	63	1	0	0	1	0	0	0	0	
14:00 to 14:15	39	2	3	44	1	1	0	2	0	0	0	0	
14:15 to 14:30	38	1	7	46	6	1	1	8	0	0	0	0	
14:30 to 14:45	48	8	7	63	3	0	0	3	0	0	0	0	
14:45 to 15:00	55	7	8	70	1	0	0	1	0	0	0	0	
15:00 to 15:15	57	2	5	64	2	1	0	3	0	0	0	0	
15:15 to 15:30	41	6	9	56	2	2	0	4	0	0	0	0	
15:30 to 15:45	53	5	2	60	2	1	0	3	0	0	0	0	
15:45 to 16:00	60	6	6	72	3	0	0	3	0	0	0	0	
16:00 to 16:15	55	5	8	68	2	0	0	2	0	0	0	0	
16:15 to 16:30	77	6	6	89	3	1	0	4	0	0	0	0	
16:30 to 16:45	62	7	7	76	4	1	0	5	0	0	0	0	
16:45 to 17:00	81	2	9	92	5	0	0	5	0	0	0	0	
17:00 to 17:15	84	2	8	94	2	0	0	2	0	0	0	0	
17:15 to 17:30	86	3	8	97	0	0	0	0	0	0	0	0	
17:30 to 17:45	71	2	5	78	4	0	0	4	0	0	0	0	
17:45 to 18:00	63	6	2	71	2	0	0	2	0	0	0	0	
18:00 to 18:15	33	1	2	36	3	0	0	3	0	0	0	0	
18:15 to 18:30	48	3	6	57	2	0	0	2	0	0	0	0	
18:30 to 18:45	40	1	5	46	2	0	0	2	0	0	0	0	
18:45 to 19:00	26	4	5	35	0	0	0	0	0	0	0	0	
19:00 to 19:15	27	0	8	35	0	0	0	0	0	0	0	0	
19:15 to 19:30	17	0	9	26	2	0	0	2	0	0	0	0	
19:30 to 19:45	17	1	5	23	1	0	0	1	0	0	0	0	
19:45 to 20:00	7	1	3	11	0	0	0	0	0	0	0	0	
20:00 to 20:15	17	0	6	23	0	0	0	0	0	0	0	0	
20:15 to 20:30	25	0	8	33	1	0	0	1	0	0	0	0	
20:30 to 20:45	10	0	3	13	0	0	0	0	0	0	0	0	
20:45 to 21:00	10	1	9	20	0	1	0	1	0	0	0	0	
21:00 to 21:15	16	0	4	20	1	0	0	1	0	0	0	0	
21:15 to 21:30	15	0	7	22	0	0	0	0	0	0	0	0	
21:30 to 21:45	9	0	8	17	0	0	0	0	0	0	0	0	
21:45 to 22:00	12	0	4	16	1	0	0	1	0	0	0	0	
22:00 to 22:15	4	0	1	5	1	0	0	1	0	0	0	0	
22:15 to 22:30	3	0	2	5	0	0	0	0	0	0	0	0	
22:30 to 22:45	1	0	1	2	1	0	0	1	0	0	0	0	
22:45 to 23:00	3	0	0	3	0	0	0	0	0	0	0	0	
23:00 to 23:15	3	0	2	5	0	0	0	0	0	0	0	0	
23:15 to 23:30	3	0	3	6	0	0	0	0	0	0	0	0	

23:30 to 23:45				1	0	0	1	0	0	0	0	0	0	0
23:45 to 0:00				3	3	1	7	0	0	0	0	0	0	0
24hr Totals				2,749	351	412	3,512	112	18	3	133	0	0	0

Approach	Athol School Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	2	2	8		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	4	4		0	0	0	0	
0:30 to 0:45	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	2	3	3	8		0	0	0	0	
0:45 to 1:00	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	4	1	2	7		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	5	5		0	0	0	0	
1:45 to 2:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	2	2	2	6		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	2	5		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	2	5		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	5	7		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
3:30 to 3:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	7	1	2	10		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	2	5		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	2	7		0	0	0	0	
4:15 to 4:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	4	1	2	7		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	6	1	3	10		0	0	0	0	
4:45 to 5:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	8	0	3	11		0	0	0	0	
5:00 to 5:15	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	13	1	3	17		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	19	1	0	20		0	0	0	0	
5:30 to 5:45	1	0	0	1		3	0	0	3	0	0	0	0	1	0	0	1	17	1	1	19		0	0	0	0
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	23	0	2	25		0	0	0	0	
6:00 to 6:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	26	1	2	29		0	0	0	0	
6:15 to 6:30	4	0	0	4		0	0	0	0	0	0	0	0	0	0	0	36	4	7	47		0	0	0	0	
6:30 to 6:45	5	0	0	5		1	0	0	1	0	0	0	0	1	0	0	1	58	0	3	61		0	0	0	0
6:45 to 7:00	1	1	0	2		1	0	0	1	0	0	0	0	0	0	0	35	2	5	42		0	0	0	0	
7:00 to 7:15	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	46	3	2	51		0	0	0	0	
7:15 to 7:30	3	0	0	3		0	1	0	1	0	0	0	0	0	3	0	3	79	8	8	95		0	0	0	0
7:30 to 7:45	2	1	0	3		0	0	0	0	0	0	0	0	1	0	0	1	64	5	2	71		0	0	0	0
7:45 to 8:00	3	1	0	4		0	0	0	0	0	0	0	0	0	0	0	65	9	1	75		0	0	0	0	
8:00 to 8:15	2	0	0	2		1	0	0	1	0	0	0	0	0	0	0	69	9	2	80		0	0	0	0	
8:15 to 8:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	55	8	1	64		0	0	0	0	
8:30 to 8:45	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	41	5	1	47		0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	68	5	2	75		0	0	0	0	
9:00 to 9:15	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	48	10	4	62		0	0	0	0	
9:15 to 9:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	63	12	3	78		0	0	0	0	
9:30 to 9:45	2	0	0	2		0	0	0	0	0	0	0	0	1	0	0	1	52	0	9	61		0	0	0	0
9:45 to 10:00	0	2	0	2		0	0	0	1	0	0	0	1	0	0	0	54	9	7	70		0	0	0	0	
10:00 to 10:15	0	0	1	1		0	0	0	0	0	0	0	1	0	0	1	35	6	11	52		0	0	0	0	
10:15 to 10:30	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	45	6	6	57		0	0	0	0	
10:30 to 10:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	42	6	6	54		0	0	0	0	
10:45 to 11:00	3	0	0	3		0	0	0	0	0	0	0	1	0	0	1	45	10	4	59		0	0	0	0	
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	45	5	7	57		0	0	0	0	
11:15 to 11:30	1	2	1	4		0	0	0	0	0	0	0	0	0	0	0	41	7	3	51		0	0	0	0	
11:30 to 11:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	44	6	3	53		0	0	0	0	
11:45 to 12:00	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	44	13	6	63		0	0	0	0	
12:00 to 12:15	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	40	11	5	56		0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	38	2	6	46		0	0	0	0	
12:30 to 12:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	46	5	5	56		0	0	0	0	
12:45 to 13:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	46	7	6	59						

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 16(p). Gore Hwy / Athol School Rd
Day/Date	: Fri, 13th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



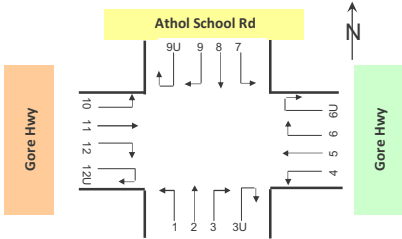
Approach	Gore Hwy											
	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period												
0:00 to 0:15	2	0	2	4	0	0	0	0	0	0	0	0
0:15 to 0:30	5	0	0	5	0	0	0	0	0	0	0	0
0:30 to 0:45	0	0	1	1	0	0	0	0	0	0	0	0
0:45 to 1:00	0	0	3	3	0	0	0	0	0	0	0	0
1:00 to 1:15	1	0	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30	2	1	2	5	0	0	0	0	0	0	0	0
1:30 to 1:45	0	0	3	3	0	0	0	0	0	0	0	0
1:45 to 2:00	1	0	1	2	0	0	0	0	0	0	0	0
2:00 to 2:15	0	1	0	1	0	0	0	0	0	0	0	0
2:15 to 2:30	1	1	2	4	0	0	0	0	0	0	0	0
2:30 to 2:45	2	0	1	3	0	0	0	0	0	0	0	0
2:45 to 3:00	0	0	1	1	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	1	2	2	0	0	2	0	0	0	0
3:30 to 3:45	2	0	1	3	0	0	0	0	0	0	0	0
3:45 to 4:00	3	1	2	6	1	0	0	1	0	0	0	0
4:00 to 4:15	4	1	1	6	0	0	0	0	0	0	0	0
4:15 to 4:30	9	2	0	11	2	0	0	2	0	0	0	0
4:30 to 4:45	11	1	4	16	0	0	0	0	0	0	0	0
4:45 to 5:00	11	0	0	11	1	0	0	1	0	0	0	0
5:00 to 5:15	18	1	0	19	0	0	0	0	0	0	0	0
5:15 to 5:30	30	1	3	34	0	0	0	0	0	0	0	0
5:30 to 5:45	40	4	4	48	0	0	0	0	0	0	0	0
5:45 to 6:00	35	2	2	39	0	0	0	0	0	0	0	0
6:00 to 6:15	34	1	1	36	0	0	0	0	0	0	0	0
6:15 to 6:30	22	4	1	27	0	0	0	0	0	0	0	0
6:30 to 6:45	19	1	2	22	1	0	0	1	0	0	0	0
6:45 to 7:00	18	3	4	25	0	0	0	0	0	0	0	0
7:00 to 7:15	37	6	1	44	1	0	0	1	0	0	0	0
7:15 to 7:30	32	1	2	35	0	0	0	0	0	0	0	0
7:30 to 7:45	29	4	2	35	0	1	0	1	0	0	0	0
7:45 to 8:00	35	2	0	37	2	0	0	2	0	0	0	0
8:00 to 8:15	31	3	1	35	0	0	0	0	1	0	0	1
8:15 to 8:30	33	2	1	36	1	0	0	1	0	0	0	0
8:30 to 8:45	31	4	0	35	1	0	0	1	0	0	0	0
8:45 to 9:00	29	2	1	32	4	0	0	4	0	0	0	0
9:00 to 9:15	23	2	2	27	1	0	0	1	0	0	0	0
9:15 to 9:30	34	2	0	36	0	0	0	0	0	0	0	0
9:30 to 9:45	25	2	1	28	1	0	0	1	0	0	0	0
9:45 to 10:00	21	2	5	28	0	0	0	0	0	0	0	0
10:00 to 10:15	34	4	0	38	1	0	0	1	0	0	0	0
10:15 to 10:30	31	2	1	34	2	0	0	2	0	0	0	0
10:30 to 10:45	24	3	1	28	1	0	0	1	0	0	0	0
10:45 to 11:00	29	0	2	31	1	0	0	1	0	0	0	0
11:00 to 11:15	36	2	3	41	0	0	0	0	0	0	0	0
11:15 to 11:30	21	2	2	25	0	1	0	1	0	0	0	0
11:30 to 11:45	38	2	0	40	1	2	0	3	0	0	0	0
11:45 to 12:00	38	2	1	41	2	0	1	3	0	0	0	0
12:00 to 12:15	36	0	2	38	3	0	0	3	0	0	0	0
12:15 to 12:30	31	2	1	34	0	0	0	0	0	0	0	0
12:30 to 12:45	34	0	0	34	0	0	0	0	0	0	0	0
12:45 to 13:00	48	1	0	49	3	0	0	3	0	0	0	0
13:00 to 13:15	49	3	3	55	1	0	0	1	0	0	0	0
13:15 to 13:30	32	1	1	34	1	1	0	2	0	0	0	0
13:30 to 13:45	37	2	0	39	3	0	0	3	0	0	0	0
13:45 to 14:00	55	5	1	61	1	0	0	1	0	0	0	0
14:00 to 14:15	40	1	2	43	2	0	0	2	0	0	0	0
14:15 to 14:30	49	1	3	53	4	0	0	4	0	0	0	0
14:30 to 14:45	40	2	2	44	3	0	0	3	0	0	0	0
14:45 to 15:00	41	3	1	45	0	0	0	0	0	0	0	0
15:00 to 15:15	50	2	1	53	3	0	0	3	0	0	0	0
15:15 to 15:30	43	2	2	47	1	0	0	1	0	0	0	0
15:30 to 15:45	50	1	0	51	3	1	0	4	1	0	0	1
15:45 to 16:00	58	2	1	61	1	0	0	1	0	0	0	0
16:00 to 16:15	53	3	0	56	3	0	0	3	0	0	0	0
16:15 to 16:30	46	0	1	47	2	0	0	2	0	0	0	0
16:30 to 16:45	47	1	0	48	1	0	0	1	0	0	0	0
16:45 to 17:00	57	1	0	58	4	0	0	4	0	0	0	0
17:00 to 17:15	53	2	0	55	4	0	0	4	0	0	0	0
17:15 to 17:30	53	3	0	56	0	0	0	0	0	0	0	0
17:30 to 17:45	54	1	3	58	1	1	0	2	0	0	0	0
17:45 to 18:00	36	0	0	36	2	0	0	2	0	0	0	0
18:00 to 18:15	36	2	1	39	1	0	0	1	0	0	0	0
18:15 to 18:30	26	0	0	26	0	0	0	0	0	0	0	0
18:30 to 18:45	20	2	1	23	1	0	0	1	0	0	0	0
18:45 to 19:00	12	0	0	12	0	0	0	0	0	0	0	0
19:00 to 19:15	20	0	0	20	0	0	0	0	0	0	0	0
19:15 to 19:30	9	1	1	11	1	0	0	1	0	0	0	0
19:30 to 19:45	10	0	0	10	0	0	0	0	0	0	0	0
19:45 to 20:00	16	0	0	16	0	0	0	0	0	0	0	0
20:00 to 20:15	7	0	0	7	0	0	0	0	0	0	0	0
20:15 to 20:30	13	1	0	14	1	0	0	1	0	0	0	0
20:30 to 20:45	8	2	1	11	0	0	0	0	1	0	0	1
20:45 to 21:00	8	1	0	9	1	0	0	1	0	0	0	0
21:00 to 21:15	12	0	0	12	1	0	0	1	0	0	0	0
21:15 to 21:30	9	0	0	9	1	0	0	1	0	0	0	0
21:30 to 21:45	9	0	0	9	1	0	0	1	0	0	0	0
21:45 to 22:00	6	0	0	6	0	0	0	0	0	0	0	0
22:00 to 22:15	8	0	0	8	0	0	0	0	0	0	0	0
22:15 to 22:30	2	0	1	3	0	0	0	0	0	0	0	0
22:30 to 22:45	9	1	0	10	0	0	0	0	0	0	0	0
22:45 to 23:00	3	0	0	3	0	0	0	0	0	0	0	0
23:00 to 23:15	4	0	0	4	0	0	0	0	0	0	0	0
23:15 to 23:30	4	0	0	4	0	0	0	0	0	0	0	0

23:30 to 23:45				3	0	0	3	0	0	0	0	0	0	0
23:45 to 0:00				3	0	0	3	0	0	0	0	0	0	0
24hr Totals				2,231	123	97	2,451	80	7	1	88	3	0	3

Approach	Athol School Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	2	5	9		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	1	7	10		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	2	6	9		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	4	4		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	2	6		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	6	8		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		0	0	0	0	
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	5	6		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	1	4	6		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0	
3:30 to 3:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	7	0	5	12		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	2	4		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	2	9		0	0	0	0	
4:15 to 4:30	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	10	2	1	13		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	1	6		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	1	5		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	9	0	4	13		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	13	0	5	18		0	0	0	0	
5:30 to 5:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	17	0	0	17		0	0	0	0	
5:45 to 6:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	17	2	1	20		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	15	0	4	19		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	30	0	1	31		0	0	0	0	
6:30 to 6:45	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	33	3	2	38		0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	39	1	2	42		0	0	0	0	
7:00 to 7:15	1	0	0	1		0	0	0	0	0	0	0	0	1	0	1	31	3	2	36		0	0	0	0	
7:15 to 7:30	4	1	0	5		0	0	0	0	0	0	0	0	0	0	0	58	2	1	61		0	0	0	0	
7:30 to 7:45	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	65	7	5	77		0	0	0	0	
7:45 to 8:00	3	1	0	4		0	0	0	0	0	0	0	0	0	0	0	64	3	4	71		0	0	0	0	
8:00 to 8:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	52	3	4	59		0	0	0	0	
8:15 to 8:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	47	2	1	50		0	0	0	0	
8:30 to 8:45	5	0	0	5		0	0	0	0	0	0	0	0	0	0	0	61	5	2	68		0	0	0	0	
8:45 to 9:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	47	2	3	52		0	0	0	0	
9:00 to 9:15	3	0	0	3		1	0	0	0	0	0	0	0	0	0	0	57	2	2	61		0	0	0	0	
9:15 to 9:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	68	5	1	74		0	0	0	0	
9:30 to 9:45	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	47	4	2	53		0	0	0	0	
9:45 to 10:00	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	48	4	0	52		0	0	0	0	
10:00 to 10:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	39	0	5	44		0	0	0	0	
10:15 to 10:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	41	1	4	46		0	0	0	0	
10:30 to 10:45	2	0	0	2		3	0	0	0	0	0	0	2	0	0	2	38	5	4	47		0	0	0	0	
10:45 to 11:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	52	3	7	62		0	0	0	0	
11:00 to 11:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	45	3	4	52		0	0	0	0	
11:15 to 11:30	0	0	0	0		1	0	0	0	0	0	0	1	0	0	1	36	3	3	42		0	0	0	0	
11:30 to 11:45	1	2	0	3		0	0	0	0	0	0	0	0	0	0	0	43	3	2	48		0	0	0	0	
11:45 to 12:00	0	0	1	1		0	0	0	0	0	0	0	0	0	0	0	43	5	4	52		0	0	0	0	
12:00 to 12:15	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	34	3	3	40		0	0	0	0	
12:15 to 12:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	45	7	3	55		0	0	0	0	
12:30 to 12:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	54	3	5	62		0	0	0	0	
12:45 to 13:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	0	36	6	4	46		0	0	0	0	
13:000																										

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 16(p). Gore Hwy / Athol School Rd
Day/Date	: Sat, 14th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12



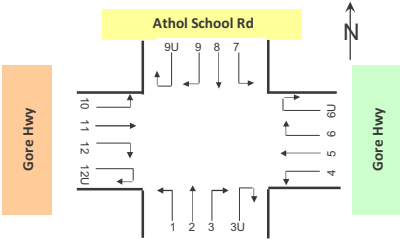
Approach	Gore Hwy											
Direction												
Time Period												
0:00 to 0:15	Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
0:15 to 0:30	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
0:30 to 0:45	2	0	0	2	0	0	0	0	0	0	0	0
0:45 to 1:00	2	0	0	2	0	0	0	0	0	0	0	0
1:00 to 1:15	1	0	0	1	0	0	0	0	0	0	0	0
1:15 to 1:30	2	0	0	2	0	0	0	0	0	0	0	0
1:30 to 1:45	1	0	0	1	0	0	0	0	0	0	0	0
1:45 to 2:00	3	0	0	3	0	0	1	1	0	0	0	0
2:00 to 2:15	0	1	0	1	0	0	0	0	0	0	0	0
2:15 to 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 to 2:45	1	0	0	1	0	0	0	0	0	0	0	0
2:45 to 3:00	5	2	0	7	0	0	0	0	0	0	0	0
3:00 to 3:15	0	0	1	1	0	0	0	0	0	0	0	0
3:15 to 3:30	1	0	0	1	0	0	0	0	0	0	0	0
3:30 to 3:45	1	0	0	1	0	0	0	0	0	0	0	0
3:45 to 4:00	0	0	0	0	1	0	0	1	0	0	0	0
4:00 to 4:15	4	0	1	5	0	0	0	0	0	0	0	0
4:15 to 4:30	1	1	0	2	0	0	0	0	0	0	0	0
4:30 to 4:45	5	1	0	6	0	0	0	0	1	0	0	1
4:45 to 5:00	6	0	0	6	0	0	0	0	0	0	0	0
5:00 to 5:15	4	0	0	4	0	0	0	0	0	0	0	0
5:15 to 5:30	10	0	2	12	0	0	0	0	0	0	0	0
5:30 to 5:45	17	0	0	17	0	0	0	0	0	0	0	0
5:45 to 6:00	19	2	0	21	0	0	0	0	0	0	0	0
6:00 to 6:15	12	0	0	12	0	0	0	0	0	0	0	0
6:15 to 6:30	12	1	0	13	0	0	0	0	0	0	0	0
6:30 to 6:45	10	0	0	10	0	0	0	0	0	0	0	0
6:45 to 7:00	11	0	0	11	0	0	0	0	0	0	0	0
7:00 to 7:15	6	1	0	7	0	0	0	0	0	0	0	0
7:15 to 7:30	11	1	0	12	0	0	0	0	0	0	0	0
7:30 to 7:45	8	1	0	9	0	0	0	0	0	0	0	0
7:45 to 8:00	10	3	1	14	0	0	0	0	0	0	0	0
8:00 to 8:15	17	0	2	19	1	0	0	1	0	0	0	0
8:15 to 8:30	11	1	2	14	0	0	0	0	0	0	0	0
8:30 to 8:45	14	1	0	15	0	1	0	1	0	0	0	0
8:45 to 9:00	18	1	0	19	3	0	0	3	0	0	0	0
9:00 to 9:15	15	0	0	15	0	0	0	0	0	0	0	0
9:15 to 9:30	20	0	1	21	0	0	0	0	0	0	0	0
9:30 to 9:45	20	2	0	22	0	0	0	0	0	0	0	0
9:45 to 10:00	30	0	0	30	4	0	0	4	1	0	0	1
10:00 to 10:15	32	1	1	34	3	0	0	3	0	0	0	0
10:15 to 10:30	28	1	3	32	0	0	0	0	0	0	0	0
10:30 to 10:45	26	1	2	29	0	0	0	0	0	0	0	0
10:45 to 11:00	25	2	4	31	1	2	0	3	0	0	0	0
11:00 to 11:15	30	1	5	36	4	0	0	4	0	0	0	0
11:15 to 11:30	29	0	3	32	4	0	0	4	1	0	0	1
11:30 to 11:45	40	0	4	44	2	0	0	2	0	0	0	0
11:45 to 12:00	32	1	3	36	0	0	0	0	0	0	0	0
12:00 to 12:15	53	0	1	54	0	0	0	0	0	0	0	0
12:15 to 12:30	49	1	2	52	1	0	0	1	0	0	0	0
12:30 to 12:45	41	2	4	47	1	0	0	1	0	0	0	0
12:45 to 13:00	51	1	2	54	1	0	0	1	0	0	0	0
13:00 to 13:15	34	0	1	35	2	0	0	2	0	0	0	0
13:15 to 13:30	49	1	3	53	0	0	0	0	0	0	0	0
13:30 to 13:45	50	3	5	58	1	0	0	1	0	0	0	0
13:45 to 14:00	44	2	6	52	1	0	0	1	0	0	0	0
14:00 to 14:15	40	2	3	45	1	0	1	2	0	0	0	0
14:15 to 14:30	44	2	3	49	2	0	0	2	0	0	0	0
14:30 to 14:45	38	0	3	41	2	0	0	2	0	0	0	0
14:45 to 15:00	38	1	6	45	3	0	0	3	0	0	0	0
15:00 to 15:15	41	0	5	46	1	0	0	1	0	0	0	0
15:15 to 15:30	46	5	3	54	1	0	0	1	0	0	0	0
15:30 to 15:45	30	1	1	32	0	0	0	0	0	0	0	0
15:45 to 16:00	43	1	4	48	3	0	0	3	0	0	0	0
16:00 to 16:15	25	2	2	29	2	0	0	2	0	0	0	0
16:15 to 16:30	29	0	1	30	2	0	0	2	0	0	0	0
16:30 to 16:45	31	1	4	36	4	0	0	4	0	0	0	0
16:45 to 17:00	24	1	1	26	3	0	0	3	0	0	0	0
17:00 to 17:15	35	2	7	44	2	0	0	2	0	0	0	0
17:15 to 17:30	19	1	0	20	1	0	0	1	0	0	0	0
17:30 to 17:45	25	0	2	27	2	0	0	2	0	0	0	0
17:45 to 18:00	26	2	2	30	0	0	0	0	0	0	0	0
18:00 to 18:15	14	0	2	16	0	0	0	0	0	0	0	0
18:15 to 18:30	15	0	0	15	1	0	0	1	0	0	0	0
18:30 to 18:45	14	0	0	14	0	0	0	0	0	0	0	0
18:45 to 19:00	15	0	1	16	1	0	0	1	0	0	0	0
19:00 to 19:15	13	0	1	14	1	0	0	1	0	0	0	0
19:15 to 19:30	7	1	0	8	1	0	0	1	0	0	0	0
19:30 to 19:45	9	0	2	11	2	0	0	2	0	0	0	0
19:45 to 20:00	7	0	1	8	0	0	0	0	0	0	0	0
20:00 to 20:15	6	0	1	7	0	0	0	0	0	0	0	0
20:15 to 20:30	8	1	3	12	0	0	0	0	0	0	0	0
20:30 to 20:45	10	0	3	13	0	0	0	0	0	0	0	0
20:45 to 21:00	6	0	0	6	0	0	0	0	0	0	0	0
21:00 to 21:15	14	0	1	15	1	0	0	1	0	0	0	0
21:15 to 21:30	6	0	0	6	1	0	1	2	0	0	0	0
21:30 to 21:45	11	0	0	11	0	0	0	0	0	0	0	0
21:45 to 22:00	7	0	1	8	1	0	0	1	0	0	0	0
22:00 to 22:15	7	0	0	7	1	0	0	1	0	0	0	0
22:15 to 22:30	7	0	0	7	0	0	0	0	0	0	0	0
22:30 to 22:45	9	0	0	9	0	0	0	0	0	0	0	0
22:45 to 23:00	3	0	0	3	0	0	0	0	0	0	0	0
23:00 to 23:15	5	0	0	5	0	0	0	0	0	0	0	0
23:15 to 23:30	2	0	0	2	0	0	0	0	0	0	0	0

23:30 to 23:45				5	0	0	5	0	0	0	0	0	0	0
23:45 to 0:00				3	0	0	3	0	0	0	0	0	0	0
24hr Totals				1,661	61	122	1,844	69	3	3	75	3	0	3

Approach	Athol School Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	2	9		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	0	0	0	0		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0	
1:15 to 1:30	0	0	1	1		0	0	0	0	0	0	0	0	0	0	4	0	4	8		0	0	0	0		
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0		
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	1	0	2		0	0	0	0		
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0		
2:15 to 2:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	3	0	4		0	0	0	0		
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	2	3		0	0	0	0		
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0		
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0		
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0		
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	1	3		0	0	0	0		
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0		
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	1	2		0	0	0	0		
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	7	0	2	9		0	0	0	0		
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	1	0	5		0	0	0	0		
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0		
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	5	0	0	5		0	0	0	0		
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0		
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6	0	0	6		0	0	0	0		
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0		
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	6	0	1	7		0	0	0	0		
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	16	4	1	21		0	0	0	0		
6:30 to 6:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0		
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	8	0	0	8		0	0	0	0		
7:00 to 7:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	8	1	0	9		0	0	0	0		
7:15 to 7:30	3	0	0	3		0	0	0	0	0	0	0	0	0	0	27	0	0	27		0	0	0	0		
7:30 to 7:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	18	0	1	19		0	0	0	0		
7:45 to 8:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	22	0	0	22		0	0	0	0		
8:00 to 8:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	20	0	1	21		0	0	0	0		
8:15 to 8:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	27	0	1	28		0	0	0	0		
8:30 to 8:45	0	1	0	1		1	0	0	1	0	0	0	0	0	0	29	1	1	31		0	0	0	0		
8:45 to 9:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	35	1	1	37		0	0	0	0		
9:00 to 9:15	0	0	0	0		1	0	0	1	0	0	0	1	0	0	1	41	0	6	47		0	0	0	0	
9:15 to 9:30	2	0	0	2		0	0	0	0	0	0	0	0	0	0	44	0	4	48		0	0	0	0		
9:30 to 9:45	1	0	0	1		0	0	0	0	0	0	0	1	0	0	1	57	0	2	59		0	0	0	0	
9:45 to 10:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	51	2	4	57		0	0	0	0		
10:00 to 10:15	2	0	0	2		0	0	0	0	0	0	0	1	0	0	1	47	2	3	52		0	0	0	0	
10:15 to 10:30	3	0	0	3		0	0	0	0	0	0	0	0	0	0	57	3	0	60		0	0	0	0		
10:30 to 10:45	5	0	0	5		0	0	0	0	0	0	0	0	0	0	43	1	2	46		0	0	0	0		
10:45 to 11:00	2	2	0	4		0	0	0	0	0	0	0	0	0	0	59	1	2	62		0	0	0	0		
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	59	3	2	64		0	0	0	0		
11:15 to 11:30	4	0	0	4		0	0	0	0	0	0	0	0	0	0	45	0	2	47		0	0	0	0		
11:30 to 11:45	3	0	0	3		0	0	0	0	0	0	0	0	0	0	32	1	2	35		0	0	0	0		
11:45 to 12:00	2	0	0	2		0	0	0	0	0	0	0	0	0	0	42	3	3	48		0	0	0	0		
12:00 to 12:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	35	0	6	41		0	0	0	0		
12:15 to 12:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	43	1	6	50		0	0	0	0		
12:30 to 12:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	32	0	2	34		0	0	0	0		
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	29	0	1	30		0	0	0	0		
13:00 to 13:15	2	0	0	2		0	0	0	0	0	0	0	0	0	0	27	1	0	28		0	0	0	0		
13:15 to 13:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	43	1								

Job No.	: AUQLD3564
Client	: AECOM Australia Pty Ltd
Suburb	: Inland Rail B2G
Location	: 16(p). Gore Hwy / Athol School Rd
Day/Date	: Sun, 15th May 2022
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3
	Class 1-2	Class 3-9	Class 10-12

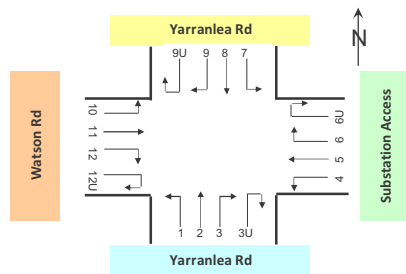


Approach	Direction	Gore Hwy											
		Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total
Time Period													
0:00 to 0:15		3	0	0	3	0	0	0	0	0	0	0	0
0:15 to 0:30		2	0	0	2	0	0	0	0	0	0	0	0
0:30 to 0:45		1	0	0	1	0	0	0	0	0	0	0	0
0:45 to 1:00		2	0	1	3	0	0	0	0	0	0	0	0
1:00 to 1:15		1	0	2	3	0	0	0	0	0	0	0	0
1:15 to 1:30		3	0	0	3	0	0	0	0	0	0	0	0
1:30 to 1:45		2	0	0	2	0	0	0	0	0	0	0	0
1:45 to 2:00		1	0	0	1	0	0	0	0	0	0	0	0
2:00 to 2:15		2	0	0	2	0	0	0	0	0	0	0	0
2:15 to 2:30		0	0	0	0	1	0	0	1	0	0	0	0
2:30 to 2:45		1	0	0	1	0	0	0	0	0	0	0	0
2:45 to 3:00		2	0	1	3	0	0	0	0	0	0	0	0
3:00 to 3:15		0	0	0	0	0	0	0	0	0	0	0	0
3:15 to 3:30		1	0	0	1	0	0	0	0	0	0	0	0
3:30 to 3:45		2	0	0	2	0	0	0	0	0	0	0	0
3:45 to 4:00		3	0	0	3	0	0	0	0	0	0	0	0
4:00 to 4:15		0	1	0	1	0	0	0	0	0	0	0	0
4:15 to 4:30		3	0	0	3	0	0	0	0	1	0	0	1
4:30 to 4:45		8	0	0	8	0	0	0	0	0	0	0	0
4:45 to 5:00		6	0	0	6	0	0	0	0	0	0	0	0
5:00 to 5:15		0	0	0	0	0	0	0	0	0	0	0	0
5:15 to 5:30		6	0	0	6	0	0	0	0	0	0	0	0
5:30 to 5:45		10	0	0	10	0	0	0	0	0	0	0	0
5:45 to 6:00		3	0	0	3	0	0	0	0	0	0	0	0
6:00 to 6:15		1	0	0	1	1	0	0	1	0	0	0	0
6:15 to 6:30		4	0	1	5	1	0	0	1	0	0	0	0
6:30 to 6:45		5	0	2	7	0	0	0	0	0	0	0	0
6:45 to 7:00		6	0	1	7	0	0	0	0	0	0	0	0
7:00 to 7:15		3	3	0	6	0	0	0	0	0	0	0	0
7:15 to 7:30		8	0	4	12	0	0	0	0	0	0	0	0
7:30 to 7:45		11	2	3	16	0	0	0	0	0	0	0	0
7:45 to 8:00		11	0	2	13	0	0	0	0	0	0	0	0
8:00 to 8:15		9	0	0	9	2	0	0	2	0	0	0	0
8:15 to 8:30		8	1	2	11	0	1	0	1	0	0	0	0
8:30 to 8:45		8	2	0	10	0	0	0	0	0	0	0	0
8:45 to 9:00		12	0	1	13	0	0	0	0	0	0	0	0
9:00 to 9:15		14	0	0	14	0	0	0	0	0	0	0	0
9:15 to 9:30		26	0	1	27	1	0	0	1	0	0	0	0
9:30 to 9:45		22	2	0	24	0	0	0	0	0	0	0	0
9:45 to 10:00		18	0	0	18	0	0	0	0	0	0	0	0
10:00 to 10:15		14	0	0	14	1	0	0	1	0	0	0	0
10:15 to 10:30		24	0	0	24	0	0	0	0	0	0	0	0
10:30 to 10:45		20	0	1	21	0	0	0	0	0	0	0	0
10:45 to 11:00		29	0	0	29	2	0	0	2	0	0	0	0
11:00 to 11:15		32	0	0	32	0	0	0	0	0	0	0	0
11:15 to 11:30		27	0	0	27	3	1	0	4	0	0	0	0
11:30 to 11:45		24	0	0	24	1	0	0	1	0	0	0	0
11:45 to 12:00		35	3	0	38	0	0	0	0	0	0	0	0
12:00 to 12:15		32	0	1	33	2	0	0	2	0	0	0	0
12:15 to 12:30		37	1	0	38	2	0	0	2	0	0	0	0
12:30 to 12:45		32	1	1	34	2	0	0	2	0	0	0	0
12:45 to 13:00		37	0	0	37	0	0	0	0	0	0	0	0
13:00 to 13:15		34	1	0	35	0	0	0	0	0	0	0	0
13:15 to 13:30		39	0	0	39	1	0	0	1	0	0	0	0
13:30 to 13:45		28	0	1	29	1	0	0	1	0	0	0	0
13:45 to 14:00		30	0	1	31	0	0	0	0	0	0	0	0
14:00 to 14:15		34	0	0	34	1	0	0	1	0	0	0	0
14:15 to 14:30		31	1	0	32	1	0	0	1	0	0	0	0
14:30 to 14:45		36	1	1	38	1	1	0	2	0	0	0	0
14:45 to 15:00		36	1	0	37	2	0	0	2	0	0	0	0
15:00 to 15:15		15	0	2	17	5	0	0	5	0	0	0	0
15:15 to 15:30		32	0	0	32	0	0	0	0	0	0	0	0
15:30 to 15:45		22	2	1	25	1	0	0	1	0	0	0	0
15:45 to 16:00		30	2	2	34	1	0	0	1	0	0	0	0
16:00 to 16:15		23	1	0	24	2	0	0	2	0	0	0	0
16:15 to 16:30		18	1	0	19	2	0	0	2	0	0	0	0
16:30 to 16:45		26	1	0	27	2	0	0	2	0	0	0	0
16:45 to 17:00		25	1	1	27	1	0	0	1	0	0	0	0
17:00 to 17:15		19	1	1	21	2	0	0	2	0	0	0	0
17:15 to 17:30		31	0	0	31	1	0	0	1	0	0	0	0
17:30 to 17:45		16	0	0	16	2	0	0	2	0	0	0	0
17:45 to 18:00		12	2	0	14	2	0	0	2	0	0	0	0
18:00 to 18:15		9	0	0	9	0	0	0	0	0	0	0	0
18:15 to 18:30		15	0	0	15	0	0	0	0	0	0	0	0
18:30 to 18:45		7	0	0	7	0	0	0	0	0	0	0	0
18:45 to 19:00		15	1	2	18	0	0	0	0	0	0	0	0
19:00 to 19:15		7	2	0	9	1	0	0	1	0	0	0	0
19:15 to 19:30		17	0	1	18	0	0	0	0	0	0	0	0
19:30 to 19:45		5	0	0	5	0	0	0	0	0	0	0	0
19:45 to 20:00		9	0	0	9	0	0	0	0	0	0	0	0
20:00 to 20:15		6	0	0	6	0	0	0	0	0	0	0	0
20:15 to 20:30		11	0	2	13	0	1	0	1	0	0	0	0
20:30 to 20:45		7	0	0	7	0	0	0	0	0	0	0	0
20:45 to 21:00		7	0	0	7	3	0	0	3	0	0	0	0
21:00 to 21:15		6	0	0	6	0	0	0	0	0	0	0	0
21:15 to 21:30		3	1	1	5	0	0	0	0	0	0	0	0
21:30 to 21:45		6	0	0	6	0	0	1	1	0	0	0	0
21:45 to 22:00		4	0	0	4	0	1	0	1	0	0	0	0
22:00 to 22:15		7	0	0	7	0	0	0	0	0	0	0	0
22:15 to 22:30		4	0	1	5	0	0	0	0	0	0	0	0
22:30 to 22:45		3	0	1	4	0	0	0	0	0	0	0	0
22:45 to 23:00		0	0	0	0	0	0	0	0	0	0	0	0
23:00 to 23:15		3	0	0	3	0	0	0	0	0	0	0	0
23:15 to 23:30		2	0	0	2	0	0	0	0	0	0	0	0

23:30 to 23:45				0	0	0	0	0	0	0	0	0	0
23:45 to 0:00				2	0	0	2	0	0	0	0	0	0
24hr Totals				1,263	35	42	1,340	51	5	1	57	1	1

Approach	Athol School Rd												Gore Hwy													
Direction	Direction 7 (Left Turn)					Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)					Direction 12U (U Turn)			
Time Period	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total	Class 1-2	Class 3-9	Class 10-12	Total		Class 1-2	Class 3-9	Class 10-12	Total
0:00 to 0:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
0:15 to 0:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
0:30 to 0:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
0:45 to 1:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
1:00 to 1:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:15 to 1:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
1:30 to 1:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1:45 to 2:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
2:00 to 2:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
2:15 to 2:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:30 to 2:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
2:45 to 3:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:00 to 3:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
3:15 to 3:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
3:30 to 3:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	0	3		0	0	0	0	
3:45 to 4:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
4:00 to 4:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
4:15 to 4:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0	
4:30 to 4:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
4:45 to 5:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	0	3	6		0	0	0	0	
5:00 to 5:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0	
5:15 to 5:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0	
5:30 to 5:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	3	1	0	4		0	0	0	0	
5:45 to 6:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	8	0	0	8		0	0	0	0	
6:00 to 6:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	5	0	0	5		0	0	0	0	
6:15 to 6:30	0	0	0	0		0	0	0	0	0	0	0	1	0	0	1	7	0	1	8		0	0	0	0	
6:30 to 6:45	0	0	0	0		1	0	0	1	0	0	0	0	0	0	0	4	0	0	4		0	0	0	0	
6:45 to 7:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	7	0	0	7		0	0	0	0	
7:00 to 7:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	9	0	0	9		0	0	0	0	
7:15 to 7:30	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	11	1	0	12		0	0	0	0	
7:30 to 7:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	12	0	0	12		0	0	0	0	
7:45 to 8:00	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	9	0	1	10		0	0	0	0	
8:00 to 8:15	3	0	0	3		0	0	0	0	0	0	0	0	0	0	0	15	2	0	17		0	0	0	0	
8:15 to 8:30	0	1	0	1		0	0	0	0	0	0	0	0	0	0	0	19	0	3	22		0	0	0	0	
8:30 to 8:45	2	0	0	2		0	0	0	0	0	0	0	2	0	0	2	18	1	1	20		0	0	0	0	
8:45 to 9:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	29	1	3	33		0	0	0	0	
9:00 to 9:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	25	1	5	31		0	0	0	0	
9:15 to 9:30	1	0	0	1		1	0	0	1	0	0	0	0	0	0	0	34	0	1	35		0	0	0	0	
9:30 to 9:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	32	0	0	32		0	0	0	0	
9:45 to 10:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	26	3	0	29		0	0	0	0	
10:00 to 10:15	3	0	0	3		0	0	0	0	0	0	0	1	0	0	1	36	2	0	38		0	0	0	0	
10:15 to 10:30	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	45	2	2	49		0	0	0	0	
10:30 to 10:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	34	0	3	37		0	0	0	0	
10:45 to 11:00	2	0	0	2		0	0	0	0	0	0	0	1	0	0	1	35	2	0	37		0	0	0	0	
11:00 to 11:15	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	44	0	2	46		0	0	0	0	
11:15 to 11:30	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	25	0	0	25		0	0	0	0	
11:30 to 11:45	1	0	0	1		1	0	0	0	0	0	0	0	0	0	0	31	0	0	31		0	0	0	0	
11:45 to 12:00	2	0	0	2		0	0	0	0	0	0	0	1	0	0	1	35	0	1	36		0	0	0	0	
12:00 to 12:15	1	1	0	2		0	0	0	0	0	0	0	3	0	0	3	30	0	0	30		0	0	0	0	
12:15 to 12:30	1	1	0	2		0	0	0	0	0	0	0	0	0	0	0	16	1	0	17		0	0	0	0	
12:30 to 12:45	1	0	0	1		0	0	0	0	0	0	0	0	0	0	0	27	0	0	27		0	0	0	0	
12:45 to 13:00	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	29	1	0	30		0	0	0	0	
13:00:																										

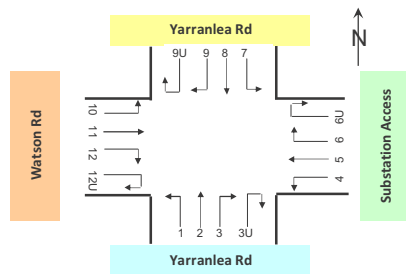
Job No.	: AUQLD3564	
Client	: AECOM Australia Pty Ltd	
Suburb	: Inland Rail B2G	
Location	: 17(q). Yarranlea Rd / Watson Rd / Substation Access	
Day/Date	: Thur, 19th May 2022	
Weather	: Fine	
Description	: Classified Intersection Count	
	: 15 mins Data	



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

Job No.	: AUQLD3564	
Client	: AECOM Australia Pty Ltd	
Suburb	: Inland Rail B2G	
Location	: 17(g). Yarranlea Rd / Watson Rd / Substation Access	
Day/Date	: Sun, 15th May 2022	
Weather	: Fine	
Description	: Classified Intersection Count	
	: 15 mins Data	



	Class 1	Class 2	Class 3
Classifications	Class 1-2	Class 3-9	Class 10-12

[illegible]

APPENDIX

AA

Traffic Impact Assessment

Appendix AJ Road link count volume summaries

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Street	Lovells Crossing Road			
Suburb	Inglewood			
Location	North of Callandoon Street			
Count No.	1	Speed Limit	40 km/h	
Directions	Northbound		Southbound	
Start Date	Friday	18-Mar-22	End Date	24-Mar-22

Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

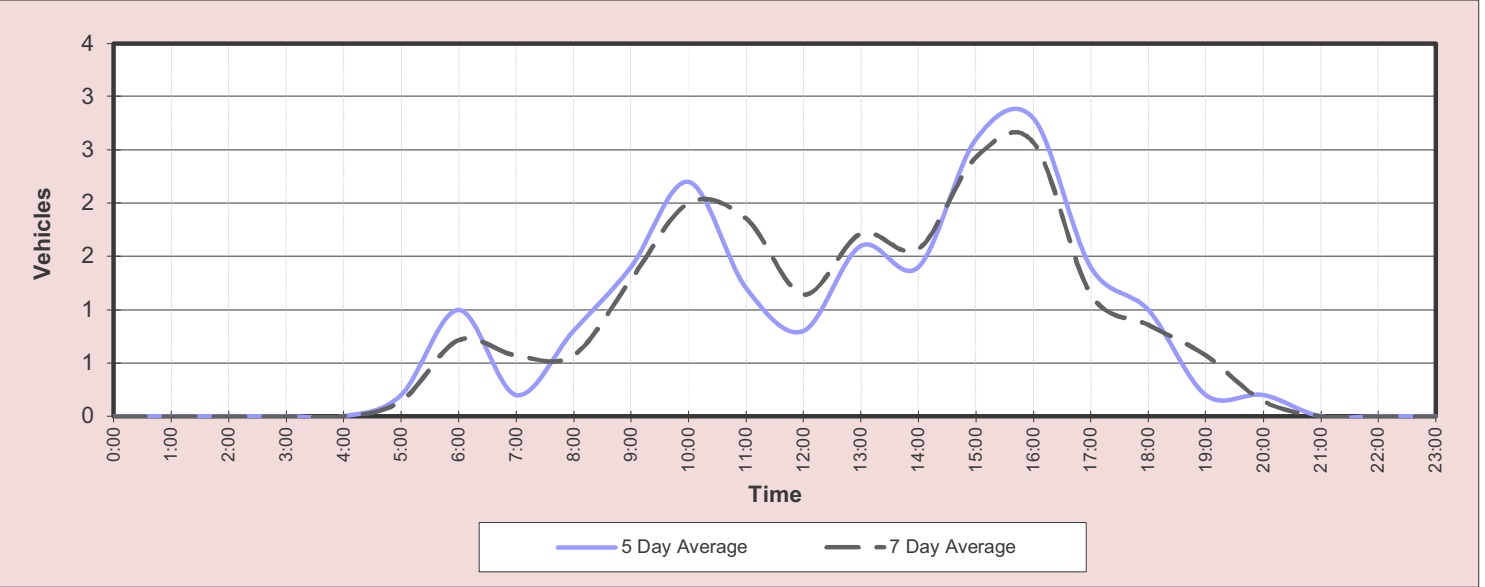
Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)



Street	Lovells Crossing Road			<table><tr><td>5 Day Average</td><td>19</td></tr><tr><td>7 Day Average</td><td>19</td></tr><tr><td>5 Day Heavy (Class 3 to 12)</td><td>14.7%</td></tr><tr><td>7 Day Heavy (Class 3 to 12)</td><td>14.8%</td></tr></table>	5 Day Average	19	7 Day Average	19	5 Day Heavy (Class 3 to 12)	14.7%	7 Day Heavy (Class 3 to 12)	14.8%
5 Day Average	19											
7 Day Average	19											
5 Day Heavy (Class 3 to 12)	14.7%											
7 Day Heavy (Class 3 to 12)	14.8%											
Suburb	Inglewood											
Location	North of Callandoon Street											
Count No.	1											
Start Date	Friday	18-Mar-22	Speed Limit 40 km/h									
Direction	Northbound											

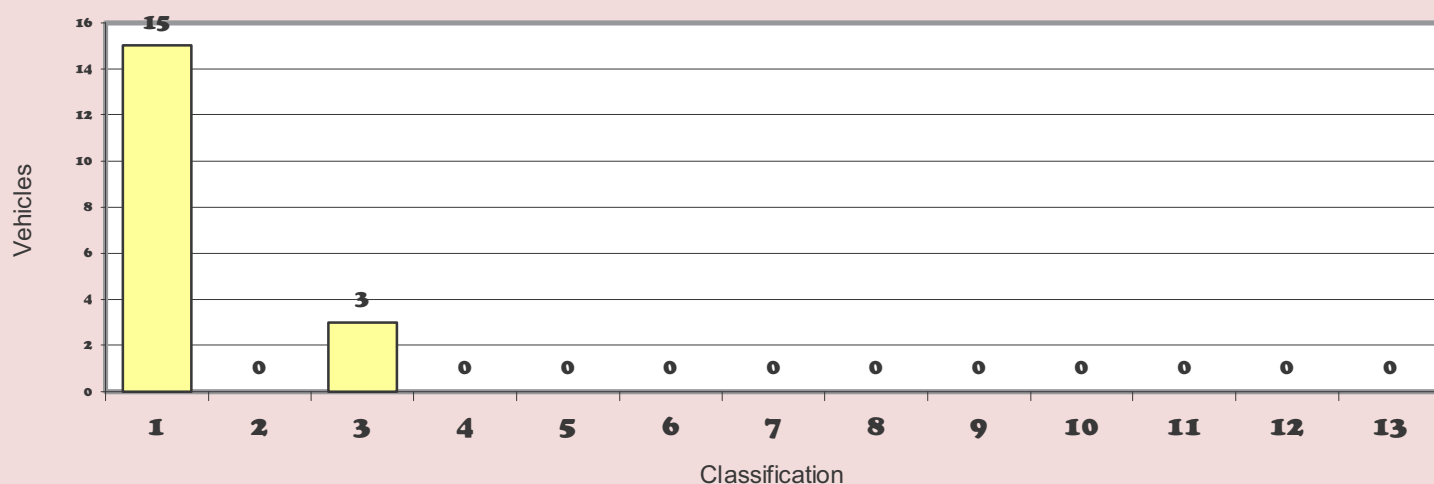
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	2	2	4	2	3	3	4		
PM Peak	4	5	3	5	2	2	3		
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	1	0	0	0	0
6:00	1	1	1	1	1	0	0	1	1
7:00	0	1	0	0	0	0	3	0	1
8:00	0	1	0	0	3	0	0	1	1
9:00	1	0	2	2	2	1	1	1	1
10:00	1	2	4	1	3	1	2	2	2
11:00	2	0	1	0	3	3	4	1	2
12:00	2	0	0	1	1	2	2	1	1
13:00	1	4	2	1	0	2	2	2	2
14:00	2	1	3	0	1	1	3	1	2
15:00	1	2	3	5	2	1	3	3	2
16:00	4	5	2	1	2	2	2	3	3
17:00	3	0	1	3	0	1	0	1	1
18:00	0	1	3	0	1	0	1	1	1
19:00	0	0	0	0	1	2	1	0	1
20:00	0	0	0	0	1	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	18	18	22	15	22	16	24	19	19
Heavy %	16.7%	5.6%	22.7%	20.0%	9.1%	12.5%	16.7%	14.7%	14.8%



Street	Lovells Crossing Road		AADT	18	
Suburb	Inglewood		Average Speed	29.7	
Location	North of Callandoon Street		85th Percentile	0	
Direction	Northbound		Heavy Percentage	16.7%	
Day	Monday	Count No. 1	AM Peak	11:00	2
Date	21/03/2022	Speed Limit 40 km/h	PM Peak	16:00	4
Start Date	Friday	18/03/2022			

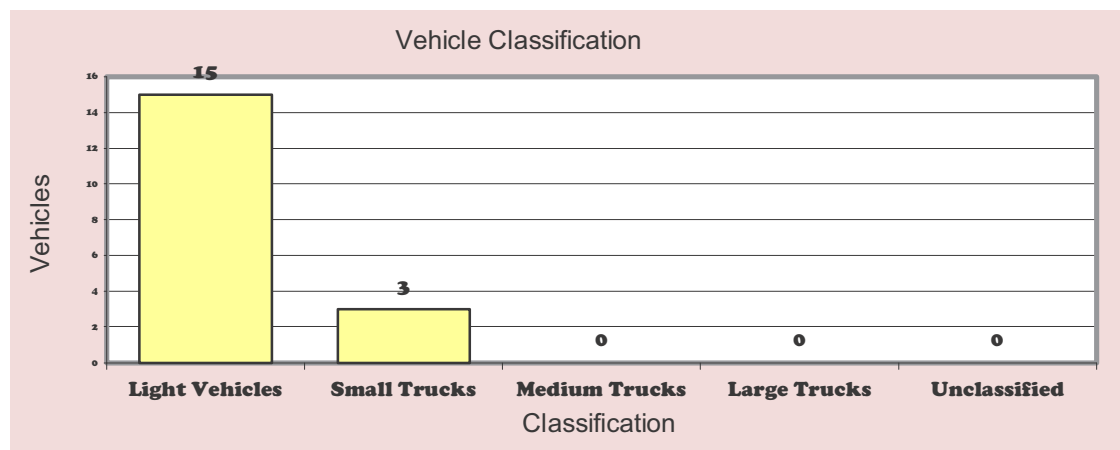
Hours Starting	Vehicle Classification															Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	30.6	0	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	24.5	0	
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26.4	0	
11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	35.1	0	
12:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	16.6	0	
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	31.9	0	
14:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	41.7	0	
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26.7	0	
16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	31.3	0	
17:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	27.6	0	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	15	0	3	0	0	0	0	0	0	0	0	0	0	18	29.7	0	
Class %	83	0	17	0	0	0	0	0	0	0	0	0	0				

Vehicle Classification



Street	Lovells Crossing Road		Light Vehicles	83.3%
Location	Inglewood		Small Trucks	16.7%
Count No.	North of Callandoon Street		Medium Trucks	0.0%
Direction	Northbound		Large Trucks	0.0%
Day	Monday		Unclassified	0.0%
Start Date	Friday	AM Peak	11:00	2
Date	21-Mar-22	PM Peak	16:00	4

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	1	0	0	0	0	1
7:00	0	0	0	0	0	0
8:00	0	0	0	0	0	0
9:00	1	0	0	0	0	1
10:00	1	0	0	0	0	1
11:00	2	0	0	0	0	2
12:00	1	1	0	0	0	2
13:00	0	1	0	0	0	1
14:00	1	1	0	0	0	2
15:00	1	0	0	0	0	1
16:00	4	0	0	0	0	4
17:00	3	0	0	0	0	3
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total	15	3	0	0	0	18



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Lovells Crossing Road		
Suburb	Inglewood		
Location	North of Callandoon Street		
Count No.	1	Speed Limit	40 km/h
Directions	Northbound		Southbound
Start Date	Friday	25-Mar-22	End Date 31-Mar-22



Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

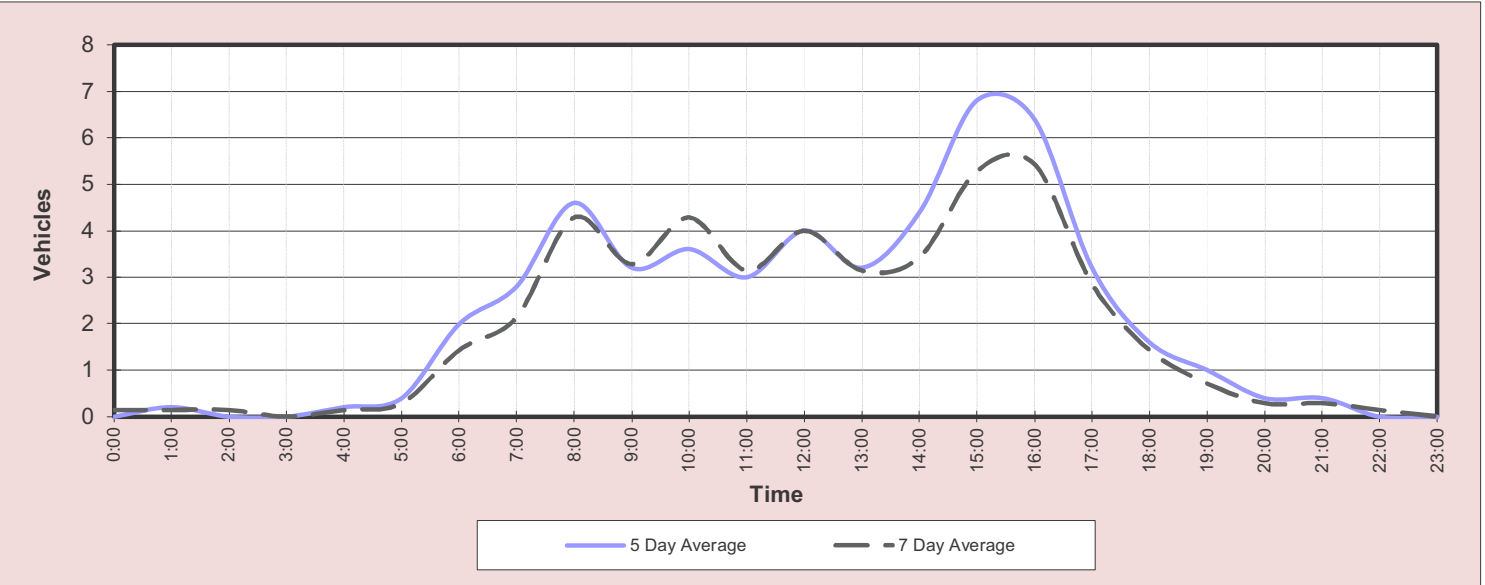
Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Lovells Crossing Road			5 Day Average 51 7 Day Average 46 5 Day Heavy (Class 3 to 12) 7.4% 7 Day Heavy (Class 3 to 12) 7.1%	
Suburb	Inglewood				
Location	North of Callandoon Street				
Count No.	1				
Start Date	Friday	25-Mar-22	Speed Limit 40 km/h		
Direction	Northbound				

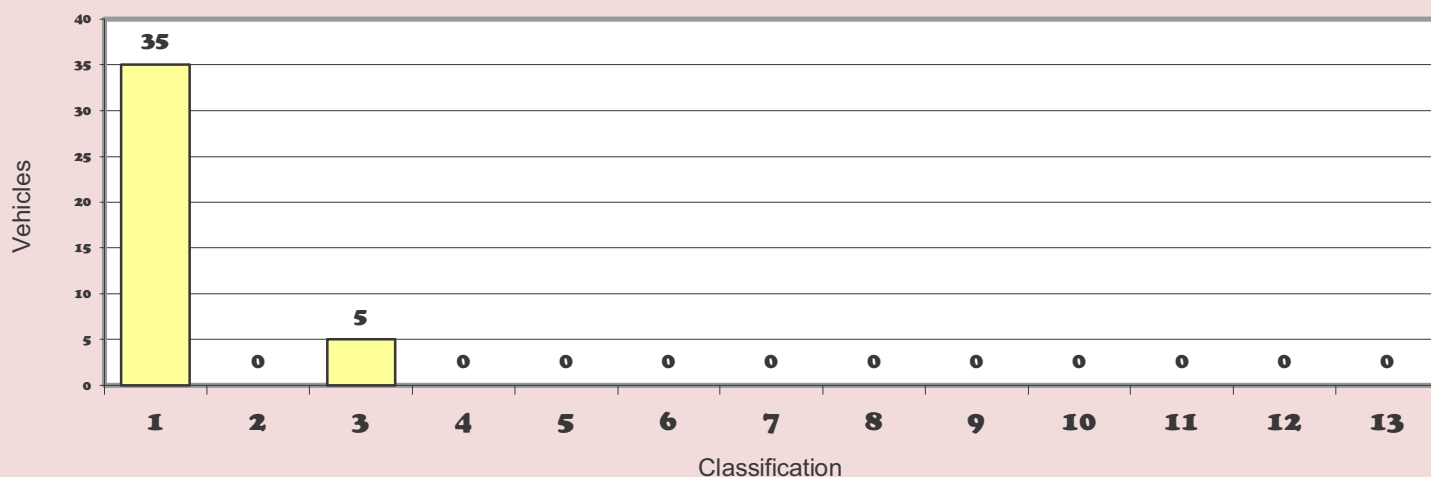
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Mar	29-Mar	30-Mar	31-Mar	25-Mar	26-Mar	27-Mar		
AM Peak	4	14	7	3	2	7	6		
PM Peak	6	10	17	4	3	6	2		
0:00	0	0	0	0	0	1	0	0	0
1:00	0	1	0	0	0	0	0	0	0
2:00	0	0	0	0	0	1	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0
5:00	0	2	0	0	0	0	0	0	0
6:00	3	6	1	0	0	0	0	2	1
7:00	4	3	2	3	2	1	0	3	2
8:00	1	14	5	3	0	5	2	5	4
9:00	1	5	7	2	1	4	3	3	3
10:00	4	4	5	3	2	7	5	4	4
11:00	1	6	4	3	1	1	6	3	3
12:00	0	5	11	3	1	6	2	4	4
13:00	2	2	11	1	0	5	1	3	3
14:00	2	7	11	2	0	1	1	4	3
15:00	6	4	17	4	3	2	1	7	5
16:00	5	10	12	2	3	5	1	6	5
17:00	5	6	1	4	0	4	0	3	3
18:00	2	2	3	1	0	2	0	2	1
19:00	2	0	2	1	0	0	0	1	1
20:00	1	0	0	0	1	0	0	0	0
21:00	1	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	1	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	40	79	92	32	14	46	22	51	46
Heavy %	12.5%	6.3%	7.6%	3.1%	7.1%	8.7%	0.0%	7.4%	7.1%



Street	Lovells Crossing Road		AADT	40	
Suburb	Inglewood		Average Speed	26.9	
Location	North of Callandoon Street		85th Percentile	0	
Direction	Northbound		Heavy Percentage	12.5%	
Day	Monday	Count No. 1	AM Peak	17:00	4
Date	28/03/2022	Speed Limit 40 km/h	PM Peak	15:00	6
Start Date	Friday	25/03/2022			

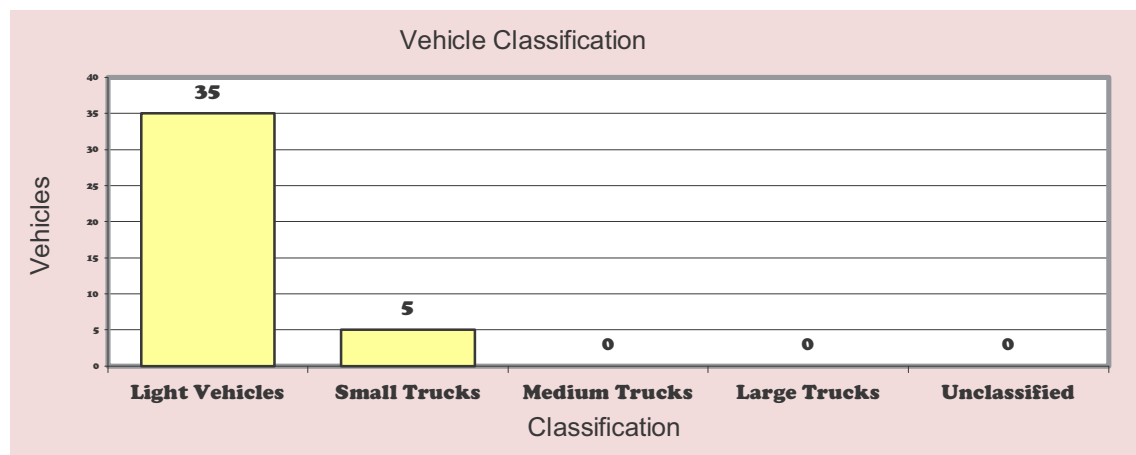
Hours Starting	Vehicle Classification																Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile		
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	18.2	0		
7:00	2	0	2	0	0	0	0	0	0	0	0	0	0	4	28.0	0		
8:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	31.1	0		
9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	30.5	0		
10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	20.9	0		
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	23.3	0		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	32.4	0		
14:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	29.2	0		
15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	29.7	0		
16:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	29.4	0		
17:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	25.6	0		
18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	27.9	0		
19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	27.9	0		
20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	28.1	0		
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23.6	0		
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	35	0	5	0	0	0	0	0	0	0	0	0	0	40	26.9	0		
Class %	88	0	13	0	0	0	0	0	0	0	0	0	0					

Vehicle Classification



Street	Lovells Crossing Road		Light Vehicles	87.5%
Location	Inglewood		Small Trucks	12.5%
Count No.	North of Callandoon Street		Medium Trucks	0.0%
Direction	Northbound		Large Trucks	0.0%
Day	Monday		Unclassified	0.0%
Start Date	Friday	AM Peak	17:00	4
Date	28-Mar-22	PM Peak	15:00	6

Hours Starting	Vehicle Classification					Total
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	3	0	0	0	0	3
7:00	2	2	0	0	0	4
8:00	1	0	0	0	0	1
9:00	0	1	0	0	0	1
10:00	4	0	0	0	0	4
11:00	1	0	0	0	0	1
12:00	0	0	0	0	0	0
13:00	2	0	0	0	0	2
14:00	1	1	0	0	0	2
15:00	6	0	0	0	0	6
16:00	5	0	0	0	0	5
17:00	5	0	0	0	0	5
18:00	2	0	0	0	0	2
19:00	2	0	0	0	0	2
20:00	1	0	0	0	0	1
21:00	0	1	0	0	0	1
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total	35	5	0	0	0	40



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Draper Road		
Suburb	Charlton		
Location	North of Steger Road		
Count No.	3	Speed Limit	100 km/h
Directions	Northbound		Southbound
Start Date	Friday	18-Mar-22	End Date 24-Mar-22



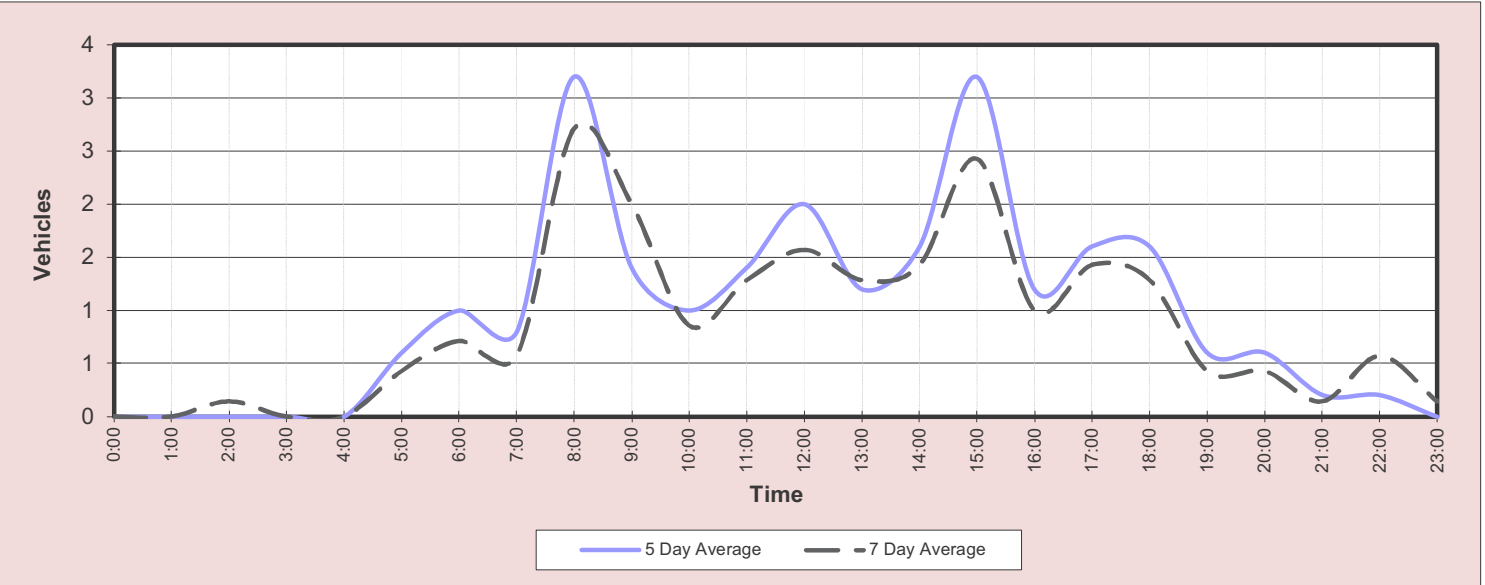
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Draper Road				5 Day Average23 7 Day Average21 5 Day Heavy (Class 3 to 12)8.5% 7 Day Heavy (Class 3 to 12)6.8%	
Suburb	Charlton					
Location	North of Steger Road					
Count No.	3					
Start Date	Friday	18-Mar-22	Speed Limit 100 km/h			
Direction	Northbound					

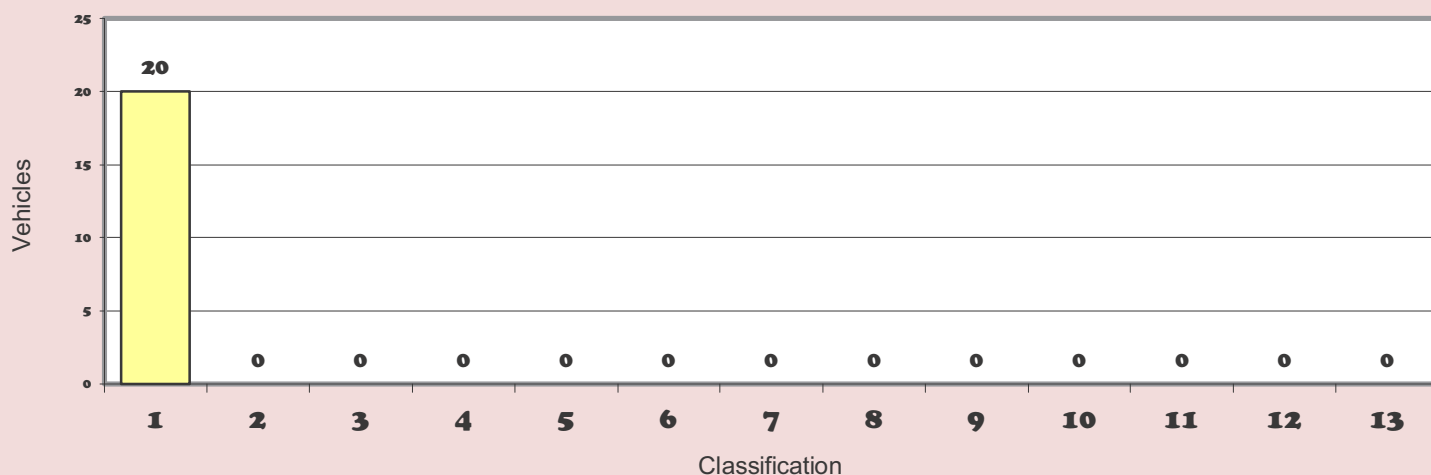
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	2	2	2	15	1	3	4		
PM Peak	3	3	6	4	2	3	1		
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	1	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
5:00	0	0	0	3	0	0	0	1	0
6:00	1	0	1	2	1	0	0	1	1
7:00	0	0	0	3	1	0	0	1	1
8:00	0	0	1	15	0	3	0	3	3
9:00	1	1	0	5	0	3	4	1	2
10:00	2	0	2	0	1	1	0	1	1
11:00	1	2	2	2	0	1	1	1	1
12:00	3	3	2	0	2	1	0	2	2
13:00	2	0	3	1	0	2	1	1	1
14:00	1	0	4	2	1	2	0	2	1
15:00	2	2	6	4	2	1	0	3	2
16:00	0	1	4	1	0	1	0	1	1
17:00	3	1	0	2	2	1	1	2	1
18:00	2	1	4	0	1	0	1	2	1
19:00	1	0	0	1	1	0	0	1	0
20:00	1	0	1	0	1	0	0	1	0
21:00	0	0	1	0	0	0	0	0	0
22:00	0	0	0	0	1	3	0	0	1
23:00	0	0	0	0	0	1	0	0	0
Total	20	11	31	41	14	20	9	23	21
Heavy %	0.0%	9.1%	0.0%	14.6%	21.4%	0.0%	0.0%	8.5%	6.8%



Street	Draper Road	AADT	20
Suburb	Charlton	Average Speed	62.8
Location	North of Steger Road	85th Percentile	0
Direction	Northbound	Heavy Percentage	0.0%
Day	Monday	Count No. 3	AM Peak 10:00 2
Date	21/03/2022	Speed Limit 100 km/h	PM Peak 5:00 3
Start Date	Friday 18/03/2022		

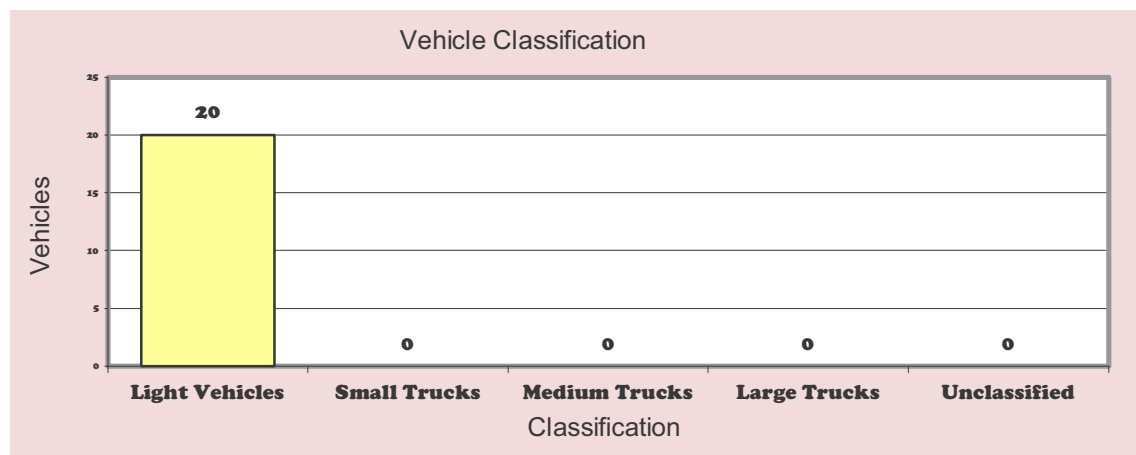
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	61.8	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	45.5	0
10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	72.7	0
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	39.2	0
12:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	53.6	0
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	57.4	0
14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	55.6	0
15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	84.1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	70.7	0
18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	45.6	0
19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	69.1	0
20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	91.9	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	20	0	0	0	0	0	0	0	0	0	0	0	0	20	62.8	0
Class %	100	0	0	0	0	0	0	0	0	0	0	0	0			

Vehicle Classification



Street	Draper Road	Light Vehicles	100.0%	
Location	Charlton	Small Trucks	0.0%	
Count No.	North of Steger Road	Medium Trucks	0.0%	
Direction	Northbound	Large Trucks	0.0%	
Day	Monday	Unclassified	0.0%	
Start Date	Friday	AM Peak	10:00	2
Date	21-Mar-22	PM Peak	5:00	3

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	1	0	0	0	0	1
7:00	0	0	0	0	0	0
8:00	0	0	0	0	0	0
9:00	1	0	0	0	0	1
10:00	2	0	0	0	0	2
11:00	1	0	0	0	0	1
12:00	3	0	0	0	0	3
13:00	2	0	0	0	0	2
14:00	1	0	0	0	0	1
15:00	2	0	0	0	0	2
16:00	0	0	0	0	0	0
17:00	3	0	0	0	0	3
18:00	2	0	0	0	0	2
19:00	1	0	0	0	0	1
20:00	1	0	0	0	0	1
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total	20	0	0	0	0	20



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Draper Road			
Suburb	Charlton			
Location	North of Steger Road			
Count No.	3	Speed Limit	100 km/h	
Directions	Northbound		Southbound	
Start Date	Friday	25-Mar-22	End Date	31-Mar-22



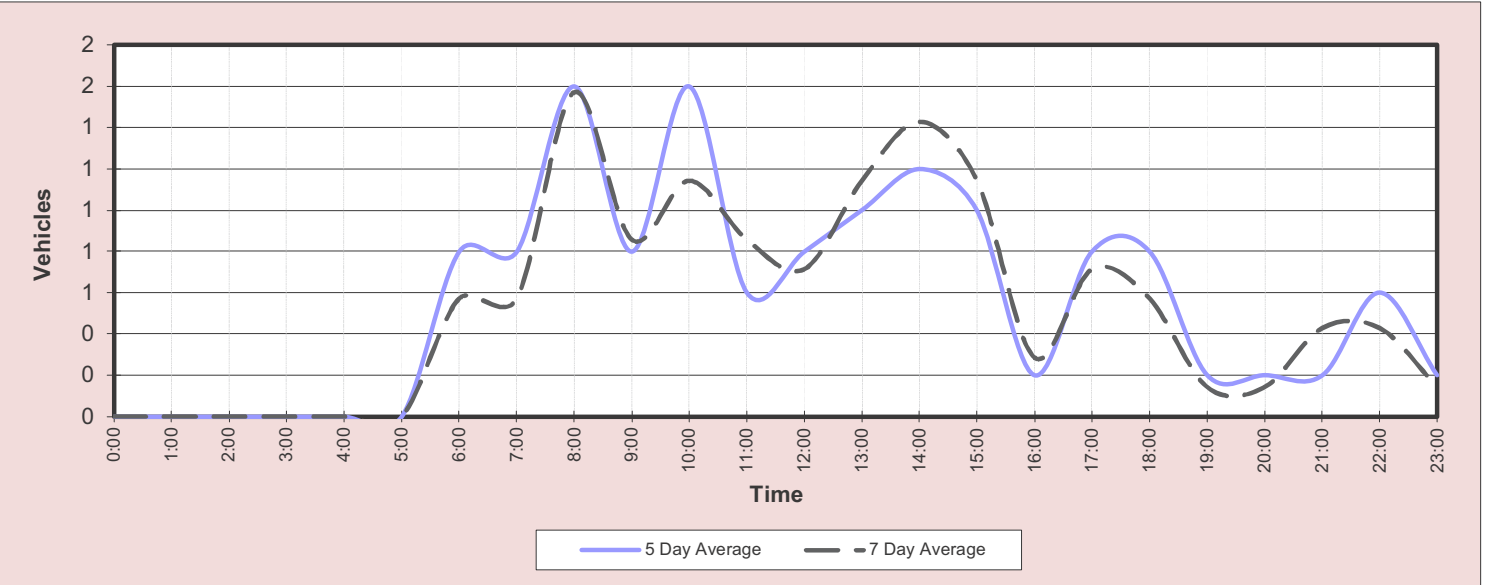
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

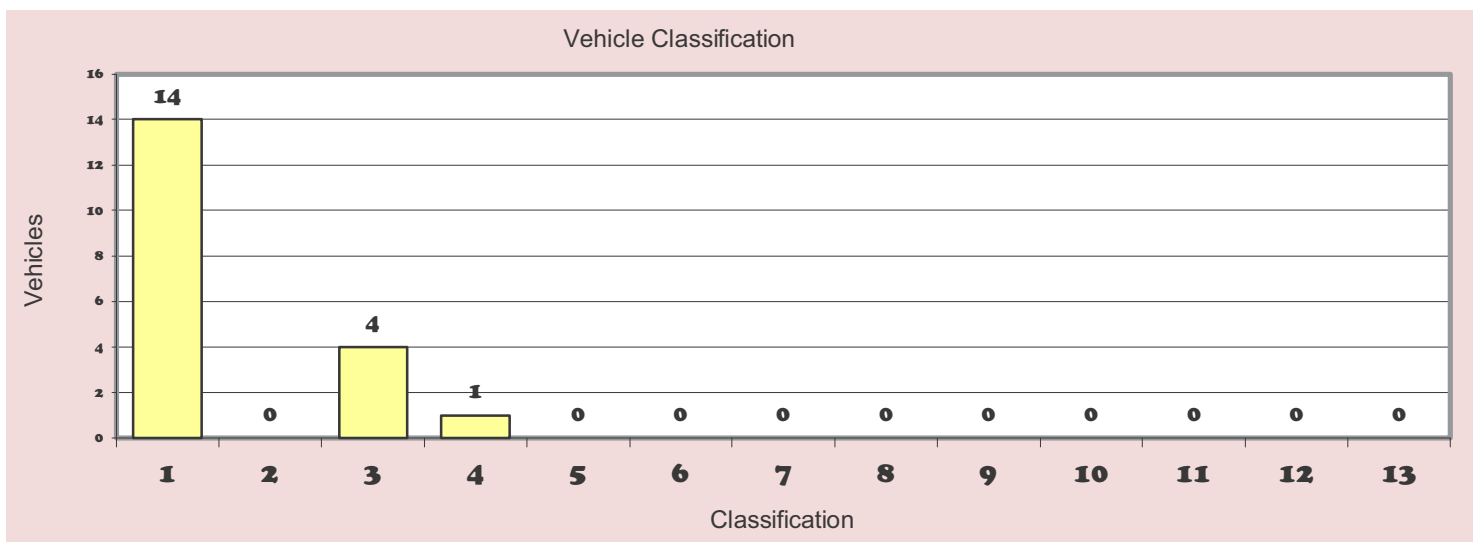
Street	Draper Road			5 Day Average 13 7 Day Average 13 5 Day Heavy (Class 3 to 12) 7.5% 7 Day Heavy (Class 3 to 12) 5.6%	
Suburb	Charlton				
Location	North of Steger Road				
Count No.	3				
Start Date	Friday	25-Mar-22	Speed Limit 100 km/h		
Direction	Northbound				

Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Mar	29-Mar	30-Mar	31-Mar	25-Mar	26-Mar	27-Mar		
AM Peak	4	2	2	3	2	2	3		
PM Peak	2	1	2	2	2	2	2		
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0
6:00	0	0	0	2	2	0	0	1	1
7:00	0	0	2	2	0	0	0	1	1
8:00	3	2	1	0	2	0	3	2	2
9:00	1	1	0	0	2	1	1	1	1
10:00	4	0	0	3	1	0	0	2	1
11:00	1	0	1	0	1	2	1	1	1
12:00	1	1	1	0	1	1	0	1	1
13:00	2	1	1	1	0	1	2	1	1
14:00	0	0	2	2	2	2	2	1	1
15:00	2	1	0	1	1	2	1	1	1
16:00	0	1	0	0	0	0	1	0	0
17:00	2	1	1	0	0	0	1	1	1
18:00	1	1	1	1	0	0	0	1	1
19:00	0	0	1	0	0	0	0	0	0
20:00	0	0	0	1	0	0	0	0	0
21:00	0	0	0	0	1	2	0	0	0
22:00	2	0	0	0	1	0	0	1	0
23:00	0	0	1	0	0	0	0	0	0
Total	19	9	12	13	14	11	12	13	13
Heavy %	26.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.5%	5.6%



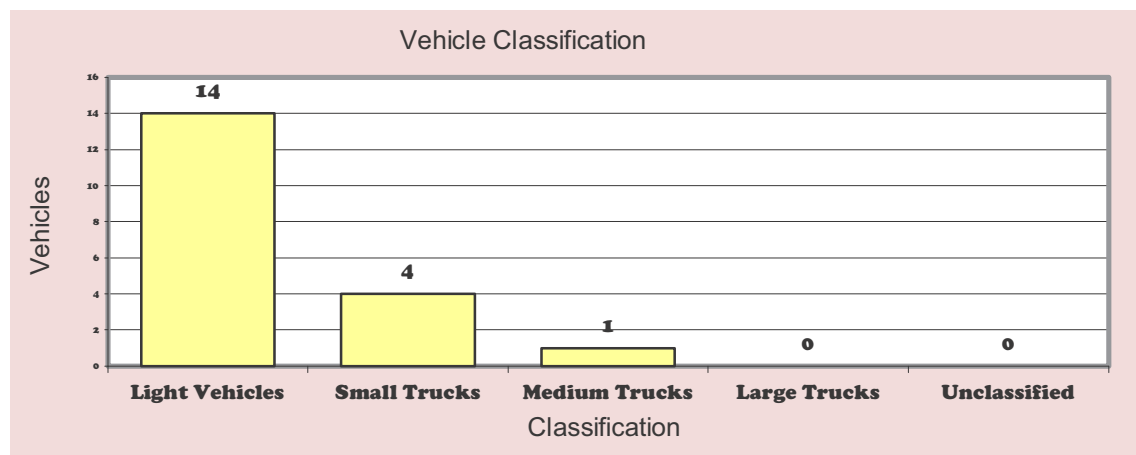
Street	Draper Road	AADT	19
Suburb	Charlton	Average Speed	61.1
Location	North of Steger Road	85th Percentile	0
Direction	Northbound	Heavy Percentage	26.3%
Day	Monday	AM Peak	10:00 4
Date	28/03/2022	PM Peak	19:00 2
Start Date	Friday 25/03/2022	Count No. 3	Speed Limit 100 km/h

Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3	68.5	0
9:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	72.7	0
10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	59.1	0
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	62.8	0
12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	34.8	0
13:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	59.9	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	49.4	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	59.0	0
18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	72.5	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	69.5	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	14	0	4	1	0	0	0	0	0	0	0	0	0	19	61.1	0
Class %	74	0	21	5	0	0	0	0	0	0	0	0	0			



Street	Draper Road	Light Vehicles	73.7%	
Location	Charlton	Small Trucks	21.1%	
Count No.	North of Steger Road	Medium Trucks	5.3%	
Direction	Northbound	Large Trucks	0.0%	
Day	Monday	Unclassified	0.0%	
Start Date	Friday	AM Peak	10:00	4
Date	28-Mar-22	PM Peak	19:00	2

Hours Starting	Vehicle Classification					Total
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	0	0	0	0	0	0
7:00	0	0	0	0	0	0
8:00	1	1	1	0	0	3
9:00	1	0	0	0	0	1
10:00	4	0	0	0	0	4
11:00	0	1	0	0	0	1
12:00	1	0	0	0	0	1
13:00	1	1	0	0	0	2
14:00	0	0	0	0	0	0
15:00	1	1	0	0	0	2
16:00	0	0	0	0	0	0
17:00	2	0	0	0	0	2
18:00	1	0	0	0	0	1
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	2	0	0	0	0	2
23:00	0	0	0	0	0	0
Total	14	4	1	0	0	19



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Gore Highway			
Suburb	Pittsworth			
Location	West of Short Street			
Count No.	4	Speed Limit	100 km/h	
Directions	Eastbound		Westbound	
Start Date	Friday	18-Mar-22	End Date	24-Mar-22



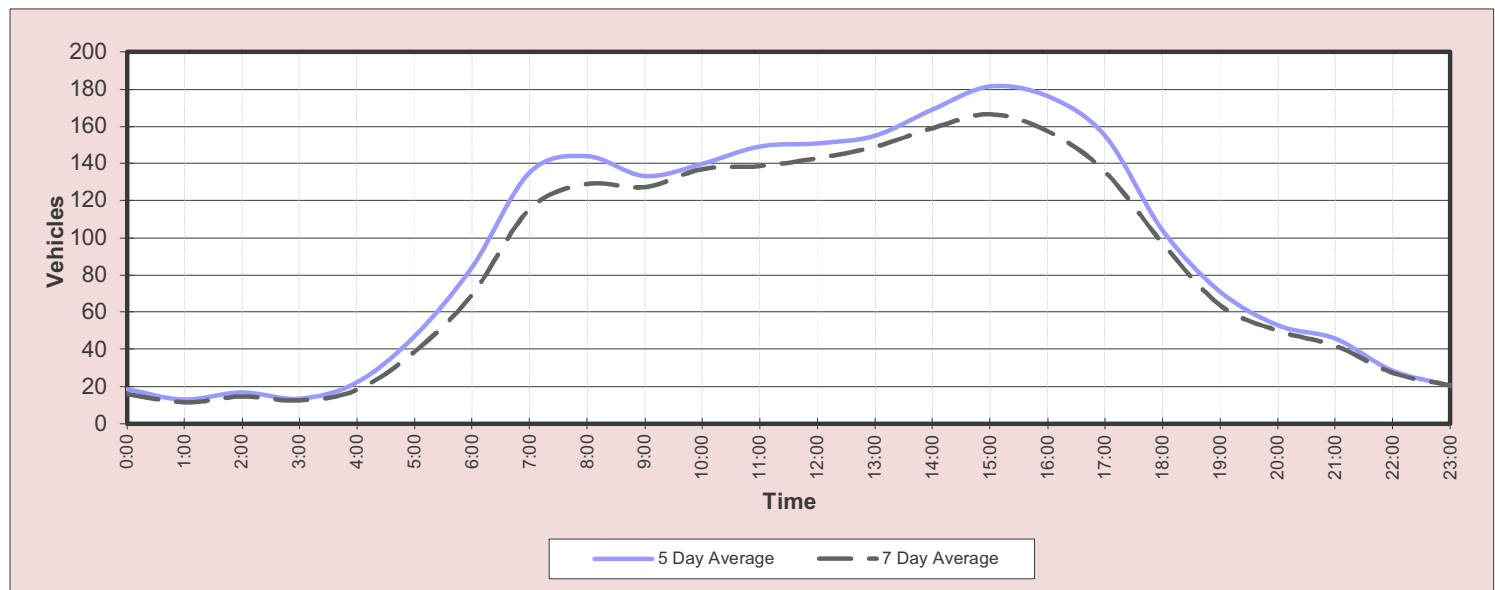
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Gore Highway				5 Day Average2226 7 Day Average2039 5 Day Heavy (Class 3 to 12)41.6% 7 Day Heavy (Class 3 to 12)39.4%	
Suburb	Pittsworth					
Location	West of Short Street					
Count No.	4					
Start Date	Friday	18-Mar-22	Speed Limit 100 km/h			
Direction	Eastbound					

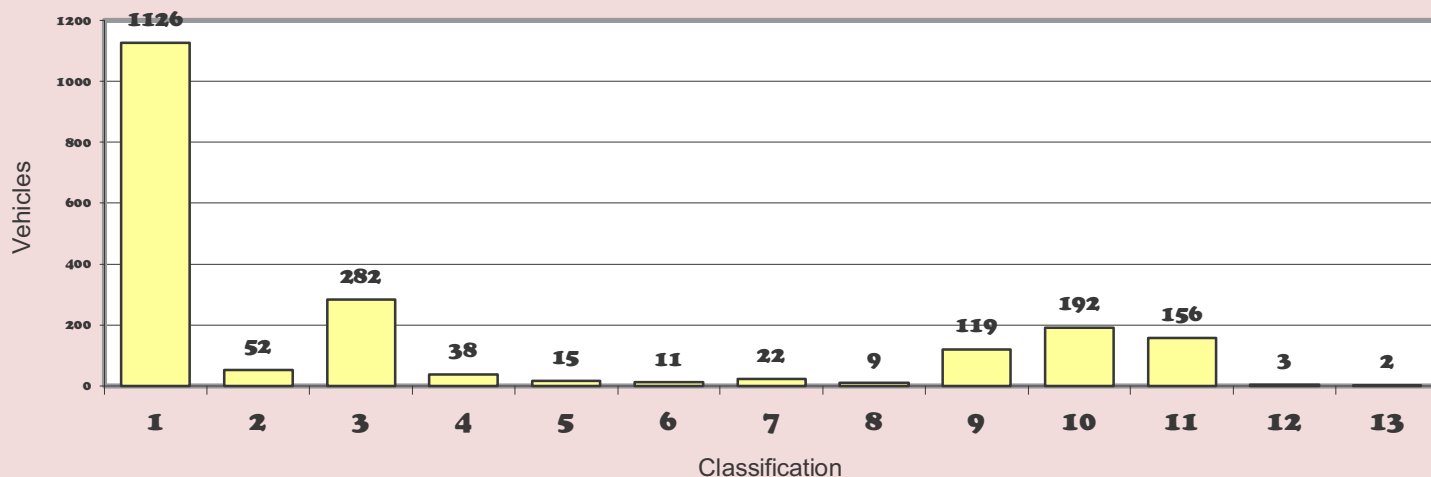
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	154	133	148	166	202	163	122		
PM Peak	163	178	185	232	217	129	159		
0:00	5	13	19	33	23	10	9	19	16
1:00	6	13	23	11	11	9	7	13	11
2:00	3	19	28	18	16	11	7	17	15
3:00	10	16	20	14	7	9	11	13	12
4:00	17	16	26	27	25	10	6	22	18
5:00	38	42	42	67	47	25	10	47	39
6:00	72	92	102	84	72	40	24	84	69
7:00	134	119	138	137	148	76	56	135	115
8:00	154	115	148	135	167	115	69	144	129
9:00	140	102	135	134	155	123	102	133	127
10:00	135	133	125	148	158	163	97	140	137
11:00	122	125	131	166	202	102	122	149	139
12:00	152	130	125	143	204	121	125	151	143
13:00	131	128	150	160	206	118	150	155	149
14:00	145	156	174	153	217	109	159	169	159
15:00	149	178	147	232	201	129	130	181	167
16:00	163	164	175	194	185	91	130	176	157
17:00	144	156	185	136	154	94	80	155	136
18:00	100	122	109	108	81	54	105	104	97
19:00	82	66	85	50	72	37	54	71	64
20:00	45	48	56	65	50	35	51	53	50
21:00	46	46	54	48	34	33	32	46	42
22:00	17	27	32	45	21	24	25	28	27
23:00	15	17	21	19	30	22	19	20	20
Total	2025	2043	2250	2327	2486	1560	1580	2226	2039
Heavy %	41.8%	42.8%	44.3%	41.8%	37.9%	31.0%	32.5%	41.6%	39.4%



Street	Gore Highway	AADT	2,027
Suburb	Pittsworth	Average Speed	92.7
Location	West of Short Street	85th Percentile	102
Direction	Eastbound	Heavy Percentage	41.8%
Day	Monday	AM Peak	8:00 156
Date	21/03/2022	PM Peak	16:00 163
Start Date	Friday 18/03/2022	Count No. 4	Speed Limit 100 km/h

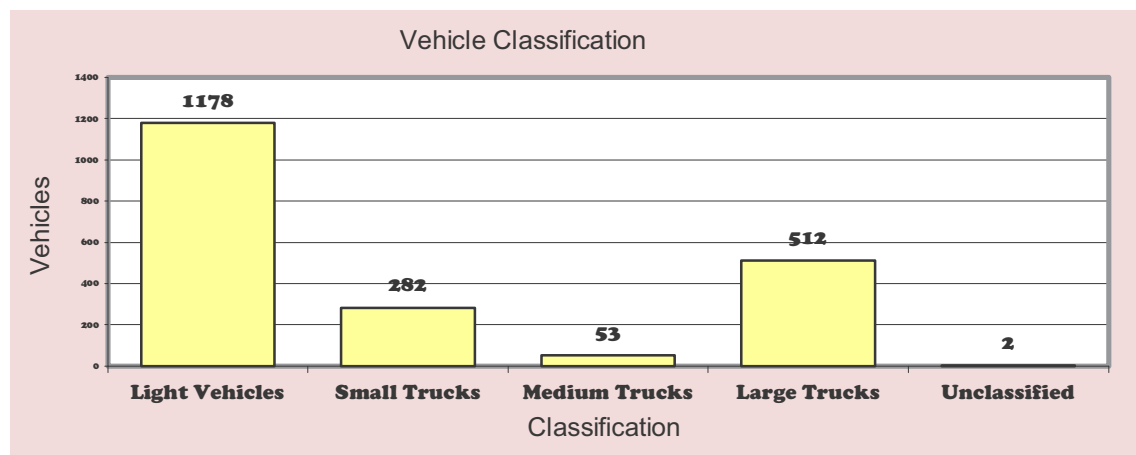
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	1	0	0	0	0	0	0	0	0	3	1	0	0	5	89.4	0
1:00	1	0	1	0	0	0	0	0	0	2	2	0	0	6	92.0	0
2:00	0	0	0	0	0	0	0	0	0	1	2	0	0	3	86.4	0
3:00	2	0	0	0	0	0	0	0	2	4	2	0	0	10	89.8	0
4:00	8	0	4	0	0	0	0	0	0	3	2	0	0	17	93.0	103
5:00	29	0	5	0	0	0	0	1	1	1	1	0	0	38	94.4	104
6:00	42	1	9	0	1	3	0	0	7	4	5	0	0	72	94.1	104
7:00	84	3	22	2	0	1	2	1	7	11	0	1	0	134	95.5	104
8:00	99	9	17	5	1	0	1	1	10	6	5	0	2	156	92.2	102
9:00	95	5	12	1	1	1	1	1	5	7	11	0	0	140	93.1	105
10:00	78	3	19	2	0	0	1	0	13	11	7	1	0	135	95.0	103
11:00	63	6	15	4	1	0	3	1	12	7	10	0	0	122	91.1	101
12:00	81	2	18	3	1	1	2	0	9	18	17	0	0	152	91.2	102
13:00	63	3	14	5	3	1	1	0	9	19	13	0	0	131	90.8	102
14:00	88	3	17	2	1	1	1	0	10	10	12	0	0	145	91.1	102
15:00	70	2	33	3	3	3	2	0	6	15	12	0	0	149	91.2	103
16:00	93	5	34	2	0	0	3	2	7	8	8	1	0	163	95.9	106
17:00	82	4	32	1	0	0	2	0	3	9	11	0	0	144	95.1	104
18:00	56	1	10	2	1	0	2	1	6	12	9	0	0	100	92.8	105
19:00	38	1	10	3	1	0	0	0	3	14	12	0	0	82	87.3	101
20:00	22	3	7	0	0	0	0	0	4	6	3	0	0	45	92.5	103
21:00	19	0	3	2	0	0	1	1	2	11	7	0	0	46	88.5	104
22:00	4	1	0	1	1	0	0	0	1	7	2	0	0	17	95.6	105
23:00	8	0	0	0	0	0	0	0	2	3	2	0	0	15	97.2	108
Total	1126	52	282	38	15	11	22	9	119	192	156	3	2	2027	92.7	102
Class %	56	3	14	2	1	1	1	0	6	9	8	0	0			

Vehicle Classification



Street	Gore Highway	Light Vehicles	58.1%
Location	Pittsworth	Small Trucks	13.9%
Count No.	West of Short Street	Medium Trucks	2.6%
Direction	Eastbound	Large Trucks	25.3%
Day	Monday	Unclassified	0.1%
Start Date	Friday	AM Peak	8:00
Date	21-Mar-22	PM Peak	16:00
			156
			163

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	1	0	0	4	0	5
1:00	1	1	0	4	0	6
2:00	0	0	0	3	0	3
3:00	2	0	0	8	0	10
4:00	8	4	0	5	0	17
5:00	29	5	0	4	0	38
6:00	43	9	1	19	0	72
7:00	87	22	2	23	0	134
8:00	108	17	6	23	2	156
9:00	100	12	2	26	0	140
10:00	81	19	2	33	0	135
11:00	69	15	5	33	0	122
12:00	83	18	4	47	0	152
13:00	66	14	8	43	0	131
14:00	91	17	3	34	0	145
15:00	72	33	6	38	0	149
16:00	98	34	2	29	0	163
17:00	86	32	1	25	0	144
18:00	57	10	3	30	0	100
19:00	39	10	4	29	0	82
20:00	25	7	0	13	0	45
21:00	19	3	2	22	0	46
22:00	5	0	2	10	0	17
23:00	8	0	0	7	0	15
Total	1178	282	53	512	2	2027



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Gore Highway			
Suburb	Pittsworth			
Location	West of Short Street			
Count No.	4	Speed Limit	100 km/h	
Directions	Eastbound		Westbound	
Start Date	Friday	25-Mar-22	End Date	31-Mar-22



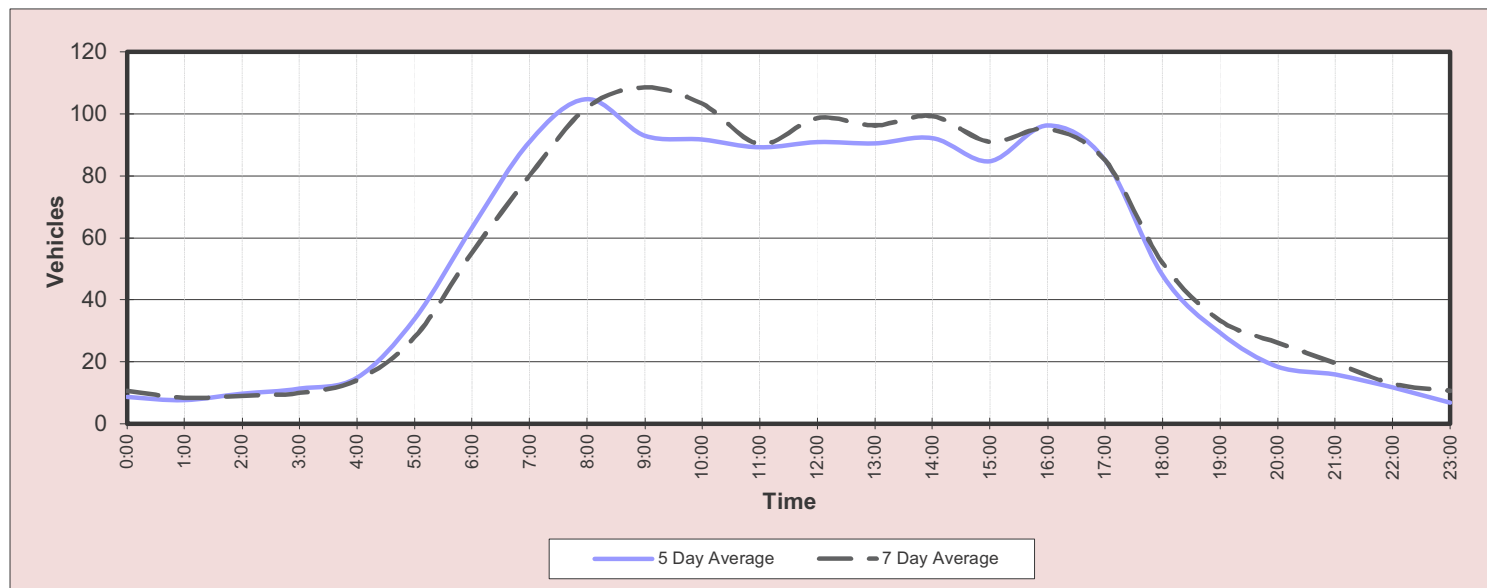
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Gore Highway			5 Day Average1288 7 Day Average1339 5 Day Heavy (Class 3 to 12)38.5% 7 Day Heavy (Class 3 to 12)36.1%
Suburb	Pittsworth			
Location	West of Short Street			
Count No.	4			
Start Date	Friday	25-Mar-22	Speed Limit 100 km/h	
Direction	Eastbound			

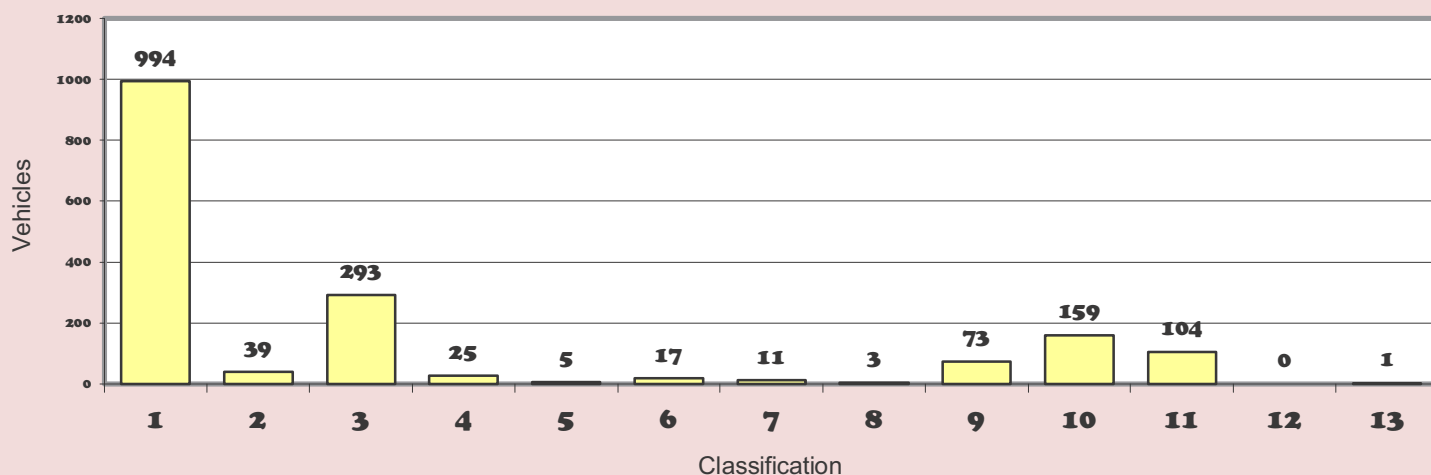
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Mar	29-Mar	30-Mar	31-Mar	25-Mar	26-Mar	27-Mar		
AM Peak	137	94	100	82	150	164	141		
PM Peak	155	80	79	71	140	112	131		
0:00	8	9	3	2	21	24	7	9	11
1:00	5	8	2	2	21	11	9	8	8
2:00	6	8	4	3	27	7	8	10	9
3:00	16	6	1	7	26	5	8	11	10
4:00	24	12	13	12	13	9	15	15	14
5:00	46	37	32	25	29	11	15	34	28
6:00	79	70	55	60	53	37	33	63	55
7:00	110	94	93	77	82	63	42	91	80
8:00	137	82	100	82	123	97	94	105	102
9:00	133	80	80	64	108	164	131	93	109
10:00	95	94	73	60	137	123	141	92	103
11:00	94	69	78	55	150	82	104	89	90
12:00	101	78	78	60	138	105	131	91	99
13:00	113	68	72	59	140	98	124	90	96
14:00	140	76	60	63	122	112	122	92	99
15:00	155	67	62	42	98	88	125	85	91
16:00	146	80	79	71	105	84	101	96	95
17:00	134	61	45	61	125	55	114	85	85
18:00	66	25	35	38	75	56	68	48	52
19:00	36	17	13	23	57	22	65	29	33
20:00	29	7	10	9	37	38	53	18	26
21:00	26	8	2	18	25	22	36	16	20
22:00	20	7	0	13	18	19	13	12	13
23:00	4	7	3	5	15	19	21	7	11
Total	1723	1070	993	911	1745	1351	1580	1288	1339
Heavy %	40.0%	41.0%	37.0%	33.7%	38.7%	30.6%	31.3%	38.5%	36.1%



Street	Gore Highway	AADT	1,724
Suburb	Pittsworth	Average Speed	92.3
Location	West of Short Street	85th Percentile	102
Direction	Eastbound	Heavy Percentage	40.0%
Day	Monday	AM Peak	8:00 137
Date	28/03/2022	PM Peak	15:00 155
Start Date	Friday 25/03/2022	Count No. 4	Speed Limit 100 km/h

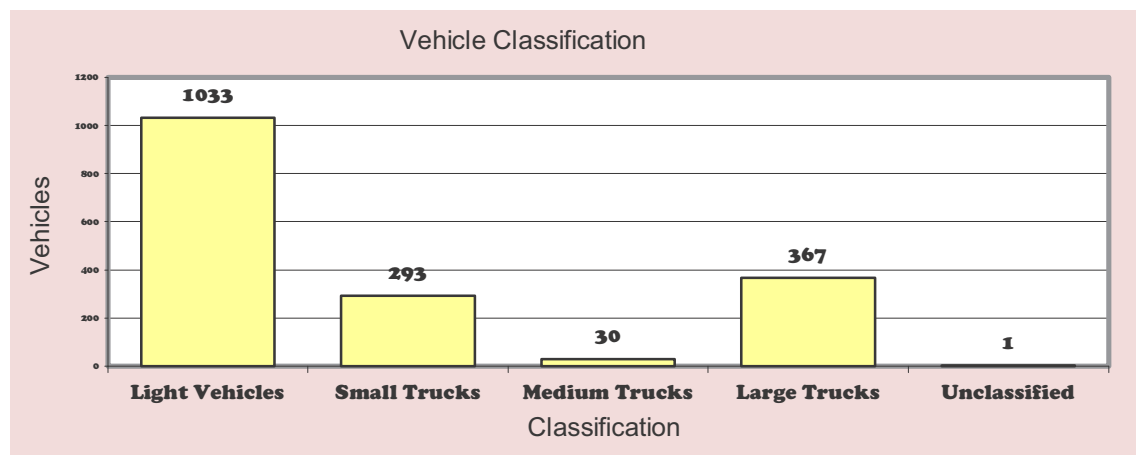
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	1	0	0	0	0	0	0	0	1	3	3	0	0	8	81.7	0
1:00	1	0	0	0	0	0	0	0	0	2	2	0	0	5	73.0	0
2:00	1	0	1	0	1	0	0	0	0	2	1	0	0	6	67.2	0
3:00	9	0	2	0	0	0	0	0	0	4	1	0	0	16	89.7	102
4:00	16	0	5	0	0	0	0	0	1	1	1	0	0	24	85.0	101
5:00	28	0	12	1	0	0	0	0	1	3	1	0	0	46	88.8	103
6:00	43	2	23	1	0	0	0	1	1	7	1	0	0	79	92.5	102
7:00	80	1	14	1	0	1	1	0	4	8	0	0	0	110	95.0	104
8:00	83	4	24	4	1	0	1	0	10	4	6	0	0	137	93.0	104
9:00	85	0	23	1	1	1	0	2	4	8	8	0	0	133	94.0	104
10:00	59	7	12	1	0	2	2	0	3	6	3	0	0	95	91.3	103
11:00	58	1	22	0	0	0	0	0	5	5	3	0	0	94	91.2	102
12:00	60	5	16	3	1	3	1	0	4	4	4	0	0	101	92.7	104
13:00	62	3	23	6	0	2	1	0	2	9	5	0	0	113	90.7	101
14:00	74	6	26	0	1	0	1	0	8	14	10	0	0	140	92.3	104
15:00	91	6	27	0	0	0	2	0	6	17	6	0	0	155	93.3	104
16:00	94	0	25	2	0	4	2	0	5	7	7	0	1	147	94.2	105
17:00	76	1	22	0	0	2	0	0	3	18	12	0	0	134	92.7	104
18:00	36	1	7	0	0	0	0	0	5	7	10	0	0	66	91.6	102
19:00	13	1	4	4	0	0	0	0	3	7	4	0	0	36	93.7	105
20:00	7	1	3	0	0	0	0	0	3	10	5	0	0	29	90.7	102
21:00	7	0	1	0	0	1	0	0	3	9	5	0	0	26	95.0	114
22:00	9	0	0	1	0	1	0	0	1	3	5	0	0	20	90.7	107
23:00	1	0	1	0	0	0	0	0	0	1	1	0	0	4	88.6	0
Total	994	39	293	25	5	17	11	3	73	159	104	0	1	1724	92.3	102
Class %	58	2	17	1	0	1	1	0	4	9	6	0	0			

Vehicle Classification



Street	Gore Highway	Light Vehicles	59.9%
Location	Pittsworth	Small Trucks	17.0%
Count No.	West of Short Street	Medium Trucks	1.7%
Direction	Eastbound	Large Trucks	21.3%
Day	Monday	Unclassified	0.1%
Start Date	Friday	AM Peak	8:00
Date	28-Mar-22	PM Peak	15:00
			137
			155

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	1	0	0	7	0	8
1:00	1	0	0	4	0	5
2:00	1	1	1	3	0	6
3:00	9	2	0	5	0	16
4:00	16	5	0	3	0	24
5:00	28	12	1	5	0	46
6:00	45	23	1	10	0	79
7:00	81	14	1	14	0	110
8:00	87	24	5	21	0	137
9:00	85	23	2	23	0	133
10:00	66	12	1	16	0	95
11:00	59	22	0	13	0	94
12:00	65	16	4	16	0	101
13:00	65	23	6	19	0	113
14:00	80	26	1	33	0	140
15:00	97	27	0	31	0	155
16:00	94	25	2	25	1	147
17:00	77	22	0	35	0	134
18:00	37	7	0	22	0	66
19:00	14	4	4	14	0	36
20:00	8	3	0	18	0	29
21:00	7	1	0	18	0	26
22:00	9	0	1	10	0	20
23:00	1	1	0	2	0	4
Total	1033	293	30	367	1	1724



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Gore Highway			
Suburb	Southbrook			
Location	West of Biddenston Southbrook Road			
Count No.	5	Speed Limit	100 km/h	
Directions	Eastbound		Westbound	
Start Date	Friday	18-Mar-22	End Date	24-Mar-22



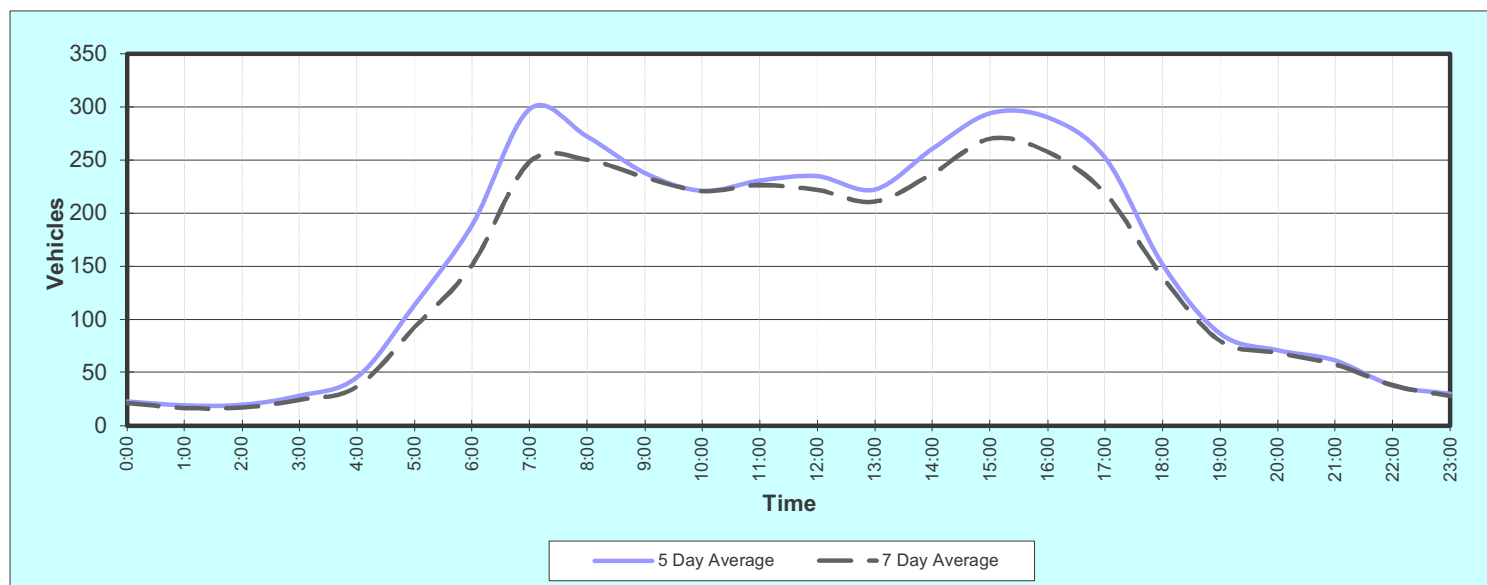
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

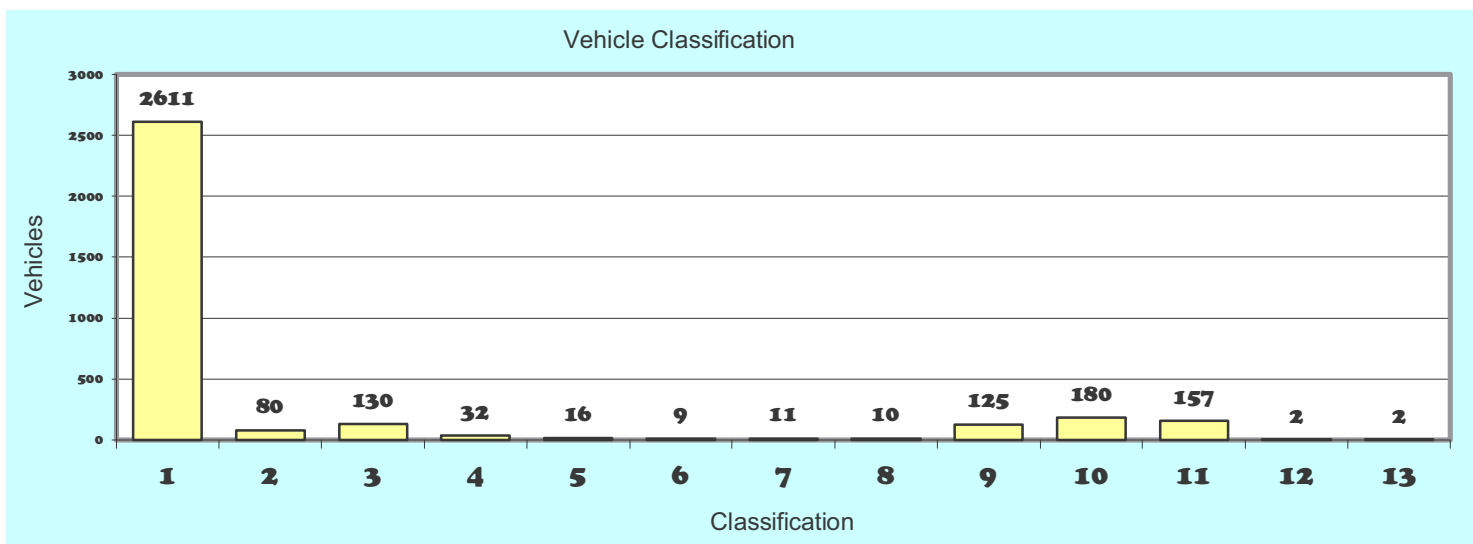
Street	Gore Highway				5 Day Average 3691 7 Day Average 3368 5 Day Heavy (Class 3 to 12) 20.6% 7 Day Heavy (Class 3 to 12) 19.1%	
Suburb	Southbrook					
Location	West of Biddenston Southbrook Road					
Count No.	5					
Start Date	Friday	18-Mar-22	Speed Limit 100 km/h			
Direction	Eastbound					

Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	290	275	312	307	314	263	207		
PM Peak	285	299	316	359	337	234	211		
0:00	13	11	27	35	26	19	19	22	21
1:00	10	14	30	20	21	14	7	19	17
2:00	6	19	30	22	21	14	6	20	17
3:00	25	33	28	28	26	13	16	28	24
4:00	36	46	55	45	45	21	8	45	37
5:00	108	115	114	118	115	59	20	114	93
6:00	190	196	201	174	186	67	45	189	151
7:00	290	268	312	307	314	151	97	298	248
8:00	271	275	258	284	274	235	155	272	250
9:00	223	216	220	246	286	239	207	238	234
10:00	209	221	212	220	243	263	178	221	221
11:00	196	221	199	275	263	232	200	231	227
12:00	213	206	228	226	301	193	186	235	222
13:00	192	189	203	250	279	175	189	223	211
14:00	224	245	262	237	337	145	211	261	237
15:00	267	242	275	359	326	234	189	294	270
16:00	285	299	271	305	291	161	193	290	258
17:00	229	223	316	240	254	138	132	252	219
18:00	137	156	147	163	155	94	128	152	140
19:00	82	76	110	78	86	53	73	86	80
20:00	53	89	53	84	76	61	64	71	69
21:00	53	62	65	71	54	48	51	61	58
22:00	33	35	39	39	43	39	37	38	38
23:00	18	33	26	36	36	26	19	30	28
Total	3363	3490	3681	3862	4058	2694	2430	3691	3368
Heavy %	20.0%	21.9%	23.3%	21.5%	17.0%	11.9%	15.2%	20.6%	19.1%



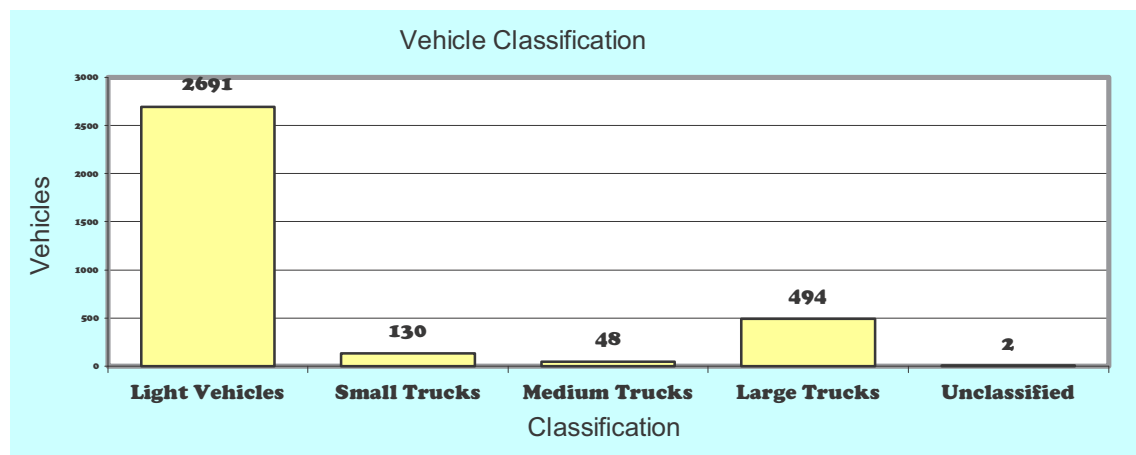
Street	Gore Highway	AADT	3,365
Suburb	Southbrook	Average Speed	95.5
Location	West of Biddenston Southbrook Road	85th Percentile	102
Direction	Eastbound	Heavy Percentage	20.0%
Day	Monday	Count No. 5	AM Peak 7:00 290
Date	21/03/2022	Speed Limit 100 km/h	PM Peak 16:00 285
Start Date	Friday 18/03/2022		

Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	8	0	1	0	0	0	0	0	0	3	1	0	0	13	100.6	111
1:00	5	0	0	1	0	0	0	0	0	2	2	0	0	10	93.8	0
2:00	3	0	1	0	0	0	0	0	0	1	1	0	0	6	94.1	0
3:00	18	0	2	0	0	0	0	0	0	3	2	0	0	25	92.8	104
4:00	26	0	0	0	1	0	0	0	3	3	3	0	0	36	96.9	108
5:00	96	2	3	0	0	0	0	1	0	3	3	0	0	108	94.4	102
6:00	161	5	7	1	0	2	0	0	8	4	2	0	0	190	95.7	103
7:00	259	3	6	0	2	1	0	2	7	9	1	0	0	290	95.1	102
8:00	219	9	7	4	1	1	1	0	14	10	5	0	0	271	94.4	101
9:00	173	7	9	2	2	1	0	1	8	9	11	0	2	225	95.0	102
10:00	161	3	10	2	0	2	1	1	12	9	8	0	0	209	95.8	101
11:00	145	10	12	3	0	0	1	1	8	7	9	0	0	196	94.0	101
12:00	158	5	10	3	1	1	0	0	10	11	14	0	0	213	96.3	102
13:00	136	3	13	2	1	0	1	0	9	15	12	0	0	192	96.5	104
14:00	172	4	13	1	3	0	4	0	5	10	12	0	0	224	94.5	101
15:00	208	10	10	3	0	0	1	0	8	13	14	0	0	267	95.6	102
16:00	226	7	13	2	2	0	1	2	7	11	13	1	0	285	96.1	102
17:00	189	4	8	2	0	1	0	0	7	7	10	1	0	229	96.6	103
18:00	101	3	3	2	1	0	0	1	7	12	7	0	0	137	94.6	101
19:00	54	1	0	1	1	0	0	0	2	10	13	0	0	82	96.7	102
20:00	33	2	2	0	0	0	0	0	5	9	2	0	0	53	96.4	100
21:00	31	1	0	2	0	0	1	1	0	10	7	0	0	53	97.8	101
22:00	18	1	0	1	1	0	0	0	3	6	3	0	0	33	99.2	107
23:00	11	0	0	0	0	0	0	0	2	3	2	0	0	18	96.5	105
Total	2611	80	130	32	16	9	11	10	125	180	157	2	2	3365	95.5	102
Class %	78	2	4	1	0	0	0	0	4	5	5	0	0			



Street	Gore Highway	Light Vehicles	80.0%
Location	Southbrook	Small Trucks	3.9%
Count No.	West of Biddenston Southbrook Road	Medium Trucks	1.4%
Direction	Eastbound	Large Trucks	14.7%
Day	Monday	Unclassified	0.1%
Start Date	Friday	AM Peak	7:00
Date	21-Mar-22	PM Peak	16:00
			290
			285

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	8	1	0	4	0	13
1:00	5	0	1	4	0	10
2:00	3	1	0	2	0	6
3:00	18	2	0	5	0	25
4:00	26	0	1	9	0	36
5:00	98	3	0	7	0	108
6:00	166	7	1	16	0	190
7:00	262	6	2	20	0	290
8:00	228	7	5	31	0	271
9:00	180	9	4	30	2	225
10:00	164	10	2	33	0	209
11:00	155	12	3	26	0	196
12:00	163	10	4	36	0	213
13:00	139	13	3	37	0	192
14:00	176	13	4	31	0	224
15:00	218	10	3	36	0	267
16:00	233	13	4	35	0	285
17:00	193	8	2	26	0	229
18:00	104	3	3	27	0	137
19:00	55	0	2	25	0	82
20:00	35	2	0	16	0	53
21:00	32	0	2	19	0	53
22:00	19	0	2	12	0	33
23:00	11	0	0	7	0	18
Total	2691	130	48	494	2	3365



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Gore Highway			
Suburb	Southbrook			
Location	West of Biddenston Southbrook Road			
Count No.	5	Speed Limit	100 km/h	
Directions	Eastbound		Westbound	
Start Date	Friday	18-Mar-22	End Date	24-Mar-22



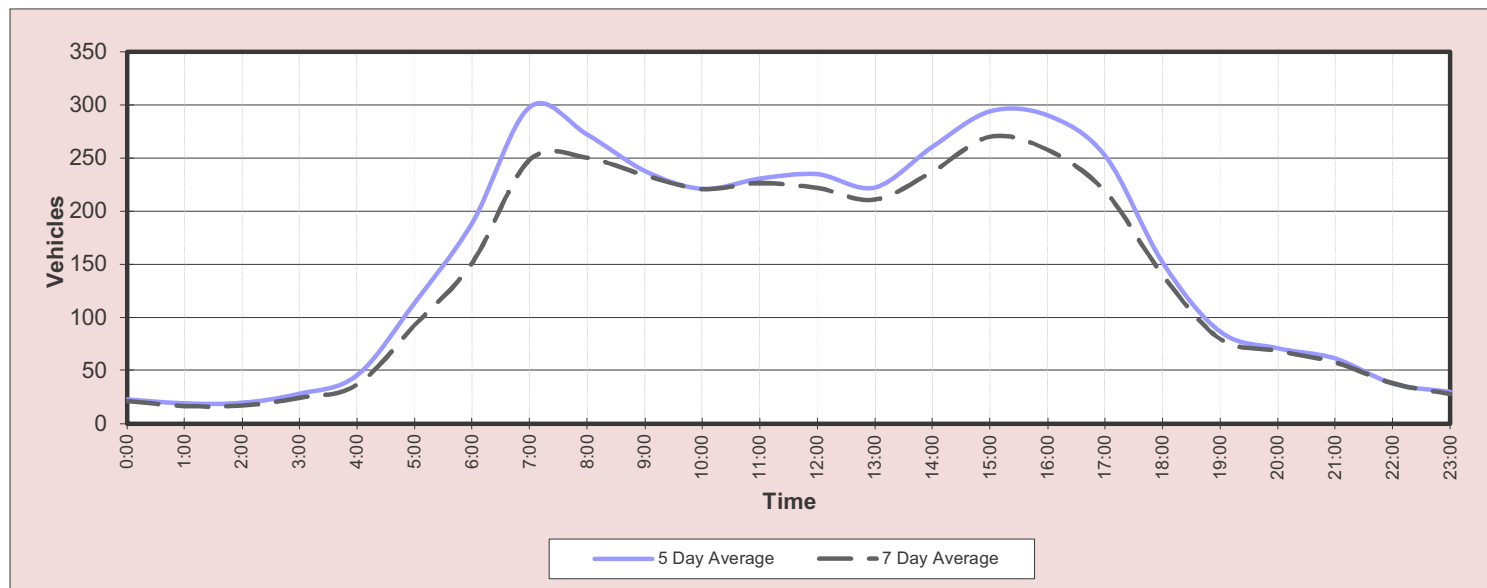
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Gore Highway			5 Day Average3691 7 Day Average3368 5 Day Heavy (Class 3 to 12)20.6% 7 Day Heavy (Class 3 to 12)19.1%
Suburb	Southbrook			
Location	West of Biddenston Southbrook Road			
Count No.	5			
Start Date	Friday	18-Mar-22	Speed Limit 100 km/h	
Direction	Eastbound			

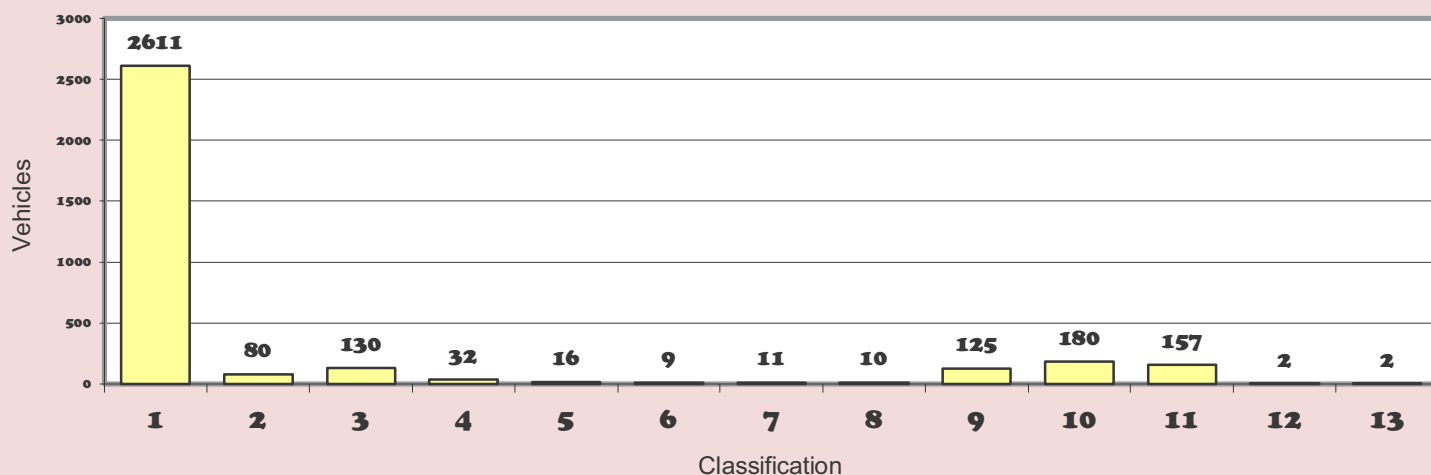
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	290	275	312	307	314	263	207		
PM Peak	285	299	316	359	337	234	211		
0:00	13	11	27	35	26	19	19		
1:00	10	14	30	20	21	14	7	19	17
2:00	6	19	30	22	21	14	6	20	17
3:00	25	33	28	28	26	13	16	28	24
4:00	36	46	55	45	45	21	8	45	37
5:00	108	115	114	118	115	59	20	114	93
6:00	190	196	201	174	186	67	45	189	151
7:00	290	268	312	307	314	151	97	298	248
8:00	271	275	258	284	274	235	155	272	250
9:00	223	216	220	246	286	239	207	238	234
10:00	209	221	212	220	243	263	178	221	221
11:00	196	221	199	275	263	232	200	231	227
12:00	213	206	228	226	301	193	186	235	222
13:00	192	189	203	250	279	175	189	223	211
14:00	224	245	262	237	337	145	211	261	237
15:00	267	242	275	359	326	234	189	294	270
16:00	285	299	271	305	291	161	193	290	258
17:00	229	223	316	240	254	138	132	252	219
18:00	137	156	147	163	155	94	128	152	140
19:00	82	76	110	78	86	53	73	86	80
20:00	53	89	53	84	76	61	64	71	69
21:00	53	62	65	71	54	48	51	61	58
22:00	33	35	39	39	43	39	37	38	38
23:00	18	33	26	36	36	26	19	30	28
Total	3363	3490	3681	3862	4058	2694	2430	3691	3368
Heavy %	20.0%	21.9%	23.3%	21.5%	17.0%	11.9%	15.2%	20.6%	19.1%



Street	Gore Highway	AADT	3,365
Suburb	Southbrook	Average Speed	95.5
Location	West of Biddenston Southbrook Road	85th Percentile	102
Direction	Eastbound	Heavy Percentage	20.0%
Day	Monday	Count No. 5	AM Peak 7:00 290
Date	21/03/2022	Speed Limit 100 km/h	PM Peak 16:00 285
Start Date	Friday 18/03/2022		

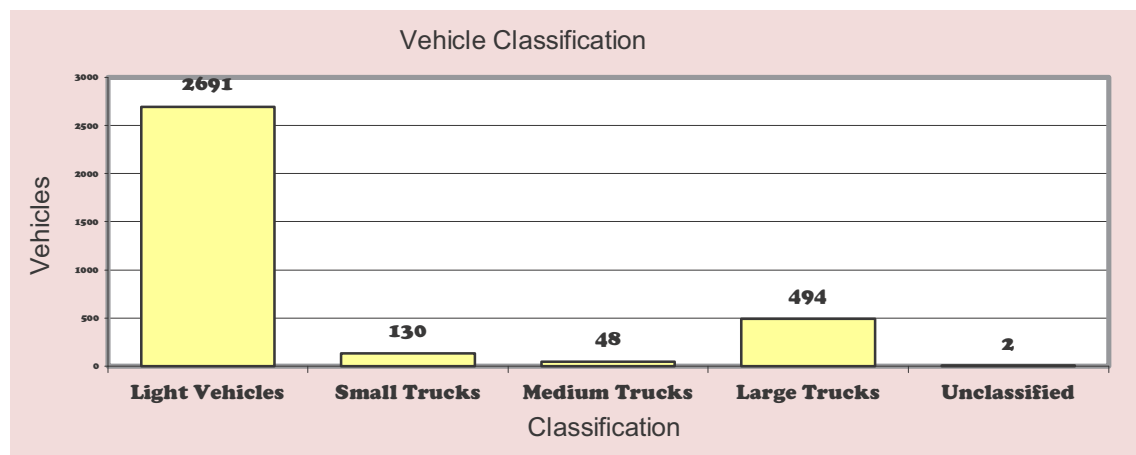
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	8	0	1	0	0	0	0	0	0	3	1	0	0	13	100.6	111
1:00	5	0	0	1	0	0	0	0	0	2	2	0	0	10	93.8	0
2:00	3	0	1	0	0	0	0	0	0	1	1	0	0	6	94.1	0
3:00	18	0	2	0	0	0	0	0	0	3	2	0	0	25	92.8	104
4:00	26	0	0	0	1	0	0	0	3	3	3	0	0	36	96.9	108
5:00	96	2	3	0	0	0	0	1	0	3	3	0	0	108	94.4	102
6:00	161	5	7	1	0	2	0	0	8	4	2	0	0	190	95.7	103
7:00	259	3	6	0	2	1	0	2	7	9	1	0	0	290	95.1	102
8:00	219	9	7	4	1	1	1	0	14	10	5	0	0	271	94.4	101
9:00	173	7	9	2	2	1	0	1	8	9	11	0	2	225	95.0	102
10:00	161	3	10	2	0	2	1	1	12	9	8	0	0	209	95.8	101
11:00	145	10	12	3	0	0	1	1	8	7	9	0	0	196	94.0	101
12:00	158	5	10	3	1	1	0	0	10	11	14	0	0	213	96.3	102
13:00	136	3	13	2	1	0	1	0	9	15	12	0	0	192	96.5	104
14:00	172	4	13	1	3	0	4	0	5	10	12	0	0	224	94.5	101
15:00	208	10	10	3	0	0	1	0	8	13	14	0	0	267	95.6	102
16:00	226	7	13	2	2	0	1	2	7	11	13	1	0	285	96.1	102
17:00	189	4	8	2	0	1	0	0	7	7	10	1	0	229	96.6	103
18:00	101	3	3	2	1	0	0	1	7	12	7	0	0	137	94.6	101
19:00	54	1	0	1	1	0	0	0	2	10	13	0	0	82	96.7	102
20:00	33	2	2	0	0	0	0	0	5	9	2	0	0	53	96.4	100
21:00	31	1	0	2	0	0	1	1	0	10	7	0	0	53	97.8	101
22:00	18	1	0	1	1	0	0	0	3	6	3	0	0	33	99.2	107
23:00	11	0	0	0	0	0	0	0	2	3	2	0	0	18	96.5	105
Total	2611	80	130	32	16	9	11	10	125	180	157	2	2	3365	95.5	102
Class %	78	2	4	1	0	0	0	0	4	5	5	0	0			

Vehicle Classification



Street	Gore Highway	Light Vehicles	80.0%
Location	Southbrook	Small Trucks	3.9%
Count No.	West of Biddenston Southbrook Road	Medium Trucks	1.4%
Direction	Eastbound	Large Trucks	14.7%
Day	Monday	Unclassified	0.1%
Start Date	Friday	AM Peak	7:00
Date	21-Mar-22	PM Peak	16:00
			290
			285

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	8	1	0	4	0	13
1:00	5	0	1	4	0	10
2:00	3	1	0	2	0	6
3:00	18	2	0	5	0	25
4:00	26	0	1	9	0	36
5:00	98	3	0	7	0	108
6:00	166	7	1	16	0	190
7:00	262	6	2	20	0	290
8:00	228	7	5	31	0	271
9:00	180	9	4	30	2	225
10:00	164	10	2	33	0	209
11:00	155	12	3	26	0	196
12:00	163	10	4	36	0	213
13:00	139	13	3	37	0	192
14:00	176	13	4	31	0	224
15:00	218	10	3	36	0	267
16:00	233	13	4	35	0	285
17:00	193	8	2	26	0	229
18:00	104	3	3	27	0	137
19:00	55	0	2	25	0	82
20:00	35	2	0	16	0	53
21:00	32	0	2	19	0	53
22:00	19	0	2	12	0	33
23:00	11	0	0	7	0	18
Total	2691	130	48	494	2	3365



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Millmerran Inglewood Road		
Suburb	Canning Creek		
Location	South of Forestry Road		
Count No.	2	Speed Limit	100 km/h
Directions	Northbound		Southbound
Start Date	Friday	18-Mar-22	End Date 24-Mar-22



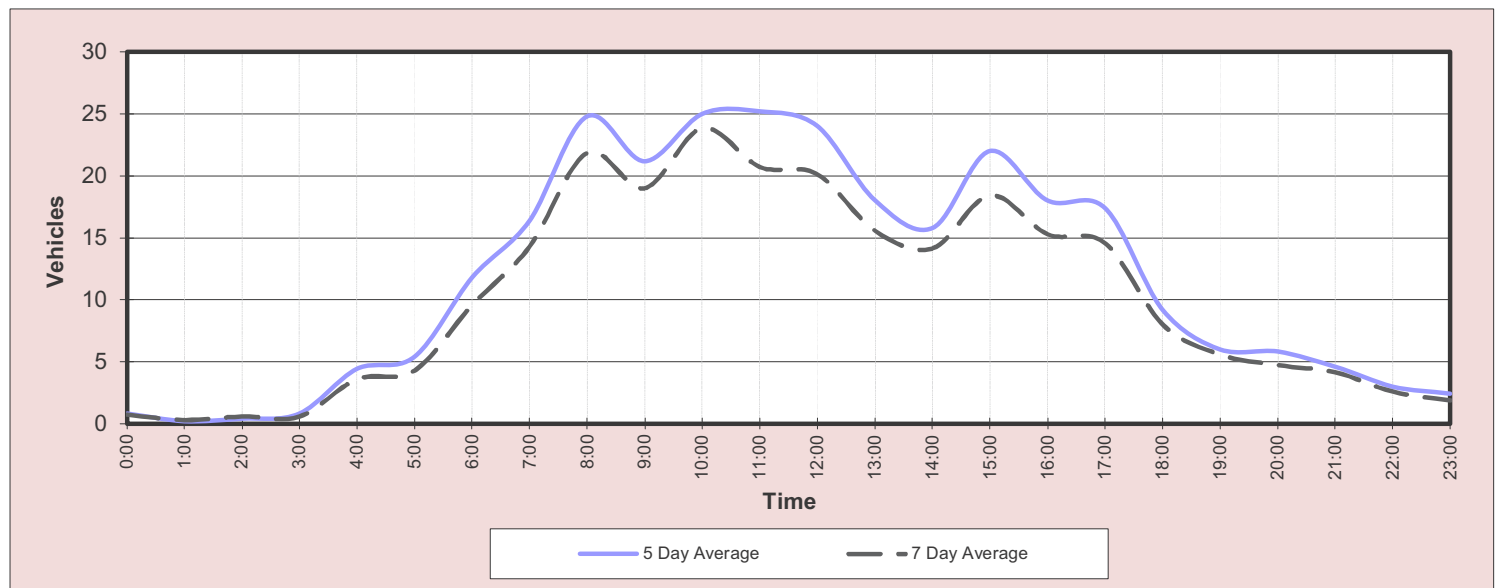
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Millmerran Inglewood Road			5 Day Average283 7 Day Average244 5 Day Heavy (Class 3 to 12)34.7% 7 Day Heavy (Class 3 to 12)35.0%	
Suburb	Canning Creek				
Location	South of Forestry Road				
Count No.	2				
Start Date	Friday	18-Mar-22	Speed Limit 100 km/h		
Direction	Northbound				

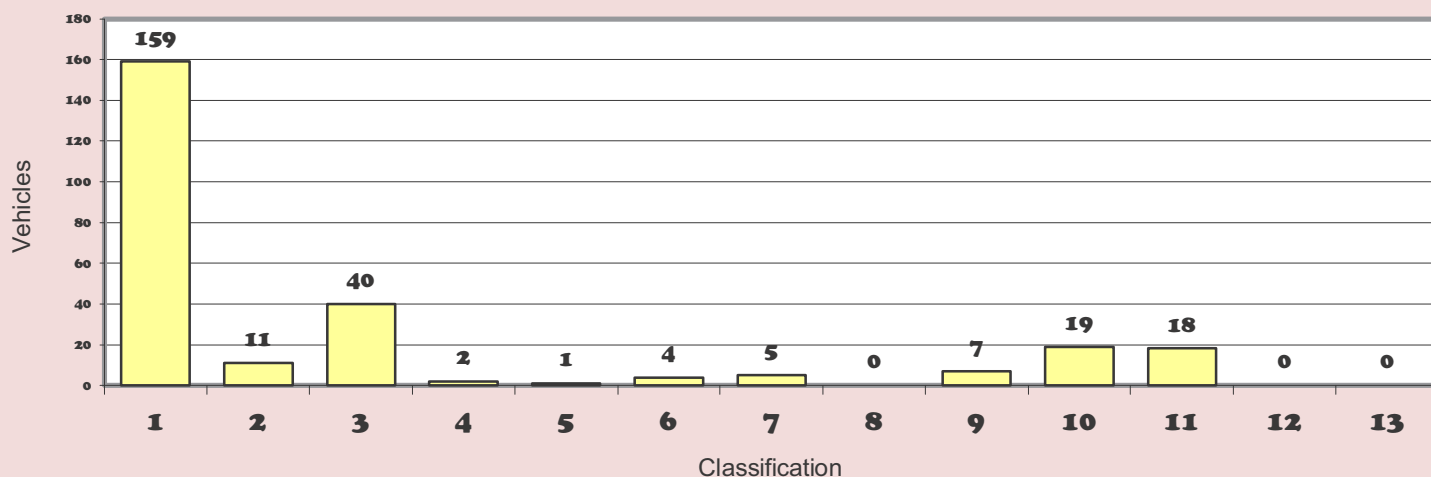
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	28	23	39	35	22	17	27		
PM Peak	22	22	30	47	23	8	14		
0:00	0	0	1	3	0	1	0	1	1
1:00	1	0	0	0	0	0	1	0	0
2:00	1	0	0	0	1	1	1	0	1
3:00	0	1	0	2	1	0	0	1	1
4:00	5	3	3	6	5	1	2	4	4
5:00	7	3	4	5	8	2	1	5	4
6:00	7	12	12	14	14	6	2	12	10
7:00	17	12	13	18	22	10	8	16	14
8:00	24	20	23	35	22	17	12	25	22
9:00	28	16	21	23	18	14	13	21	19
10:00	23	23	26	32	21	15	27	25	24
11:00	24	23	39	19	21	7	12	25	21
12:00	22	14	20	47	17	7	14	24	20
13:00	17	16	30	14	13	5	14	18	16
14:00	13	20	14	22	10	6	14	16	14
15:00	21	17	23	26	23	6	13	22	18
16:00	12	22	29	14	13	8	9	18	15
17:00	13	20	24	15	15	3	12	17	15
18:00	7	17	5	13	4	4	6	9	8
19:00	3	6	8	8	5	2	7	6	6
20:00	13	0	5	8	3	2	2	6	5
21:00	3	12	0	3	5	4	2	5	4
22:00	2	2	3	7	1	1	2	3	3
23:00	3	1	5	2	1	0	1	2	2
Total	266	260	308	336	243	122	175	283	244
Heavy %	36.1%	33.5%	32.1%	32.1%	41.6%	32.0%	38.9%	34.7%	35.0%



Street	Millmerran Inglewood Road	AADT	266
Suburb	Canning Creek	Average Speed	101.9
Location	South of Forestry Road	85th Percentile	93
Direction	Northbound	Heavy Percentage	36.1%
Day	Monday	AM Peak	9:00 28
Date	21/03/2022	PM Peak	12:00 22
Start Date	Friday 18/03/2022	Count No. 2	Speed Limit 100 km/h

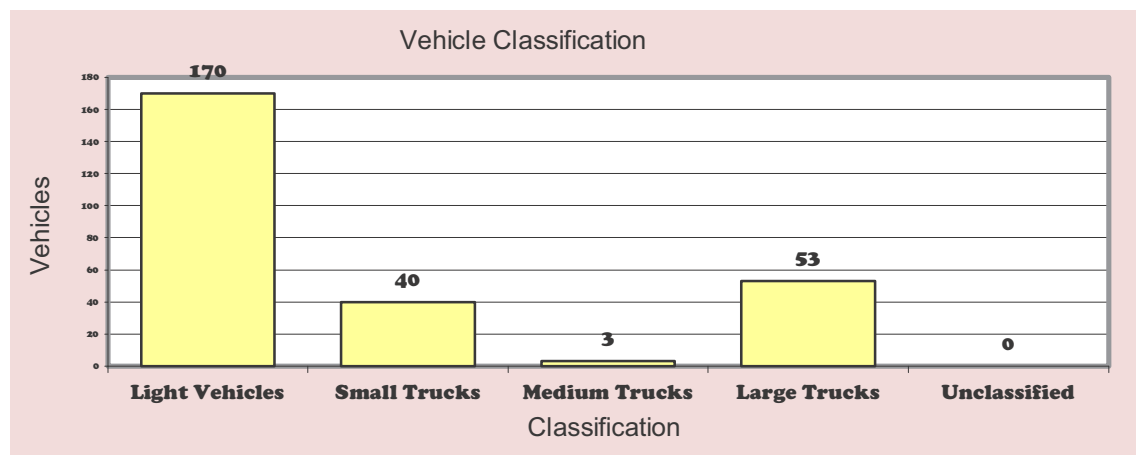
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	101.8	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	120.4	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	3	0	1	0	0	0	0	0	0	1	0	0	0	5	109.9	0
5:00	6	0	1	0	0	0	0	0	0	0	0	0	0	7	99.5	0
6:00	3	1	1	0	0	0	0	0	1	1	0	0	0	7	99.4	0
7:00	12	1	3	0	0	0	0	0	0	0	1	0	0	17	97.1	109
8:00	15	0	6	0	0	0	1	0	0	1	1	0	0	24	104.8	115
9:00	14	4	3	1	0	0	1	0	1	3	1	0	0	28	99.9	106
10:00	13	2	5	0	0	1	0	0	1	0	1	0	0	23	100.8	111
11:00	13	0	2	0	0	0	0	0	1	3	5	0	0	24	103.3	109
12:00	15	2	0	1	1	0	0	0	1	2	0	0	0	22	101.6	109
13:00	12	0	3	0	0	1	1	0	0	0	0	0	0	17	102.6	109
14:00	7	0	4	0	0	1	0	0	0	1	0	0	0	13	101.9	108
15:00	13	0	2	0	0	1	1	0	1	3	0	0	0	21	103.8	108
16:00	10	0	1	0	0	0	0	0	1	0	0	0	0	12	99.4	106
17:00	7	0	2	0	0	0	0	0	0	1	3	0	0	13	105.4	123
18:00	4	1	2	0	0	0	0	0	0	0	0	0	0	7	100.5	0
19:00	1	0	0	0	0	0	0	0	0	2	0	0	0	3	99.4	0
20:00	8	0	1	0	0	0	1	0	0	1	2	0	0	13	99.7	104
21:00	1	0	2	0	0	0	0	0	0	0	0	0	0	3	111.8	0
22:00	0	0	0	0	0	0	0	0	0	0	2	0	0	2	96.3	0
23:00	1	0	0	0	0	0	0	0	0	0	2	0	0	3	101.3	0
Total	159	11	40	2	1	4	5	0	7	19	18	0	0	266	101.9	93
Class %	60	4	15	1	0	2	2	0	3	7	7	0	0			

Vehicle Classification



Street	Millmerran Inglewood Road	Light Vehicles	63.9%
Location	Canning Creek	Small Trucks	15.0%
Count No.	South of Forestry Road	Medium Trucks	1.1%
Direction	Northbound	Large Trucks	19.9%
Day	Monday	Unclassified	0.0%
Start Date	Friday	AM Peak	9:00
Date	21-Mar-22	PM Peak	12:00
			28
			22

Hours Starting	Vehicle Classification					Total
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	
0:00	0	0	0	0	0	0
1:00	1	0	0	0	0	1
2:00	0	1	0	0	0	1
3:00	0	0	0	0	0	0
4:00	3	1	0	1	0	5
5:00	6	1	0	0	0	7
6:00	4	1	0	2	0	7
7:00	13	3	0	1	0	17
8:00	15	6	0	3	0	24
9:00	18	3	1	6	0	28
10:00	15	5	0	3	0	23
11:00	13	2	0	9	0	24
12:00	17	0	2	3	0	22
13:00	12	3	0	2	0	17
14:00	7	4	0	2	0	13
15:00	13	2	0	6	0	21
16:00	10	1	0	1	0	12
17:00	7	2	0	4	0	13
18:00	5	2	0	0	0	7
19:00	1	0	0	2	0	3
20:00	8	1	0	4	0	13
21:00	1	2	0	0	0	3
22:00	0	0	0	2	0	2
23:00	1	0	0	2	0	3
Total	170	40	3	53	0	266



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Millmerran Inglewood Road			
Suburb	Canning Creek			
Location	South of Forestry Road			
Count No.	2	Speed Limit	100 km/h	
Directions	Northbound		Southbound	
Start Date	Friday	25-Mar-22	End Date	31-Mar-22



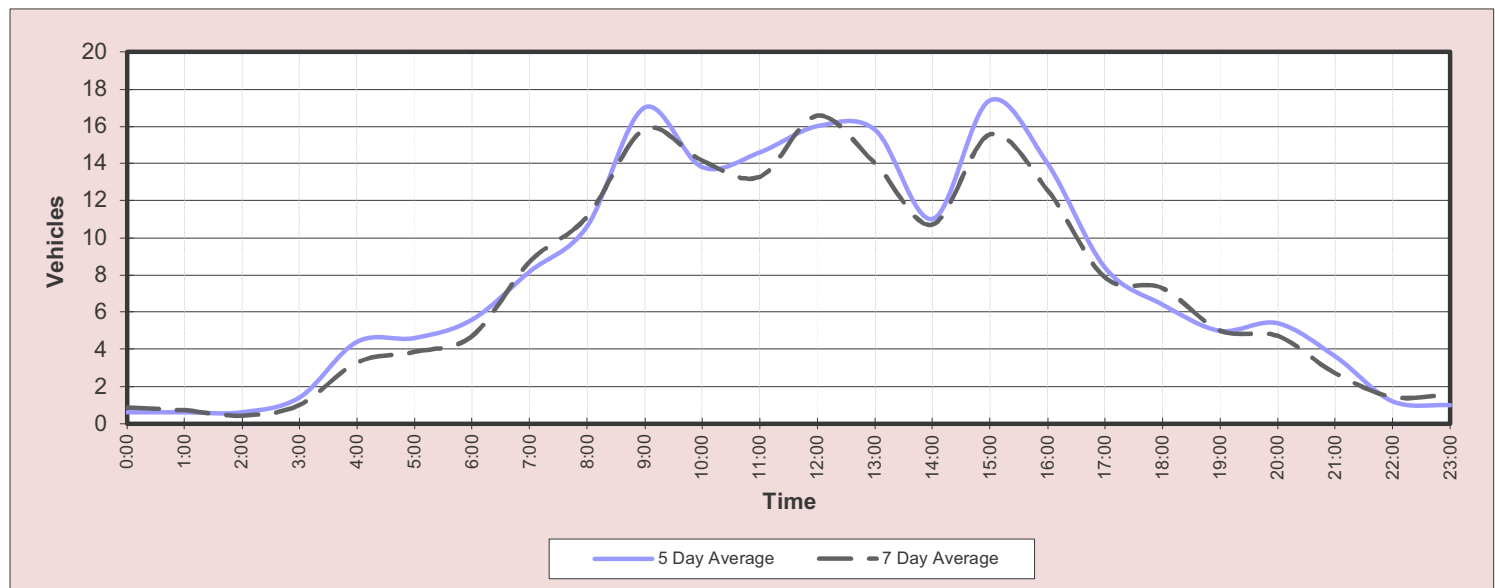
Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.
 Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.
 in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Millmerran Inglewood Road				5 Day Average187 7 Day Average178 5 Day Heavy (Class 3 to 12)34.9% 7 Day Heavy (Class 3 to 12)32.3%	
Suburb	Canning Creek					
Location	South of Forestry Road					
Count No.	2					
Start Date	Friday	25-Mar-22	Speed Limit 100 km/h			
Direction	Northbound					

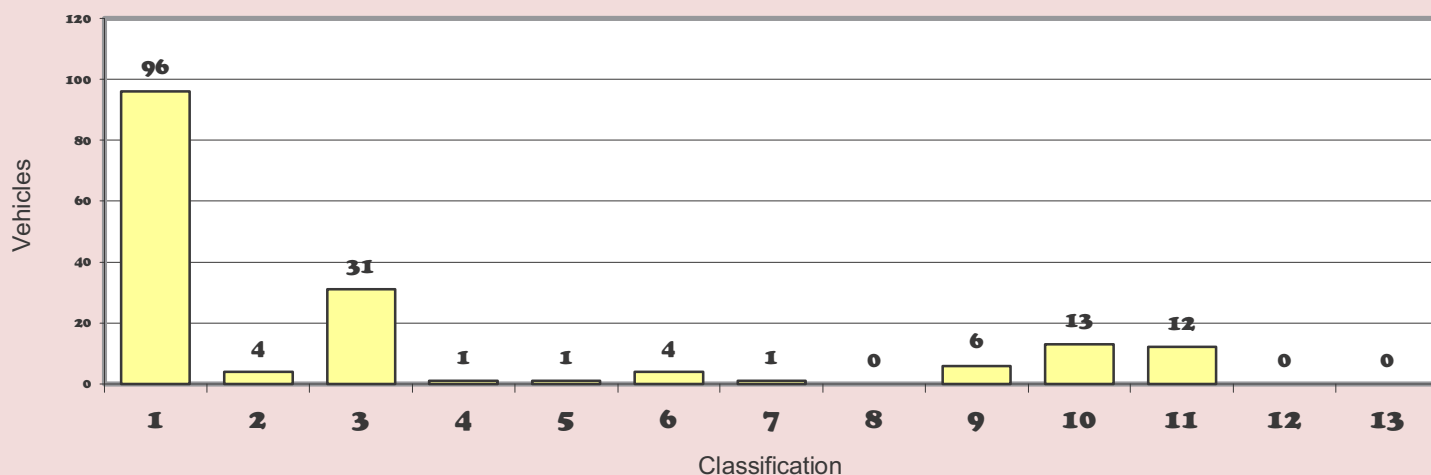
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Mar	29-Mar	30-Mar	31-Mar	25-Mar	26-Mar	27-Mar		
AM Peak	22	10	20	19	30	12	20		
PM Peak	14	20	16	28	26	13	23		
0:00	0	1	1	1	0	1	2	1	1
1:00	2	0	0	1	0	0	2	1	1
2:00	2	0	0	0	1	0	0	1	0
3:00	0	0	3	0	4	0	0	1	1
4:00	3	4	1	5	9	0	1	4	3
5:00	7	3	8	3	2	3	1	5	4
6:00	8	6	6	3	5	4	1	6	5
7:00	8	2	8	13	10	12	8	8	9
8:00	12	10	16	5	10	12	13	11	11
9:00	22	4	10	19	30	11	15	17	16
10:00	10	9	14	16	20	10	20	14	14
11:00	14	8	20	13	18	8	12	15	13
12:00	10	20	11	18	21	13	23	16	17
13:00	9	17	13	14	26	11	8	16	14
14:00	12	14	14	5	10	9	11	11	11
15:00	12	6	16	28	25	10	12	17	16
16:00	14	10	14	23	9	8	10	14	13
17:00	6	10	9	6	11	5	8	8	8
18:00	2	8	4	12	6	8	11	6	7
19:00	2	4	8	5	6	6	4	5	5
20:00	10	1	9	7	0	2	4	5	5
21:00	2	3	6	6	1	1	0	4	3
22:00	0	4	0	2	0	3	1	1	1
23:00	2	2	0	0	1	0	6	1	2
Total	169	146	191	205	225	137	173	187	178
Heavy %	40.8%	43.8%	29.3%	34.6%	29.8%	23.4%	24.9%	34.9%	32.3%



Street	Millmerran Inglewood Road	AADT	169
Suburb	Canning Creek	Average Speed	103.9
Location	South of Forestry Road	85th Percentile	57
Direction	Northbound	Heavy Percentage	40.8%
Day	Monday	AM Peak	9:00 22
Date	28/03/2022	PM Peak	16:00 14
Start Date	Friday 25/03/2022	Count No. 2	Speed Limit 100 km/h

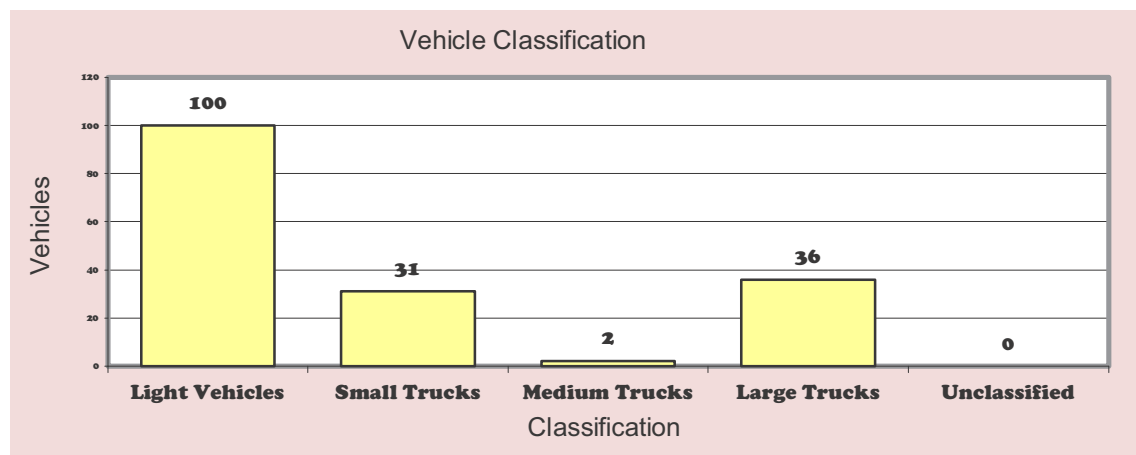
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	1	0	0	0	0	0	0	0	0	0	1	0	0	2	107.5	0
2:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	97.2	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3	110.1	0
5:00	2	0	2	0	0	0	0	0	0	1	2	0	0	7	94.5	0
6:00	3	0	4	0	0	0	0	0	0	0	1	0	0	8	106.3	0
7:00	7	0	1	0	0	0	0	0	0	0	0	0	0	8	103.7	0
8:00	8	0	1	0	1	0	0	0	0	1	1	0	0	12	109.6	123
9:00	13	1	4	0	0	0	1	0	1	1	1	0	0	22	103.5	108
10:00	6	0	1	0	0	2	0	0	0	1	0	0	0	10	102.6	0
11:00	10	0	2	0	0	0	0	0	1	1	0	0	0	14	104.9	110
12:00	1	1	4	0	0	0	0	0	2	2	0	0	0	10	104.5	0
13:00	5	0	3	0	0	0	0	0	0	0	1	0	0	9	104.1	0
14:00	5	1	2	1	0	1	0	0	1	1	0	0	0	12	104.3	114
15:00	7	1	2	0	0	1	0	0	0	1	0	0	0	12	104.3	112
16:00	8	0	1	0	0	0	0	0	1	1	3	0	0	14	101.9	106
17:00	5	0	1	0	0	0	0	0	0	0	0	0	0	6	109.1	0
18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	101.0	0
19:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	98.4	0
20:00	8	0	1	0	0	0	0	0	0	1	0	0	0	10	102.0	0
21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	98.3	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	103.1	0
Total	96	4	31	1	1	4	1	0	6	13	12	0	0	169	103.9	57
Class %	57	2	18	1	1	2	1	0	4	8	7	0	0			

Vehicle Classification



Street	Millmerran Inglewood Road	Light Vehicles	59.2%
Location	Canning Creek	Small Trucks	18.3%
Count No.	South of Forestry Road	Medium Trucks	1.2%
Direction	Northbound	Large Trucks	21.3%
Day	Monday	Unclassified	0.0%
Start Date	Friday	AM Peak	9:00
Date	28-Mar-22	PM Peak	16:00
			22
			14

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	0	0	0	0	0	0
1:00	1	0	0	1	0	2
2:00	1	1	0	0	0	2
3:00	0	0	0	0	0	0
4:00	2	1	0	0	0	3
5:00	2	2	0	3	0	7
6:00	3	4	0	1	0	8
7:00	7	1	0	0	0	8
8:00	8	1	1	2	0	12
9:00	14	4	0	4	0	22
10:00	6	1	0	3	0	10
11:00	10	2	0	2	0	14
12:00	2	4	0	4	0	10
13:00	5	3	0	1	0	9
14:00	6	2	1	3	0	12
15:00	8	2	0	2	0	12
16:00	8	1	0	5	0	14
17:00	5	1	0	0	0	6
18:00	2	0	0	0	0	2
19:00	0	0	0	2	0	2
20:00	8	1	0	1	0	10
21:00	2	0	0	0	0	2
22:00	0	0	0	0	0	0
23:00	0	0	0	2	0	2
Total	100	31	2	36	0	169



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Site : ID6 Wondalli Kurumbul Road
Time Interval: 26-Mar-22 to 01-Apr-22



Research
Analytics
Data Collection and Surveys
www.eneranda.com
contact@eneranda.com

Time Starting	Sat	26-Mar-22			Northbound / Westbound			Sat	26-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0	0	0	
00:15	0	0	0	0				0	0	0	0	0	0	
00:30	0	0	0	0				0	0	0	0	0	0	
00:45	0	0	0	0				0	0	0	0	0	0	
01:00	0	0	0	0				0	0	0	0	0	0	
01:15	0	0	0	0				0	0	0	0	0	0	
01:30	0	0	0	0				0	0	0	0	0	0	
01:45	0	0	0	0				0	0	0	0	0	0	
02:00	0	0	0	0				0	0	0	0	0	0	
02:15	0	0	0	0				0	0	0	0	0	0	
02:30	0	0	0	0				0	0	0	0	0	0	
02:45	0	0	0	0				0	0	0	0	0	0	
03:00	0	0	0	0				0	0	0	0	0	0	
03:15	0	0	0	0				0	0	0	0	0	0	
03:30	0	0	0	0				0	0	0	0	0	0	
03:45	0	0	0	0				0	0	0	0	0	0	
04:00	0	0	0	0				0	0	0	0	0	0	
04:15	0	0	0	0				0	0	0	0	0	0	
04:30	0	0	0	0				0	0	0	0	0	0	
04:45	0	0	0	0				1	1	0	0	0	0	
05:00	0	0	0	0				0	0	0	0	0	0	
05:15	0	0	0	0				0	0	0	0	0	0	
05:30	0	0	0	0				0	0	0	0	0	0	
05:45	0	0	0	0				0	0	0	0	0	0	
06:00	0	0	0	0				0	0	0	0	0	0	
06:15	0	0	0	0				0	0	0	0	0	0	
06:30	0	0	0	0				0	0	0	0	0	0	
06:45	0	0	0	0				0	0	0	0	0	0	
07:00	0	0	0	0				0	0	0	0	0	0	
07:15	0	0	0	0				0	0	0	0	0	0	
07:30	0	0	0	0				0	0	0	0	0	0	
07:45	0	0	0	0				0	0	0	0	0	0	
08:00	0	0	0	0				0	0	0	0	0	0	
08:15	0	0	0	0				0	0	0	0	0	0	
08:30	0	0	0	0				0	0	0	0	0	0	
08:45	0	0	0	0				0	0	0	0	0	0	
09:00	0	0	0	0				0	0	0	0	0	0	
09:15	1	1	0	0				1	1	0	0	0	0	
09:30	0	0	0	0				0	0	0	0	0	0	
09:45	0	0	0	0				0	0	0	0	0	0	
10:00	0	0	0	0				0	0	0	0	0	0	
10:15	0	0	0	0				0	0	0	0	0	0	
10:30	0	0	0	0				0	0	0	0	0	0	
10:45	0	0	0	0				0	0	0	0	0	0	
11:00	0	0	0	0				0	0	0	0	0	0	
11:15	1	1	0	0				0	0	0	0	0	0	
11:30	0	0	0	0				0	0	0	0	0	0	
11:45	0	0	0	0				1	1	0	0	0	0	
12:00	0	0	0	0				1	1	0	0	0	0	
12:15	0	0	0	0				0	0	0	0	0	0	
12:30	0	0	0	0				0	0	0	0	0	0	
12:45	0	0	0	0				0	0	0	0	0	0	
13:00	0	0	0	0				1	1	0	0	0	0	
13:15	0	0	0	0				0	0	0	0	0	0	
13:30	0	0	0	0				0	0	0	0	0	0	
13:45	0	0	0	0				0	0	0	0	0	0	
14:00	0	0	0	0				0	0	0	0	0	0	
14:15	0	0	0	0				0	0	0	0	0	0	
14:30	0	0	0	0				0	0	0	0	0	0	
14:45	0	0	0	0				0	0	0	0	0	0	
15:00	0	0	0	0				0	0	0	0	0	0	
15:15	0	0	0	0				0	0	0	0	0	0	
15:30	0	0	0	0				0	0	0	0	0	0	
15:45	0	0	0	0				0	0	0	0	0	0	
16:00	0	0	0	0				1	1	0	0	0	0	

16:15	1	1	0	0				0	0	0	0	0	0	
16:30	0	0	0	0				0	0	0	0	0	0	
16:45	0	0	0	0				0	0	0	0	0	0	
17:00	0	0	0	0				0	0	0	0	0	0	
17:15	0	0	0	0				0	0	0	0	0	0	
17:30	0	0	0	0				0	0	0	0	0	0	
17:45	0	0	0	0				0	0	0	0	0	0	
18:00	0	0	0	0				0	0	0	0	0	0	
18:15	0	0	0	0				0	0	0	0	0	0	
18:30	0	0	0	0				0	0	0	0	0	0	
18:45	0	0	0	0				0	0	0	0	0	0	
19:00	0	0	0	0				0	0	0	0	0	0	
19:15	0	0	0	0				0	0	0	0	0	0	
19:30	0	0	0	0				0	0	0	0	0	0	
19:45	1	1	0	0				0	0	0	0	0	0	
20:00	0	0	0	0				0	0	0	0	0	0	
20:15	0	0	0	0				0	0	0	0	0	0	
20:30	0	0	0	0				0	0	0	0	0	0	
20:45	0	0	0	0				0	0	0	0	0	0	
21:00	0	0	0	0				0	0	0	0	0	0	
21:15	0	0	0	0				0	0	0	0	0	0	
21:30	0	0	0	0				0	0	0	0	0	0	
21:45	0	0	0	0				0	0	0	0	0	0	
22:00	0	0	0	0				0	0	0	0	0	0	
22:15	0	0	0	0				0	0	0	0	0	0	
22:30	0	0	0	0				0	0	0	0	0	0	
22:45	0	0	0	0				0	0	0	0	0	0	
23:00	0	0	0	0				0	0	0	0	0	0	
23:15	0	0	0	0				0	0	0	0	0	0	
23:30	0	0	0	0				0	0	0	0	0	0	
23:45	0	0	0	0				0	0	0	0	0	0	
24hrs	4	4	0	0	0	0		6	6	0	0	0	0	

Time Starting	Sun	27-Mar-22			Northbound / Westbound			Sun	27-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0	0	0	
00:15	0	0	0	0				0	0	0	0	0	0	
00:30	1	1	0	0				0	0	0	0	0	0	
00:45	0	0	0	0				0	0	0	0	0	0	
01:00	0	0	0	0				0	0	0	0	0	0	
01:15	0	0	0	0				0	0	0	0	0	0	
01:30	0	0	0	0				0	0	0	0	0	0	
01:45	0	0	0	0				0	0	0	0	0	0	
02:00	0	0	0	0				0	0	0	0	0	0	
02:15	0	0	0	0				0	0	0	0	0	0	
02:30	0	0	0	0				0	0	0	0	0	0	
02:45	0	0	0	0				0	0	0	0	0	0	
03:00	0	0	0	0				0	0	0	0	0	0	
03:15	0	0	0	0				0	0	0	0	0	0	
03:30	0	0	0	0				0	0	0	0	0	0	
03:45	0	0	0	0				0	0	0	0	0	0	
04:00	0	0	0	0				0	0	0	0	0	0	
04:15	0	0	0	0				0	0	0	0	0	0	
04:30	0	0	0	0				0	0	0	0	0	0	
04:45	0	0	0	0				1	1	0	0	0	0	
05:00	0	0	0	0				0	0	0	0	0	0	
05:15	0	0	0	0				0	0	0	0	0	0	
05:30	0	0	0	0				0	0	0	0	0	0	
05:45	0	0	0	0				0	0	0	0	0	0	
06:00	0	0	0	0				0	0	0	0	0	0	
06:15	0	0	0	0				0	0	0	0	0	0	
06:30	0	0	0	0				0	0	0	0	0	0	
06:45	0	0	0	0				0	0	0	0	0	0	
07:00	0	0	0	0				0	0	0	0	0	0	
07:15	0	0	0	0				0	0	0	0	0	0	
07:30	0	0	0	0				0	0	0	0	0	0	
07:45	1	1	0	0				0	0	0	0	0	0	
08:00	0	0	0	0				0	0	0	0	0	0	
08:15	0	0	0	0				0	0	0	0	0	0	
08:30	0	0	0	0				0	0	0	0	0	0	
08:45	0	0	0	0				0	0	0	0	0	0	
09:00	0	0	0	0				0	0	0	0	0	0	
09:15	0	0	0	0				0	0	0	0	0	0	
09:30	0	0	0	0				0	0	0	0	0	0	
09:45	0	0	0	0				0	0	0	0	0	0	
10:00	0	0	0	0				0	0	0	0	0	0	
10:15	0	0	0	0				0	0	0	0	0	0	

10:30	0	0	0	0				0	0	0	0	0	0	
10:45	0	0	0	0				0	0	0	0	0	0	
11:00	0	0	0	0				0	0	0	0	0	0	
11:15	0	0	0	0				0	0	0	0	0	0	
11:30	0	0	0	0				0	0	0	0	0	0	
11:45	1	1	0	0				0	0	0	0	0	0	
12:00	0	0	0	0				0	0	0	0	0	0	
12:15	0	0	0	0				1	1	0	0	0	0	
12:30	0	0	0	0				0	0	0	0	0	0	
12:45	0	0	0	0				0	0	0	0	0	0	
13:00	0	0	0	0				0	0	0	0	0	0	
13:15	0	0	0	0				0	0	0	0	0	0	
13:30	0	0	0	0				0	0	0	0	0	0	
13:45	0	0	0	0				0	0	0	0	0	0	
14:00	0	0	0	0				0	0	0	0	0	0	
14:15	0	0	0	0				0	0	0	0	0	0	
14:30	0	0	0	0				0	0	0	0	0	0	
14:45	0	0	0	0				0	0	0	0	0	0	
15:00	0	0	0	0				0	0	0	0	0	0	
15:15	0	0	0	0				0	0	0	0	0	0	
15:30	0	0	0	0				0	0	0	0	0	0	
15:45	0	0	0	0				1	1	0	0	0	0	
16:00	0	0	0	0				0	0	0	0	0	0	
16:15	0	0	0	0				0	0	0	0	0	0	
16:30	0	0	0	0				1	1	0	0	0	0	
16:45	0	0	0	0				0	0	0	0	0	0	
17:00	0	0	0	0				0	0	0	0	0	0	
17:15	0	0	0	0				0	0	0	0	0	0	
17:30	0	0	0	0				0	0	0	0	0	0	
17:45	0	0	0	0				0	0	0	0	0	0	
18:00	0	0	0	0				0	0	0	0	0	0	
18:15	0	0	0	0				0	0	0	0	0	0	
18:30	0	0	0	0				0	0	0	0	0	0	
18:45	0	0	0	0				0	0	0	0	0	0	
19:00	0	0	0	0				0	0	0	0	0	0	
19:15	0	0	0	0				0	0	0	0	0	0	
19:30	0	0	0	0				0	0	0	0	0	0	
19:45	0	0	0	0				0	0	0	0	0	0	
20:00	0	0	0	0				0	0	0	0	0	0	
20:15	0	0	0	0				0	0	0	0	0	0	
20:30	0	0	0	0				0	0	0	0	0	0	
20:45	0	0	0	0				0	0	0	0	0	0	
21:00	0	0	0	0				0	0	0	0	0	0	
21:15	0	0	0	0				0	0	0	0	0	0	
21:30	0	0	0	0				0	0	0	0	0	0	
21:45	0	0	0	0				0	0	0	0	0	0	
22:00	0	0	0	0				0	0	0	0	0	0	
22:15	0	0	0	0				0	0	0	0	0	0	
22:30	0	0	0	0				0	0	0	0	0	0	
22:45	0	0	0	0				0	0	0	0	0	0	
23:00	0	0	0	0				0	0	0	0	0	0	
23:15	0	0	0	0				0	0	0	0	0	0	
23:30	0	0	0	0				0	0	0	0	0	0	
23:45	0	0	0	0				0	0	0	0	0	0	
24hrs	3	3	0	0	0	0		4	4	0	0	0	0	

	Mon	28-Mar-22	Northbound / Westbound					Mon	28-Mar-22	Southbound / Eastbound				
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0	0	0	
00:15	0	0	0	0				0	0	0	0	0	0	
00:30	0	0	0	0				0	0	0	0	0	0	
00:45	0	0	0	0				0	0	0	0	0	0	
01:00	0	0	0	0				0	0	0	0	0	0	
01:15	0	0	0	0				0	0	0	0	0	0	
01:30	0	0	0	0				0	0	0	0	0	0	
01:45	0	0	0	0				0	0	0	0	0	0	
02:00	0	0	0	0				0	0	0	0	0	0	
02:15	0	0	0	0				0	0	0	0	0	0	
02:30	0	0	0	0				0	0	0	0	0	0	
02:45	0	0	0	0				0	0	0	0	0	0	
03:00	0	0	0	0				0	0	0	0	0	0	
03:15	0	0	0	0				0	0	0	0	0	0	
03:30	0	0	0	0				0	0	0	0	0	0	
03:45	0	0	0	0				0	0	0	0	0	0	
04:00	0	0	0	0				0	0	0	0	0	0	
04:15	0	0	0	0				0	0	0	0	0	0	
04:30	0	0	0	0				0	0	0	0	0	0	

04:45	0	0	0	0				1	1	0	0	0	0	
05:00	0	0	0	0				0	0	0	0	0	0	
05:15	0	0	0	0				0	0	0	0	0	0	
05:30	0	0	0	0				0	0	0	0	0	0	
05:45	0	0	0	0				0	0	0	0	0	0	
06:00	0	0	0	0				0	0	0	0	0	0	
06:15	1	1	0	0				0	0	0	0	0	0	
06:30	0	0	0	0				1	1	0	0	0	0	
06:45	0	0	0	0				0	0	0	0	0	0	
07:00	0	0	0	0				0	0	0	0	0	0	
07:15	0	0	0	0				0	0	0	0	0	0	
07:30	0	0	0	0				0	0	0	0	0	0	
07:45	0	0	0	0				0	0	0	0	0	0	
08:00	1	1	0	0				0	0	0	0	0	0	
08:15	0	0	0	0				0	0	0	0	0	0	
08:30	0	0	0	0				1	1	0	0	0	0	
08:45	0	0	0	0				0	0	0	0	0	0	
09:00	0	0	0	0				0	0	0	0	0	0	
09:15	0	0	0	0				0	0	0	0	0	0	
09:30	0	0	0	0				0	0	0	0	0	0	
09:45	0	0	0	0				0	0	0	0	0	0	
10:00	0	0	0	0				0	0	0	0	0	0	
10:15	0	0	0	0				0	0	0	0	0	0	
10:30	0	0	0	0				0	0	0	0	0	0	
10:45	0	0	0	0				0	0	0	0	0	0	
11:00	0	0	0	0				0	0	0	0	0	0	
11:15	1	1	0	0				0	0	0	0	0	0	
11:30	0	0	0	0				0	0	0	0	0	0	
11:45	0	0	0	0				0	0	0	0	0	0	
12:00	2	1	1	0				1	1	0	0	0	0	
12:15	0	0	0	0				1	0	1	0	0	0	
12:30	1	1	0	0				0	0	0	0	0	0	
12:45	0	0	0	0				0	0	0	0	0	0	
13:00	0	0	0	0				0	0	0	0	0	0	
13:15	0	0	0	0				0	0	0	0	0	0	
13:30	1	1	0	0				0	0	0	0	0	0	
13:45	1	0	1	0				1	1	0	0	0	0	
14:00	0	0	0	0				0	0	0	0	0	0	
14:15	0	0	0	0				0	0	0	0	0	0	
14:30	0	0	0	0				1	1	0	0	0	0	
14:45	0	0	0	0				0	0	0	0	0	0	
15:00	0	0	0	0				1	0	1	0	0	0	
15:15	0	0	0	0				0	0	0	0	0	0	
15:30	0	0	0	0				1	1	0	0	0	0	
15:45	0	0	0	0				0	0	0	0	0	0	
16:00	0	0	0	0				0	0	0	0	0	0	
16:15	1	1	0	0				0	0	0	0	0	0	
16:30	0	0	0	0				2	2	0	0	0	0	
16:45	1	1	0	0				0	0	0	0	0	0	
17:00	0	0	0	0				0	0	0	0	0	0	
17:15	0	0	0	0				1	1	0	0	0	0	
17:30	0	0	0	0				0	0	0	0	0	0	
17:45	0	0	0	0				1	1	0	0	0	0	
18:00	0	0	0	0				0	0	0	0	0	0	
18:15	0	0	0	0				0	0	0	0	0	0	
18:30	0	0	0	0				0	0	0	0	0	0	
18:45	0	0	0	0				0	0	0	0	0	0	
19:00	0	0	0	0				0	0	0	0	0	0	
19:15	0	0	0	0				0	0	0	0	0	0	
19:30	0	0	0	0				0	0	0	0	0	0	
19:45	0	0	0	0				0	0	0	0	0	0	
20:00	0	0	0	0				0	0	0	0	0	0	
20:15	0	0	0	0				0	0	0	0	0	0	
20:30	0	0	0	0				0	0	0	0	0	0	
20:45	0	0	0	0				0	0	0	0	0	0	
21:00	0	0	0	0				0	0	0	0	0	0	
21:15	0	0	0	0				0	0	0	0	0	0	
21:30	0	0	0	0				0	0	0	0	0	0	
21:45	0	0	0	0				0	0	0	0	0	0	
22:00	0	0	0	0				0	0	0	0	0	0	
22:15	0	0	0	0				0	0	0	0	0	0	
22:30	0	0	0	0				0	0	0	0	0	0	
22:45	0	0	0	0				0	0	0	0	0	0	
23:00	0	0	0	0				0	0	0	0	0	0	
23:15	0	0	0	0				0	0	0	0	0	0	
23:30	0	0	0	0				0	0	0	0	0	0	
23:45	0	0	0	0				0	0	0	0	0	0	
24hrs	10	8	2	0	0	0		13	11	2	0	0	0	

	Tue	29-Mar-22		Northbound / Westbound				Tue	29-Mar-22		Southbound / Eastbound			
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0	0	0	
00:15	0	0	0	0				0	0	0	0	0	0	
00:30	0	0	0	0				0	0	0	0	0	0	
00:45	0	0	0	0				0	0	0	0	0	0	
01:00	0	0	0	0				0	0	0	0	0	0	
01:15	0	0	0	0				0	0	0	0	0	0	
01:30	0	0	0	0				0	0	0	0	0	0	
01:45	0	0	0	0				0	0	0	0	0	0	
02:00	0	0	0	0				0	0	0	0	0	0	
02:15	0	0	0	0				0	0	0	0	0	0	
02:30	0	0	0	0				0	0	0	0	0	0	
02:45	0	0	0	0				0	0	0	0	0	0	
03:00	0	0	0	0				0	0	0	0	0	0	
03:15	0	0	0	0				0	0	0	0	0	0	
03:30	0	0	0	0				0	0	0	0	0	0	
03:45	0	0	0	0				0	0	0	0	0	0	
04:00	0	0	0	0				0	0	0	0	0	0	
04:15	0	0	0	0				0	0	0	0	0	0	
04:30	0	0	0	0				0	0	0	0	0	0	
04:45	0	0	0	0				1	1	0	0	0	0	
05:00	0	0	0	0				0	0	0	0	0	0	
05:15	0	0	0	0				0	0	0	0	0	0	
05:30	0	0	0	0				0	0	0	0	0	0	
05:45	0	0	0	0				0	0	0	0	0	0	
06:00	0	0	0	0				0	0	0	0	0	0	
06:15	0	0	0	0				0	0	0	0	0	0	
06:30	0	0	0	0				0	0	0	0	0	0	
06:45	0	0	0	0				0	0	0	0	0	0	
07:00	0	0	0	0				0	0	0	0	0	0	
07:15	0	0	0	0				0	0	0	0	0	0	
07:30	1	1	0	0				1	1	0	0	0	0	
07:45	0	0	0	0				0	0	0	0	0	0	
08:00	0	0	0	0				0	0	0	0	0	0	
08:15	1	1	0	0				0	0	0	0	0	0	
08:30	0	0	0	0				0	0	0	0	0	0	
08:45	1	1	0	0				1	1	0	0	0	0	
09:00	0	0	0	0				0	0	0	0	0	0	
09:15	1	1	0	0				0	0	0	0	0	0	
09:30	0	0	0	0				1	1	0	0	0	0	
09:45	0	0	0	0				0	0	0	0	0	0	
10:00	0	0	0	0				0	0	0	0	0	0	
10:15	0	0	0	0				0	0	0	0	0	0	
10:30	0	0	0	0				0	0	0	0	0	0	
10:45	1	1	0	0				1	1	0	0	0	0	
11:00	1	1	0	0				1	1	0	0	0	0	
11:15	0	0	0	0				0	0	0	0	0	0	
11:30	0	0	0	0				0	0	0	0	0	0	
11:45	0	0	0	0				0	0	0	0	0	0	
12:00	0	0	0	0				0	0	0	0	0	0	
12:15	0	0	0	0				0	0	0	0	0	0	
12:30	0	0	0	0				0	0	0	0	0	0	
12:45	0	0	0	0				0	0	0	0	0	0	
13:00	0	0	0	0				0	0	0	0	0	0	
13:15	0	0	0	0				0	0	0	0	0	0	
13:30	0	0	0	0				0	0	0	0	0	0	
13:45	0	0	0	0				0	0	0	0	0	0	
14:00	0	0	0	0				0	0	0	0	0	0	
14:15	0	0	0	0				0	0	0	0	0	0	
14:30	1	1	0	0				0	0	0	0	0	0	
14:45	0	0	0	0				1	1	0	0	0	0	
15:00	0	0	0	0				0	0	0	0	0	0	
15:15	0	0	0	0				0	0	0	0	0	0	
15:30	1	1	0	0				0	0	0	0	0	0	
15:45	1	1	0	0				0	0	0	0	0	0	
16:00	1	1	0	0				0	0	0	0	0	0	
16:15	0	0	0	0				0	0	0	0	0	0	
16:30	0	0	0	0				0	0	0	0	0	0	
16:45	0	0	0	0				1	1	0	0	0	0	
17:00	0	0	0	0				0	0	0	0	0	0	
17:15	0	0	0	0				0	0	0	0	0	0	
17:30	0	0	0	0				0	0	0	0	0	0	
17:45	0	0	0	0				0	0	0	0	0	0	
18:00	0	0	0	0				0	0	0	0	0	0	
18:15	0	0	0	0				0	0	0	0	0	0	

18:30	0	0	0	0				0	0	0	0	0	0	
18:45	0	0	0	0				0	0	0	0	0	0	
19:00	0	0	0	0				0	0	0	0	0	0	
19:15	0	0	0	0				0	0	0	0	0	0	
19:30	0	0	0	0				0	0	0	0	0	0	
19:45	0	0	0	0				0	0	0	0	0	0	
20:00	0	0	0	0				0	0	0	0	0	0	
20:15	0	0	0	0				0	0	0	0	0	0	
20:30	0	0	0	0				0	0	0	0	0	0	
20:45	0	0	0	0				0	0	0	0	0	0	
21:00	0	0	0	0				0	0	0	0	0	0	
21:15	0	0	0	0				0	0	0	0	0	0	
21:30	0	0	0	0				0	0	0	0	0	0	
21:45	0	0	0	0				0	0	0	0	0	0	
22:00	0	0	0	0				0	0	0	0	0	0	
22:15	0	0	0	0				0	0	0	0	0	0	
22:30	0	0	0	0				0	0	0	0	0	0	
22:45	0	0	0	0				0	0	0	0	0	0	
23:00	0	0	0	0				0	0	0	0	0	0	
23:15	0	0	0	0				0	0	0	0	0	0	
23:30	0	0	0	0				0	0	0	0	0	0	
23:45	0	0	0	0				0	0	0	0	0	0	
24hrs	10	10	0	0	0	0		8	8	0	0	0	0	

Time Starting	Wed	30-Mar-22			Northbound / Westbound			Wed	30-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0	0	0	
00:15	0	0	0	0				0	0	0	0	0	0	
00:30	0	0	0	0				0	0	0	0	0	0	
00:45	0	0	0	0				0	0	0	0	0	0	
01:00	0	0	0	0				0	0	0	0	0	0	
01:15	0	0	0	0				0	0	0	0	0	0	
01:30	0	0	0	0				0	0	0	0	0	0	
01:45	0	0	0	0				0	0	0	0	0	0	
02:00	0	0	0	0				0	0	0	0	0	0	
02:15	0	0	0	0				0	0	0	0	0	0	
02:30	0	0	0	0				0	0	0	0	0	0	
02:45	0	0	0	0				0	0	0	0	0	0	
03:00	0	0	0	0				0	0	0	0	0	0	
03:15	0	0	0	0				0	0	0	0	0	0	
03:30	0	0	0	0				0	0	0	0	0	0	
03:45	0	0	0	0				0	0	0	0	0	0	
04:00	0	0	0	0				0	0	0	0	0	0	
04:15	0	0	0	0				0	0	0	0	0	0	
04:30	0	0	0	0				1	1	0	0	0	0	
04:45	0	0	0	0				0	0	0	0	0	0	
05:00	0	0	0	0				0	0	0	0	0	0	
05:15	0	0	0	0				0	0	0	0	0	0	
05:30	0	0	0	0				0	0	0	0	0	0	
05:45	0	0	0	0				0	0	0	0	0	0	
06:00	0	0	0	0				0	0	0	0	0	0	
06:15	0	0	0	0				0	0	0	0	0	0	
06:30	2	2	0	0				0	0	0	0	0	0	
06:45	0	0	0	0				2	2	0	0	0	0	
07:00	0	0	0	0				0	0	0	0	0	0	
07:15	0	0	0	0				0	0	0	0	0	0	
07:30	0	0	0	0				0	0	0	0	0	0	
07:45	0	0	0	0				0	0	0	0	0	0	
08:00	5	4	1	0				1	1	0	0	0	0	
08:15	0	0	0	0				0	0	0	0	0	0	
08:30	0	0	0	0				0	0	0	0	0	0	
08:45	0	0	0	0				0	0	0	0	0	0	
09:00	1	1	0	0				0	0	0	0	0	0	
09:15	0	0	0	0				0	0	0	0	0	0	
09:30	0	0	0	0				2	1	1	0	0	0	
09:45	0	0	0	0				1	1	0	0	0	0	
10:00	0	0	0	0				0	0	0	0	0	0	
10:15	0	0	0	0				0	0	0	0	0	0	
10:30	0	0	0	0				0	0	0	0	0	0	
10:45	0	0	0	0				0	0	0	0	0	0	
11:00	0	0	0	0				0	0	0	0	0	0	
11:15	0	0	0	0				0	0	0	0	0	0	
11:30	0	0	0	0				0	0	0	0	0	0	
11:45	0	0	0	0				0	0	0	0	0	0	
12:00	0	0	0	0				1	1	0	0	0	0	
12:15	0	0	0	0				0	0	0	0	0	0	
12:30	0	0	0	0				0	0	0	0	0	0	

12:45	1	1	0	0				0	0	0	0	0	0	
13:00	0	0	0	0				0	0	0	0	0	0	
13:15	1	1	0	0				0	0	0	0	0	0	
13:30	0	0	0	0				0	0	0	0	0	0	
13:45	0	0	0	0				0	0	0	0	0	0	
14:00	0	0	0	0				0	0	0	0	0	0	
14:15	0	0	0	0				0	0	0	0	0	0	
14:30	0	0	0	0				0	0	0	0	0	0	
14:45	0	0	0	0				0	0	0	0	0	0	
15:00	0	0	0	0				0	0	0	0	0	0	
15:15	0	0	0	0				0	0	0	0	0	0	
15:30	0	0	0	0				0	0	0	0	0	0	
15:45	0	0	0	0				0	0	0	0	0	0	
16:00	0	0	0	0				0	0	0	0	0	0	
16:15	0	0	0	0				0	0	0	0	0	0	
16:30	0	0	0	0				0	0	0	0	0	0	
16:45	0	0	0	0				0	0	0	0	0	0	
17:00	0	0	0	0				0	0	0	0	0	0	
17:15	0	0	0	0				0	0	0	0	0	0	
17:30	0	0	0	0				1	1	0	0	0	0	
17:45	0	0	0	0				0	0	0	0	0	0	
18:00	0	0	0	0				0	0	0	0	0	0	
18:15	0	0	0	0				0	0	0	0	0	0	
18:30	0	0	0	0				0	0	0	0	0	0	
18:45	0	0	0	0				0	0	0	0	0	0	
19:00	0	0	0	0				0	0	0	0	0	0	
19:15	0	0	0	0				1	1	0	0	0	0	
19:30	0	0	0	0				0	0	0	0	0	0	
19:45	0	0	0	0				0	0	0	0	0	0	
20:00	0	0	0	0				0	0	0	0	0	0	
20:15	0	0	0	0				0	0	0	0	0	0	
20:30	0	0	0	0				0	0	0	0	0	0	
20:45	0	0	0	0				0	0	0	0	0	0	
21:00	0	0	0	0				0	0	0	0	0	0	
21:15	0	0	0	0				0	0	0	0	0	0	
21:30	0	0	0	0				0	0	0	0	0	0	
21:45	0	0	0	0				0	0	0	0	0	0	
22:00	0	0	0	0				0	0	0	0	0	0	
22:15	0	0	0	0				0	0	0	0	0	0	
22:30	0	0	0	0				0	0	0	0	0	0	
22:45	0	0	0	0				0	0	0	0	0	0	
23:00	0	0	0	0				0	0	0	0	0	0	
23:15	0	0	0	0				0	0	0	0	0	0	
23:30	0	0	0	0				0	0	0	0	0	0	
23:45	0	0	0	0				0	0	0	0	0	0	
24hrs	10	9	1	0	0	0		10	9	1	0	0	0	

Time Starting	Thu	31-Mar-22			Northbound / Westbound			Thu	31-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0	0	0	
00:15	0	0	0	0				0	0	0	0	0	0	
00:30	0	0	0	0				0	0	0	0	0	0	
00:45	0	0	0	0				0	0	0	0	0	0	
01:00	0	0	0	0				0	0	0	0	0	0	
01:15	0	0	0	0				0	0	0	0	0	0	
01:30	0	0	0	0				0	0	0	0	0	0	
01:45	0	0	0	0				0	0	0	0	0	0	
02:00	0	0	0	0				0	0	0	0	0	0	
02:15	0	0	0	0				0	0	0	0	0	0	
02:30	0	0	0	0				0	0	0	0	0	0	
02:45	0	0	0	0				0	0	0	0	0	0	
03:00	0	0	0	0				0	0	0	0	0	0	
03:15	0	0	0	0				0	0	0	0	0	0	
03:30	0	0	0	0				0	0	0	0	0	0	
03:45	0	0	0	0				0	0	0	0	0	0	
04:00	0	0	0	0				0	0	0	0	0	0	
04:15	0	0	0	0				0	0	0	0	0	0	
04:30	0	0	0	0				0	0	0	0	0	0	
04:45	0	0	0	0				0	0	0	0	0	0	
05:00	0	0	0	0				0	0	0	0	0	0	
05:15	0	0	0	0				1	1	0	0	0	0	
05:30	0	0	0	0				0	0	0	0	0	0	
05:45	0	0	0	0				0	0	0	0	0	0	
06:00	0	0	0	0				0	0	0	0	0	0	
06:15	0	0	0	0				0	0	0	0	0	0	
06:30	0	0	0	0				0	0	0	0	0	0	
06:45	0	0	0	0				0	0	0	0	0	0	

07:00	0	0	0	0				0	0	0	0	0	0	
07:15	0	0	0	0				0	0	0	0	0	0	
07:30	0	0	0	0				0	0	0	0	0	0	
07:45	0	0	0	0				0	0	0	0	0	0	
08:00	0	0	0	0				0	0	0	0	0	0	
08:15	1	1	0	0				0	0	0	0	0	0	
08:30	1	1	0	0				1	1	0	0	0	0	
08:45	0	0	0	0				1	1	0	0	0	0	
09:00	0	0	0	0				0	0	0	0	0	0	
09:15	0	0	0	0				0	0	0	0	0	0	
09:30	0	0	0	0				1	1	0	0	0	0	
09:45	0	0	0	0				0	0	0	0	0	0	
10:00	0	0	0	0				0	0	0	0	0	0	
10:15	0	0	0	0				0	0	0	0	0	0	
10:30	0	0	0	0				0	0	0	0	0	0	
10:45	0	0	0	0				0	0	0	0	0	0	
11:00	0	0	0	0				0	0	0	0	0	0	
11:15	0	0	0	0				0	0	0	0	0	0	
11:30	0	0	0	0				0	0	0	0	0	0	
11:45	0	0	0	0				0	0	0	0	0	0	
12:00	1	1	0	0				0	0	0	0	0	0	
12:15	0	0	0	0				0	0	0	0	0	0	
12:30	0	0	0	0				0	0	0	0	0	0	
12:45	1	1	0	0				0	0	0	0	0	0	
13:00	0	0	0	0				0	0	0	0	0	0	
13:15	1	1	0	0				0	0	0	0	0	0	
13:30	1	1	0	0				1	1	0	0	0	0	
13:45	0	0	0	0				0	0	0	0	0	0	
14:00	0	0	0	0				0	0	0	0	0	0	
14:15	0	0	0	0				1	1	0	0	0	0	
14:30	1	1	0	0				0	0	0	0	0	0	
14:45	0	0	0	0				1	1	0	0	0	0	
15:00	1	1	0	0				0	0	0	0	0	0	
15:15	0	0	0	0				0	0	0	0	0	0	
15:30	0	0	0	0				0	0	0	0	0	0	
15:45	0	0	0	0				0	0	0	0	0	0	
16:00	0	0	0	0				0	0	0	0	0	0	
16:15	0	0	0	0				0	0	0	0	0	0	
16:30	1	1	0	0				1	1	0	0	0	0	
16:45	0	0	0	0				0	0	0	0	0	0	
17:00	1	1	0	0				0	0	0	0	0	0	
17:15	0	0	0	0				0	0	0	0	0	0	
17:30	0	0	0	0				0	0	0	0	0	0	
17:45	0	0	0	0				2	2	0	0	0	0	
18:00	0	0	0	0				0	0	0	0	0	0	
18:15	1	1	0	0				0	0	0	0	0	0	
18:30	0	0	0	0				0	0	0	0	0	0	
18:45	0	0	0	0				0	0	0	0	0	0	
19:00	0	0	0	0				0	0	0	0	0	0	
19:15	1	1	0	0				0	0	0	0	0	0	
19:30	0	0	0	0				0	0	0	0	0	0	
19:45	0	0	0	0				0	0	0	0	0	0	
20:00	0	0	0	0				0	0	0	0	0	0	
20:15	0	0	0	0				0	0	0	0	0	0	
20:30	0	0	0	0				0	0	0	0	0	0	
20:45	0	0	0	0				0	0	0	0	0	0	
21:00	0	0	0	0				0	0	0	0	0	0	
21:15	0	0	0	0				0	0	0	0	0	0	
21:30	0	0	0	0				1	1	0	0	0	0	
21:45	0	0	0	0				0	0	0	0	0	0	
22:00	0	0	0	0				0	0	0	0	0	0	
22:15	0	0	0	0				0	0	0	0	0	0	
22:30	0	0	0	0				0	0	0	0	0	0	
22:45	0	0	0	0				0	0	0	0	0	0	
23:00	0	0	0	0				0	0	0	0	0	0	
23:15	0	0	0	0				0	0	0	0	0	0	
23:30	0	0	0	0				0	0	0	0	0	0	
23:45	0	0	0	0				0	0	0	0	0	0	
24hrs	12	12	0	0	0	0		11	11	0	0	0	0	

	Fri	01-Apr-22	Northbound / Westbound				Fri	01-Apr-22	Southbound / Eastbound			
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian
00:00	0	0	0	0			0	0	0	0	0	0
00:15	0	0	0	0			0	0	0	0	0	0
00:30	0	0	0	0			0	0	0	0	0	0
00:45	0	0	0	0			0	0	0	0	0	0
01:00	0	0	0	0			0	0	0	0	0	0

01:15	0	0	0	0				0	0	0	0	0	0	
01:30	0	0	0	0				0	0	0	0	0	0	
01:45	0	0	0	0				0	0	0	0	0	0	
02:00	0	0	0	0				0	0	0	0	0	0	
02:15	0	0	0	0				0	0	0	0	0	0	
02:30	0	0	0	0				0	0	0	0	0	0	
02:45	0	0	0	0				0	0	0	0	0	0	
03:00	0	0	0	0				0	0	0	0	0	0	
03:15	0	0	0	0				0	0	0	0	0	0	
03:30	0	0	0	0				0	0	0	0	0	0	
03:45	0	0	0	0				0	0	0	0	0	0	
04:00	0	0	0	0				0	0	0	0	0	0	
04:15	0	0	0	0				0	0	0	0	0	0	
04:30	0	0	0	0				0	0	0	0	0	0	
04:45	0	0	0	0				0	0	0	0	0	0	
05:00	0	0	0	0				0	0	0	0	0	0	
05:15	0	0	0	0				0	0	0	0	0	0	
05:30	0	0	0	0				0	0	0	0	0	0	
05:45	0	0	0	0				0	0	0	0	0	0	
06:00	0	0	0	0				0	0	0	0	0	0	
06:15	0	0	0	0				0	0	0	0	0	0	
06:30	0	0	0	0				0	0	0	0	0	0	
06:45	0	0	0	0				0	0	0	0	0	0	
07:00	0	0	0	0				0	0	0	0	0	0	
07:15	0	0	0	0				1	1	0	0	0	0	
07:30	0	0	0	0				0	0	0	0	0	0	
07:45	1	0	1	0				0	0	0	0	0	0	
08:00	0	0	0	0				0	0	0	0	0	0	
08:15	1	1	0	0				0	0	0	0	0	0	
08:30	1	1	0	0				0	0	0	0	0	0	
08:45	0	0	0	0				0	0	0	0	0	0	
09:00	1	1	0	0				1	1	0	0	0	0	
09:15	1	1	0	0				0	0	0	0	0	0	
09:30	0	0	0	0				0	0	0	0	0	0	
09:45	0	0	0	0				0	0	0	0	0	0	
10:00	0	0	0	0				1	1	0	0	0	0	
10:15	0	0	0	0				0	0	0	0	0	0	
10:30	1	1	0	0				1	1	0	0	0	0	
10:45	2	1	1	0				0	0	0	0	0	0	
11:00	1	1	0	0				0	0	0	0	0	0	
11:15	3	1	2	0				0	0	0	0	0	0	
11:30	0	0	0	0				0	0	0	0	0	0	
11:45	0	0	0	0				0	0	0	0	0	0	
12:00	0	0	0	0				0	0	0	0	0	0	
12:15	0	0	0	0				0	0	0	0	0	0	
12:30	0	0	0	0				0	0	0	0	0	0	
12:45	0	0	0	0				1	1	0	0	0	0	
13:00	1	1	0	0				0	0	0	0	0	0	
13:15	0	0	0	0				1	0	1	0	0	0	
13:30	1	1	0	0				0	0	0	0	0	0	
13:45	0	0	0	0				2	2	0	0	0	0	
14:00	0	0	0	0				0	0	0	0	0	0	
14:15	0	0	0	0				0	0	0	0	0	0	
14:30	1	1	0	0				0	0	0	0	0	0	
14:45	0	0	0	0				1	1	0	0	0	0	
15:00	1	1	0	0				0	0	0	0	0	0	
15:15	0	0	0	0				0	0	0	0	0	0	
15:30	0	0	0	0				0	0	0	0	0	0	
15:45	0	0	0	0				0	0	0	0	0	0	
16:00	0	0	0	0				0	0	0	0	0	0	
16:15	0	0	0	0				0	0	0	0	0	0	
16:30	1	1	0	0				1	1	0	0	0	0	
16:45	0	0	0	0				1	1	0	0	0	0	
17:00	1	1	0	0				0	0	0	0	0	0	
17:15	1	1	0	0				0	0	0	0	0	0	
17:30	0	0	0	0				0	0	0	0	0	0	
17:45	0	0	0	0				0	0	0	0	0	0	
18:00	0	0	0	0				1	1	0	0	0	0	
18:15	0	0	0	0				0	0	0	0	0	0	
18:30	0	0	0	0				0	0	0	0	0	0	
18:45	0	0	0	0				0	0	0	0	0	0	
19:00	0	0	0	0				0	0	0	0	0	0	
19:15	0	0	0	0				0	0	0	0	0	0	
19:30	0	0	0	0				0	0	0	0	0	0	
19:45	0	0	0	0				0	0	0	0	0	0	
20:00	1	1	0	0				0	0	0	0	0	0	
20:15	0	0	0	0				0	0	0	0	0	0	
20:30	0	0	0	0				0	0	0	0	0	0	

20:45	0	0	0	0				0	0	0	0	0	0	
21:00	0	0	0	0				0	0	0	0	0	0	
21:15	0	0	0	0				0	0	0	0	0	0	
21:30	0	0	0	0				0	0	0	0	0	0	
21:45	0	0	0	0				0	0	0	0	0	0	
22:00	0	0	0	0				0	0	0	0	0	0	
22:15	0	0	0	0				0	0	0	0	0	0	
22:30	0	0	0	0				0	0	0	0	0	0	
22:45	0	0	0	0				0	0	0	0	0	0	
23:00	0	0	0	0				0	0	0	0	0	0	
23:15	0	0	0	0				0	0	0	0	0	0	
23:30	0	0	0	0				0	0	0	0	0	0	
23:45	0	0	0	0				0	0	0	0	0	0	
24hrs	20	16	4	0	0	0		12	11	1	0	0	0	

Street	Unnamed Road			
Suburb	Canning Creek			
Location	Off Millmerran-Inglewood Road north of Elsleys Road			
Count No.	8	Speed Limit	100 km/h	
Directions	Eastbound		Wesbound	
Start Date	Friday	18-Mar-22	End Date	24-Mar-22



Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

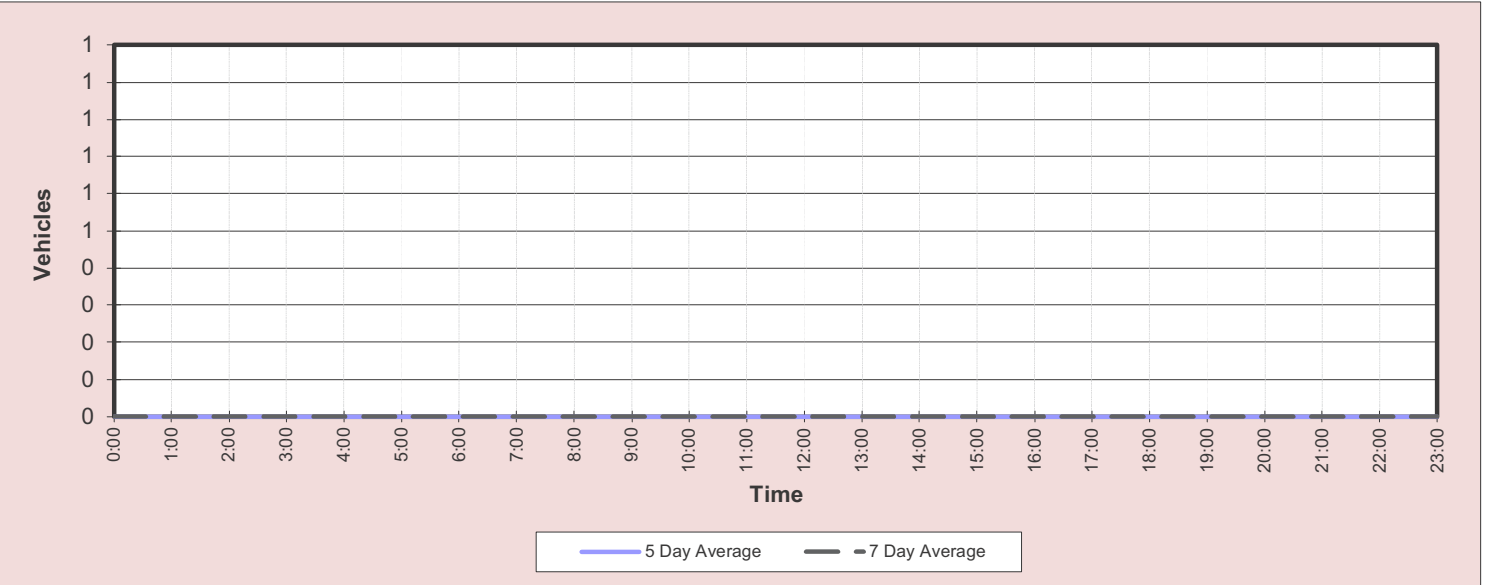
Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.

in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Unnamed Road			5 Day Average0 7 Day Average0 5 Day Heavy (Class 3 to 12)#DIV/0! 7 Day Heavy (Class 3 to 12)#DIV/0!
Suburb	Canning Creek			
Location	Off Millmerran-Inglewood Road north of Elsleys Road			
Count No.	8			
Start Date	Friday	18-Mar-22	Speed Limit 100 km/h	
Direction	Eastbound			

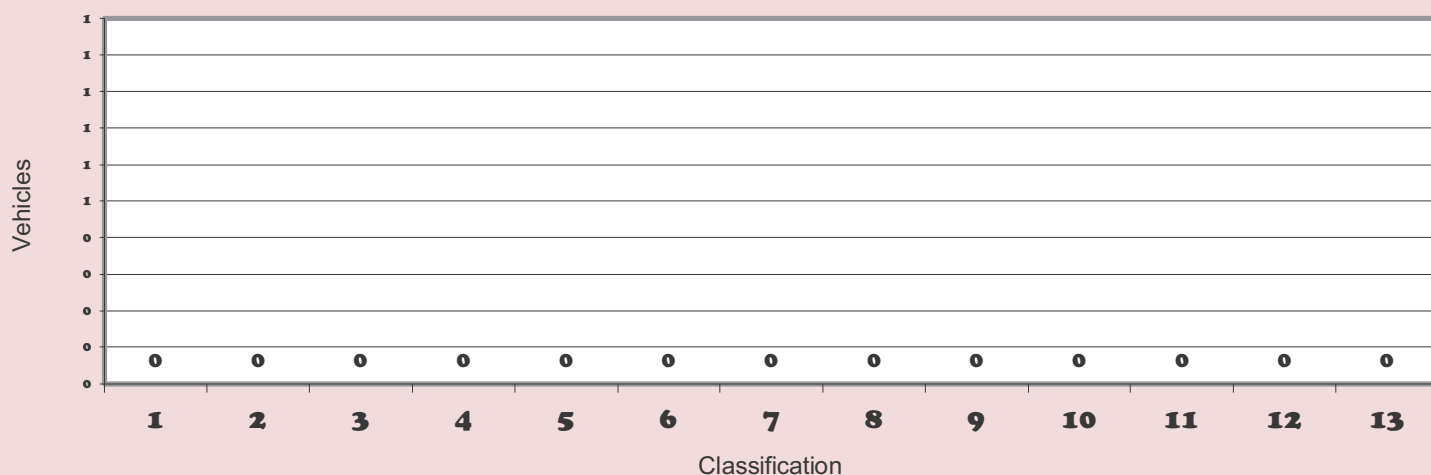
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	0	0	0	0	0	0	0		
PM Peak	0	0	0	0	0	0	0		
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Heavy %	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!



Street	Unnamed Road	AADT	0
Suburb	Canning Creek	Average Speed	#DIV/0!
Location	Off Millmerran-Inglewood Road north of Elsleys Road	85th Percentile	#DIV/0!
Direction	Eastbound	Heavy Percentage	#DIV/0!
Day	Monday	Count No. 8	AM Peak 18:00 0
Date	21/03/2022	Speed Limit 100 km/h	PM Peak 18:00 0
Start Date	Friday 18/03/2022		

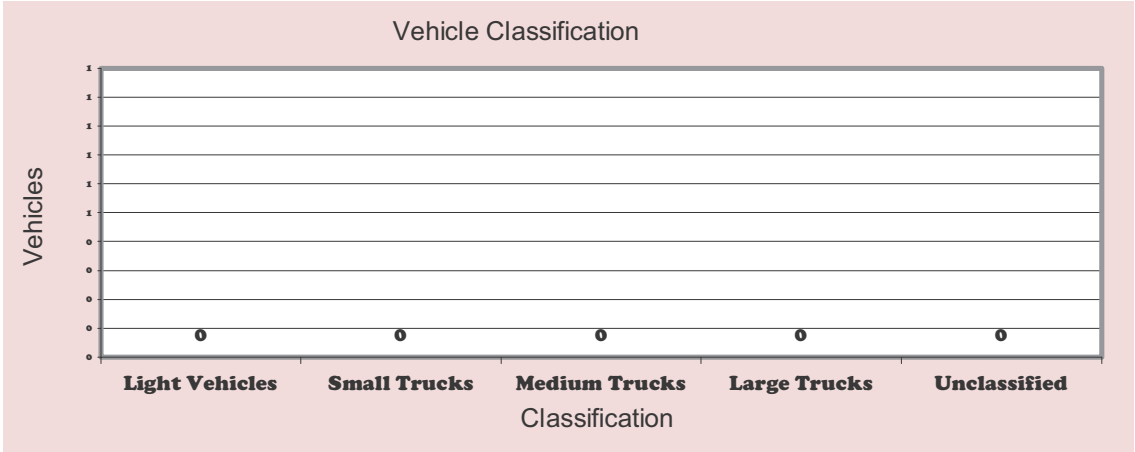
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
Class %	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		

Vehicle Classification



Street	Unnamed Road			Light Vehicles	#DIV/0!
Location	Canning Creek			Small Trucks	#DIV/0!
Count No.	Off Millmerran-Inglewood Road north of Elsleys Road			Medium Trucks	#DIV/0!
Direction	Eastbound			Large Trucks	#DIV/0!
Day	Monday			Unclassified	#DIV/0!
Start Date	Friday	AM Peak	18:00		0
Date	21-Mar-22	PM Peak	18:00		0

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	0	0	0	0	0	0
7:00	0	0	0	0	0	0
8:00	0	0	0	0	0	0
9:00	0	0	0	0	0	0
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
12:00	0	0	0	0	0	0
13:00	0	0	0	0	0	0
14:00	0	0	0	0	0	0
15:00	0	0	0	0	0	0
16:00	0	0	0	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total	0	0	0	0	0	0



- Light Vehicles – Class 1 to 2
- Small Trucks – Class 3
- Medium Trucks – Class 4 to 5
- Large Trucks – Class 6 to 12
- Unclassified – Class 13

Street	Unnamed Road			
Suburb	Canning Creek			
Location	Off Millmerran-Inglewood Road north of Elsleys Road			
Count No.	8	Speed Limit	100 km/h	
Directions	Eastbound		Wesbound	
Start Date	Friday	25-Mar-22	End Date	31-Mar-22



Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

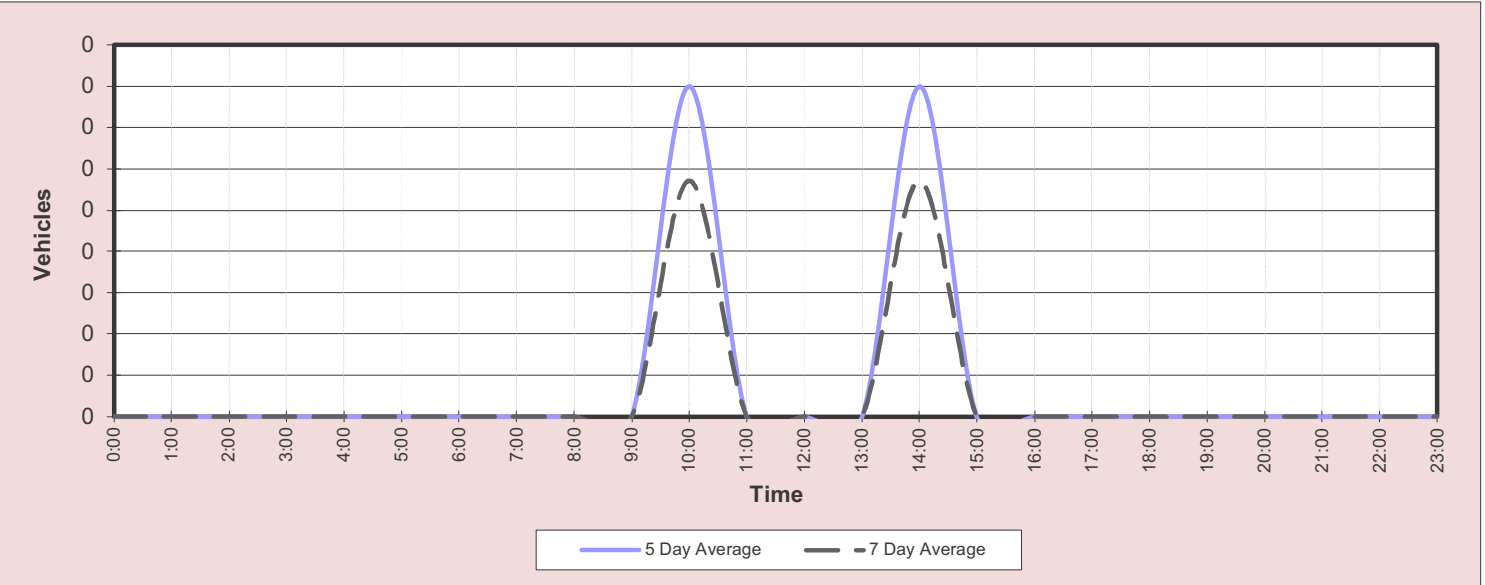
Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.

in 85%ile data if #value! Represents less tan 10 vehicles (insufficient data for calculation)

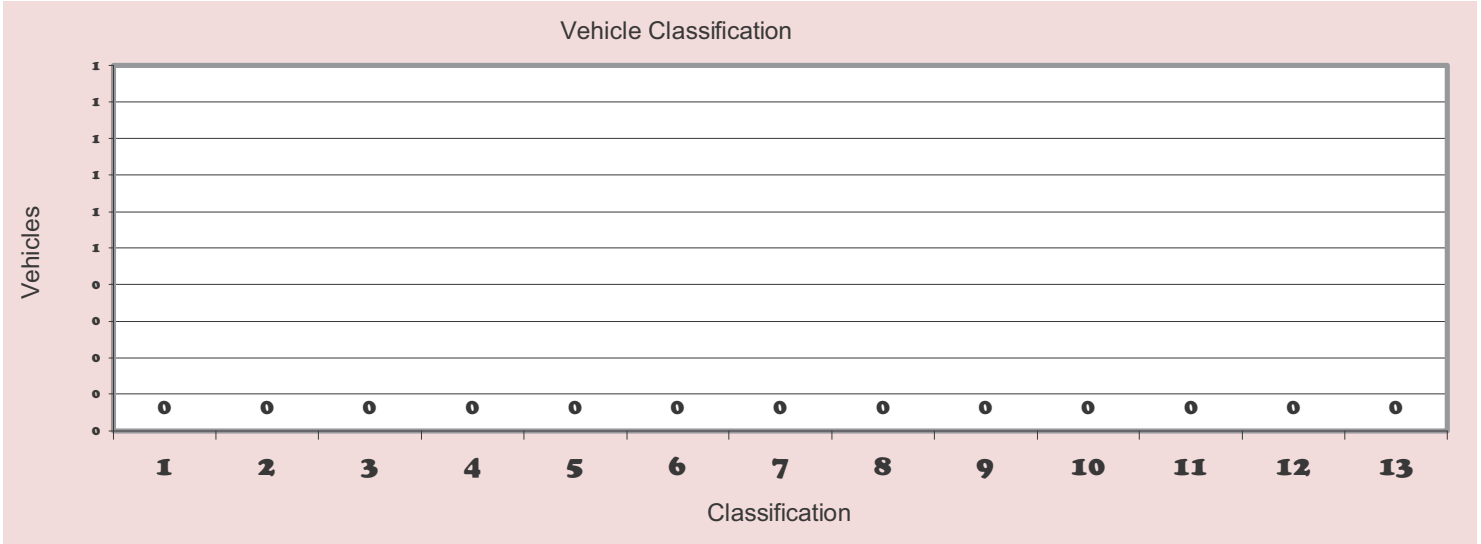
Street	Unnamed Road			5 Day Average1 7 Day Average1 5 Day Heavy (Class 3 to 12)#DIV/0! 7 Day Heavy (Class 3 to 12)#DIV/0!	
Suburb	Canning Creek				
Location	Off Millmerran-Inglewood Road north of Elsleys Road				
Count No.	8				
Start Date	Friday	25-Mar-22	Speed Limit 100 km/h		
Direction	Eastbound				

Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Mar	29-Mar	30-Mar	31-Mar	25-Mar	26-Mar	27-Mar		
AM Peak	0	1	0	0	1	0	0		
PM Peak	0	0	0	2	0	0	0		
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	1	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
14:00	0	0	0	2	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	0	1	0	2	1	0	0	1	1
Heavy %	#DIV/0!	100.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!



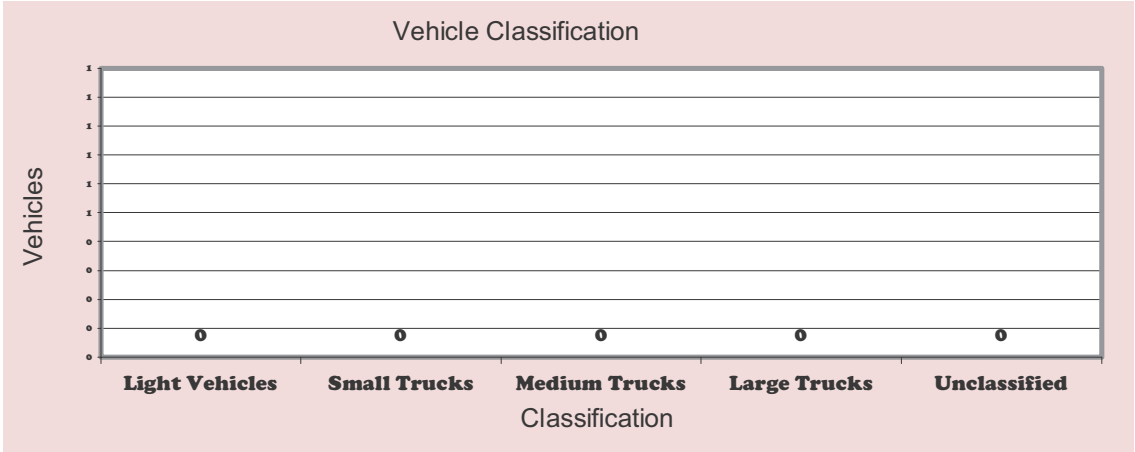
Street	Unnamed Road	AADT	0
Suburb	Canning Creek	Average Speed	#DIV/0!
Location	Off Millmerran-Inglewood Road north of Elsleys Road	85th Percentile	#DIV/0!
Direction	Eastbound	Heavy Percentage	#DIV/0!
Day	Monday	Count No. 8	AM Peak 18:00 0
Date	28/03/2022	Speed Limit 100 km/h	PM Peak 18:00 0
Start Date	Friday 25/03/2022		

Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
Class %	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		



Street	Unnamed Road			Light Vehicles	#DIV/0!
Location	Canning Creek			Small Trucks	#DIV/0!
Count No.	Off Millmerran-Inglewood Road north of Elsleys Road			Medium Trucks	#DIV/0!
Direction	Eastbound			Large Trucks	#DIV/0!
Day	Monday			Unclassified	#DIV/0!
Start Date	Friday	AM Peak	18:00		0
Date	28-Mar-22	PM Peak	18:00		0

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	0	0	0	0	0	0
7:00	0	0	0	0	0	0
8:00	0	0	0	0	0	0
9:00	0	0	0	0	0	0
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
12:00	0	0	0	0	0	0
13:00	0	0	0	0	0	0
14:00	0	0	0	0	0	0
15:00	0	0	0	0	0	0
16:00	0	0	0	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total	0	0	0	0	0	0



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Forestry Road		
Suburb	Canning Creek		
Location	East of Koorongara-Andersons Road		
Count No.	9	Speed Limit	40 km/h
Directions	Northbound		Southbound
Start Date	Friday	18-Mar-22	End Date 24-Mar-22



Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

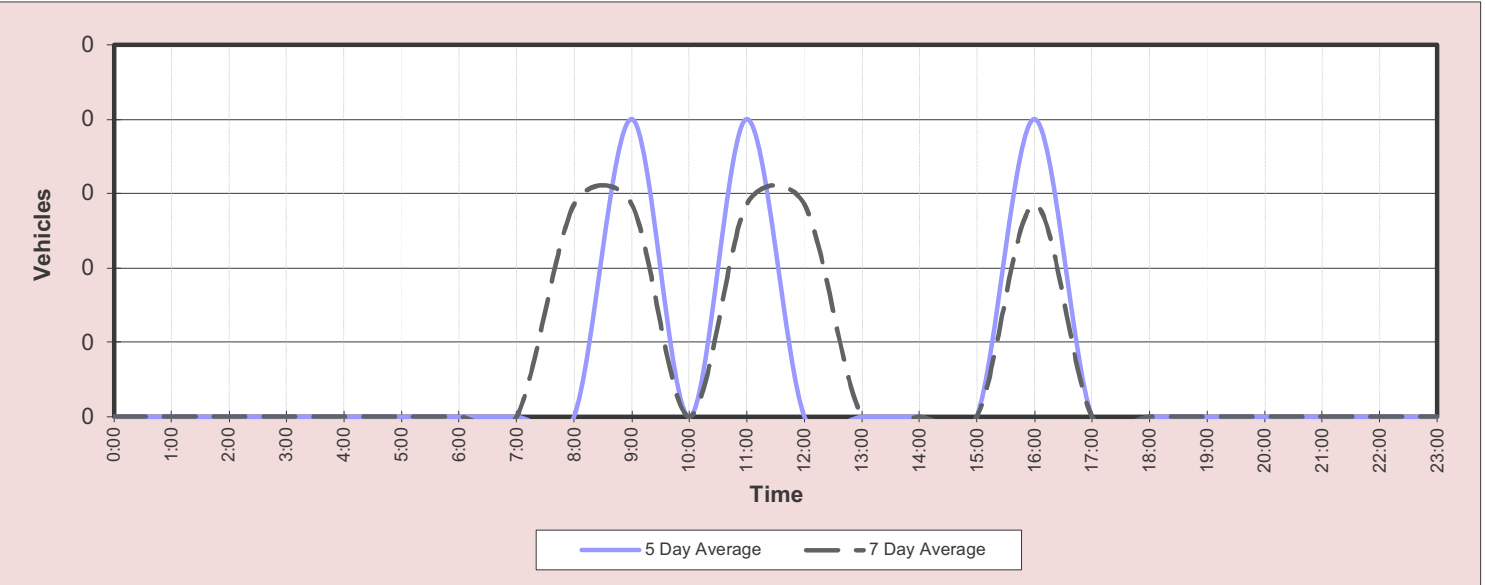
Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.

in 85%ile data if #value! Represents less tan 10 vehicles (insufficient data for calculation)

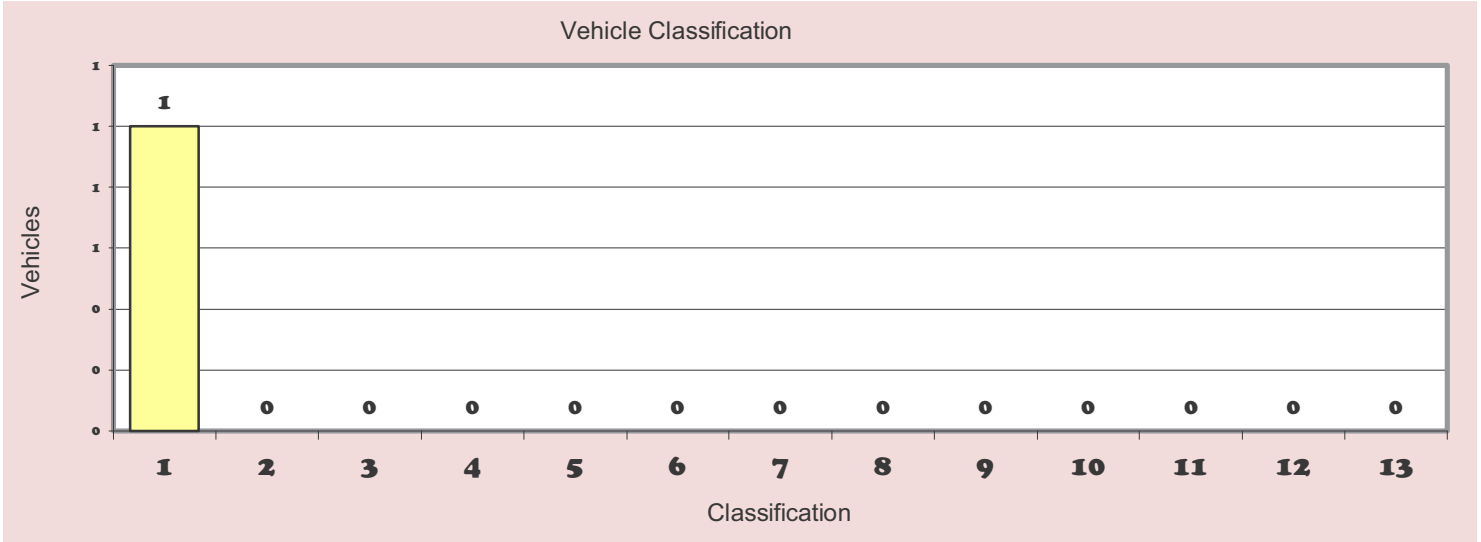
Street	Forestry Road			<table><tr><td>5 Day Average</td><td>1</td></tr><tr><td>7 Day Average</td><td>1</td></tr><tr><td>5 Day Heavy (Class 3 to 12)</td><td>#DIV/0!</td></tr><tr><td>7 Day Heavy (Class 3 to 12)</td><td>#DIV/0!</td></tr></table>	5 Day Average	1	7 Day Average	1	5 Day Heavy (Class 3 to 12)	#DIV/0!	7 Day Heavy (Class 3 to 12)	#DIV/0!
5 Day Average	1											
7 Day Average	1											
5 Day Heavy (Class 3 to 12)	#DIV/0!											
7 Day Heavy (Class 3 to 12)	#DIV/0!											
Suburb	Canning Creek											
Location	East of Koorongara-Andersons Road											
Count No.	9											
Start Date	Friday	18-Mar-22	Speed Limit 40 km/h									
Direction	Northbound											

Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	0	0	1	1	0	0	1		
PM Peak	1	0	0	0	0	0	1		
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	0	0
9:00	0	0	1	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	0	0	0
12:00	0	0	0	0	0	0	1	0	0
13:00	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	1	0	1	1	0	0	2	1	1
Heavy %	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	#DIV/0!



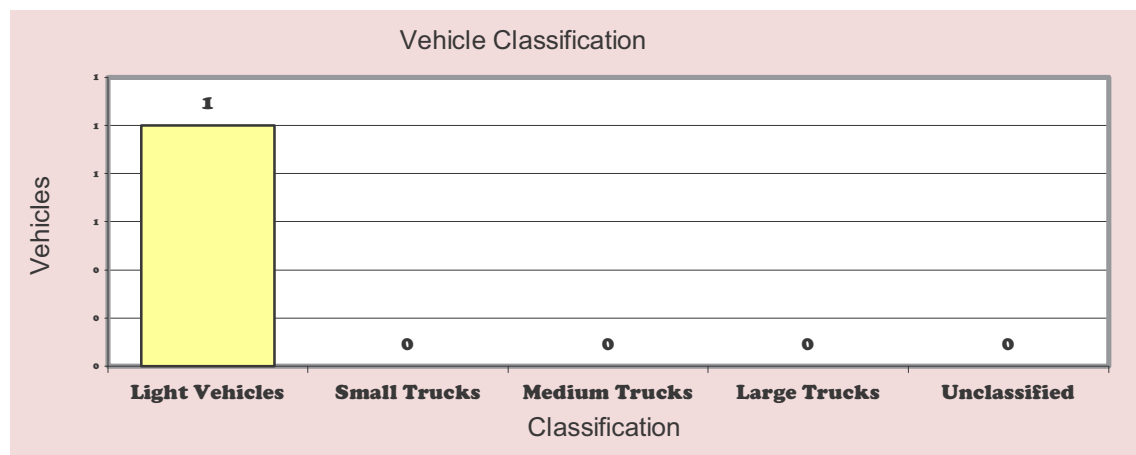
Street	Forestry Road	AADT	1
Suburb	Canning Creek	Average Speed	26.3
Location	East of Koorongara-Andersons Road	85th Percentile	0
Direction	Northbound	Heavy Percentage	0.0%
Day	Monday	Count No. 9	AM Peak 18:00 0
Date	21/03/2022	Speed Limit 40 km/h	PM Peak 16:00 1
Start Date	Friday 18/03/2022		

Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26.3	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26.3	0
Class %	100	0	0	0	0	0	0	0	0	0	0	0	0			



Street	Forestry Road	Light Vehicles	100.0%	
Location	Canning Creek	Small Trucks	0.0%	
Count No.	East of Koorongara-Andersons Road	Medium Trucks	0.0%	
Direction	Northbound	Large Trucks	0.0%	
Day	Monday	Unclassified	0.0%	
Start Date	Friday	AM Peak	18:00	0
Date	21-Mar-22	PM Peak	16:00	1

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	0	0	0	0	0	0
7:00	0	0	0	0	0	0
8:00	0	0	0	0	0	0
9:00	0	0	0	0	0	0
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
12:00	0	0	0	0	0	0
13:00	0	0	0	0	0	0
14:00	0	0	0	0	0	0
15:00	0	0	0	0	0	0
16:00	1	0	0	0	0	1
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total	1	0	0	0	0	1



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Forestry Road		
Suburb	Canning Creek		
Location	East of Koorongara-Andersons Road		
Count No.	9	Speed Limit	40 km/h
Directions	Northbound		Southbound
Start Date	Friday	25-Mar-22	End Date 31-Mar-22



Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

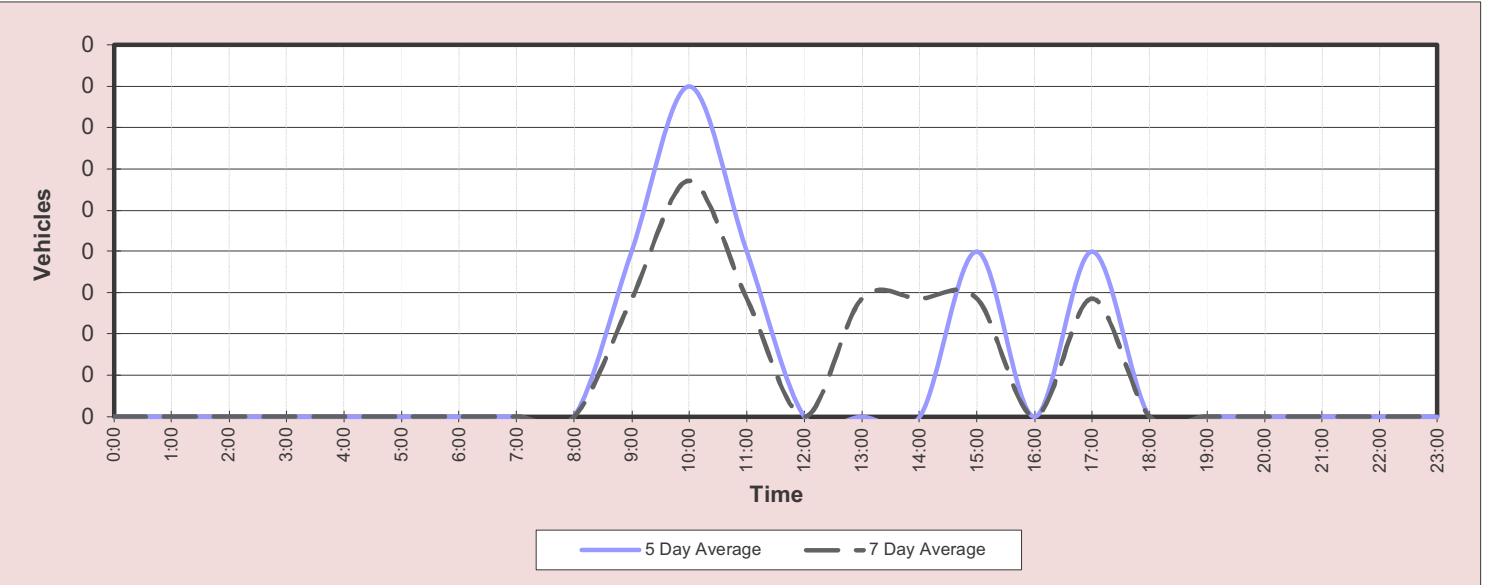
Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.

in 85%ile data if #value! Represents less tan 10 vehicles (insufficient data for calculation)

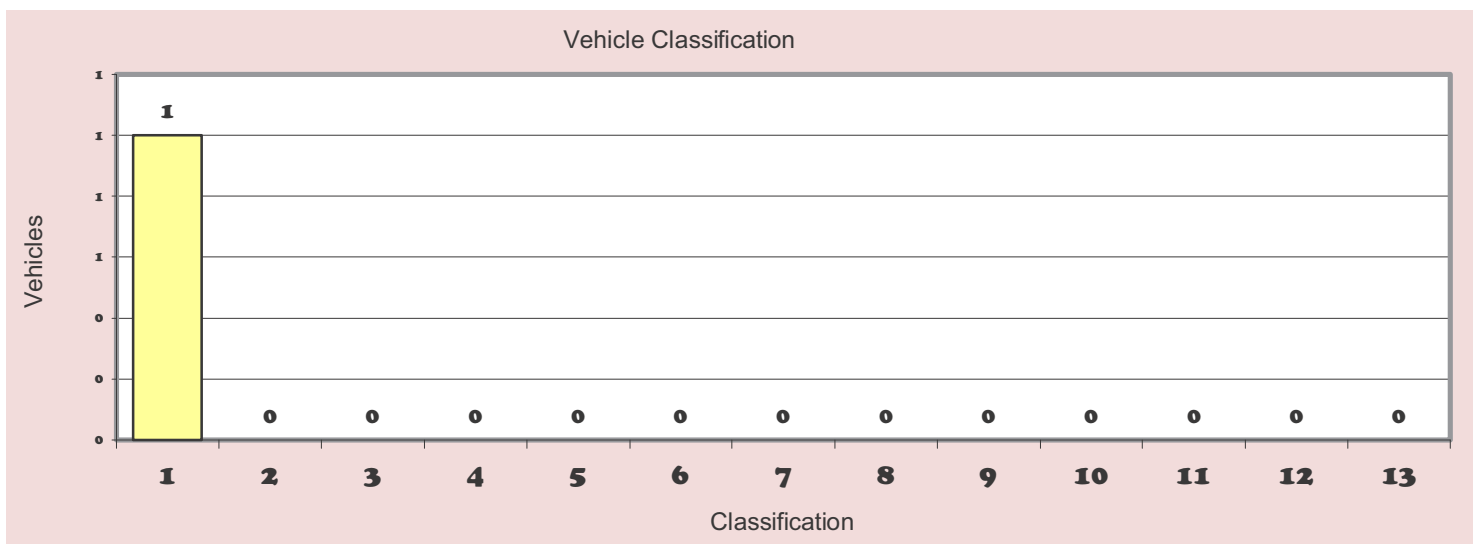
Street	Forestry Road			<table><tr><td>5 Day Average</td><td>1</td></tr><tr><td>7 Day Average</td><td>1</td></tr><tr><td>5 Day Heavy (Class 3 to 12)</td><td>0.0%</td></tr><tr><td>7 Day Heavy (Class 3 to 12)</td><td>0.0%</td></tr></table>	5 Day Average	1	7 Day Average	1	5 Day Heavy (Class 3 to 12)	0.0%	7 Day Heavy (Class 3 to 12)	0.0%
5 Day Average	1											
7 Day Average	1											
5 Day Heavy (Class 3 to 12)	0.0%											
7 Day Heavy (Class 3 to 12)	0.0%											
Suburb	Canning Creek											
Location	East of Koorongara-Andersons Road											
Count No.	9											
Start Date	Friday	25-Mar-22	Speed Limit 40 km/h									
Direction	Northbound											

Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Mar	29-Mar	30-Mar	31-Mar	25-Mar	26-Mar	27-Mar		
AM Peak	1	0	1	1	1	0	0		
PM Peak	0	1	0	1	0	1	1		
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0	0
10:00	0	0	1	1	0	0	0	0	0
11:00	0	0	0	0	1	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	1	0	0	0
14:00	0	0	0	0	0	0	1	0	0
15:00	0	1	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	1	1	1	2	1	1	1	1	1
Heavy %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



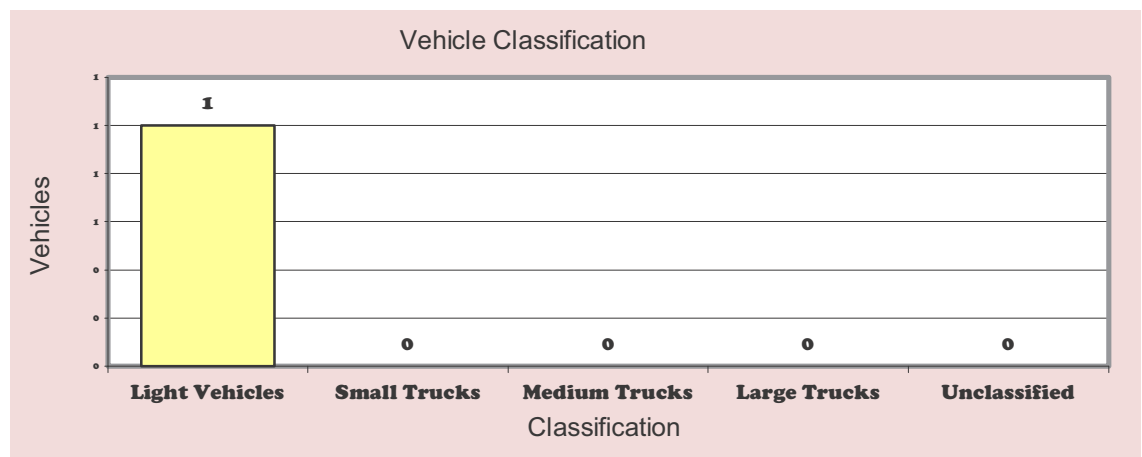
Street	Forestry Road	AADT	1
Suburb	Canning Creek	Average Speed	23.4
Location	East of Koorongara-Andersons Road	85th Percentile	0
Direction	Northbound	Heavy Percentage	0.0%
Day	Monday	Count No. 9	AM Peak 9:00 1
Date	28/03/2022	Speed Limit 40 km/h	PM Peak 18:00 0
Start Date	Friday 25/03/2022		

Hours Starting	Vehicle Classification															Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	23.4	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	1	23.4	0	
Class %	100	0	0	0	0	0	0	0	0	0	0	0	0				



Street	Forestry Road	Light Vehicles	100.0%	
Location	Canning Creek	Small Trucks	0.0%	
Count No.	East of Koorongara-Andersons Road	Medium Trucks	0.0%	
Direction	Northbound	Large Trucks	0.0%	
Day	Monday	Unclassified	0.0%	
Start Date	Friday	AM Peak	9:00	1
Date	28-Mar-22	PM Peak	18:00	0

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	0	0	0	0	0	0
1:00	0	0	0	0	0	0
2:00	0	0	0	0	0	0
3:00	0	0	0	0	0	0
4:00	0	0	0	0	0	0
5:00	0	0	0	0	0	0
6:00	0	0	0	0	0	0
7:00	0	0	0	0	0	0
8:00	0	0	0	0	0	0
9:00	1	0	0	0	0	1
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
12:00	0	0	0	0	0	0
13:00	0	0	0	0	0	0
14:00	0	0	0	0	0	0
15:00	0	0	0	0	0	0
16:00	0	0	0	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total	1	0	0	0	0	1



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Alderley Street			
Suburb	Inglewood			
Location	West of level crossing			
Count No.	6	Speed Limit	60 km/h	
Directions	Eastbound		Westbound	
Start Date	Friday	18-Mar-22	End Date	24-Mar-22



Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

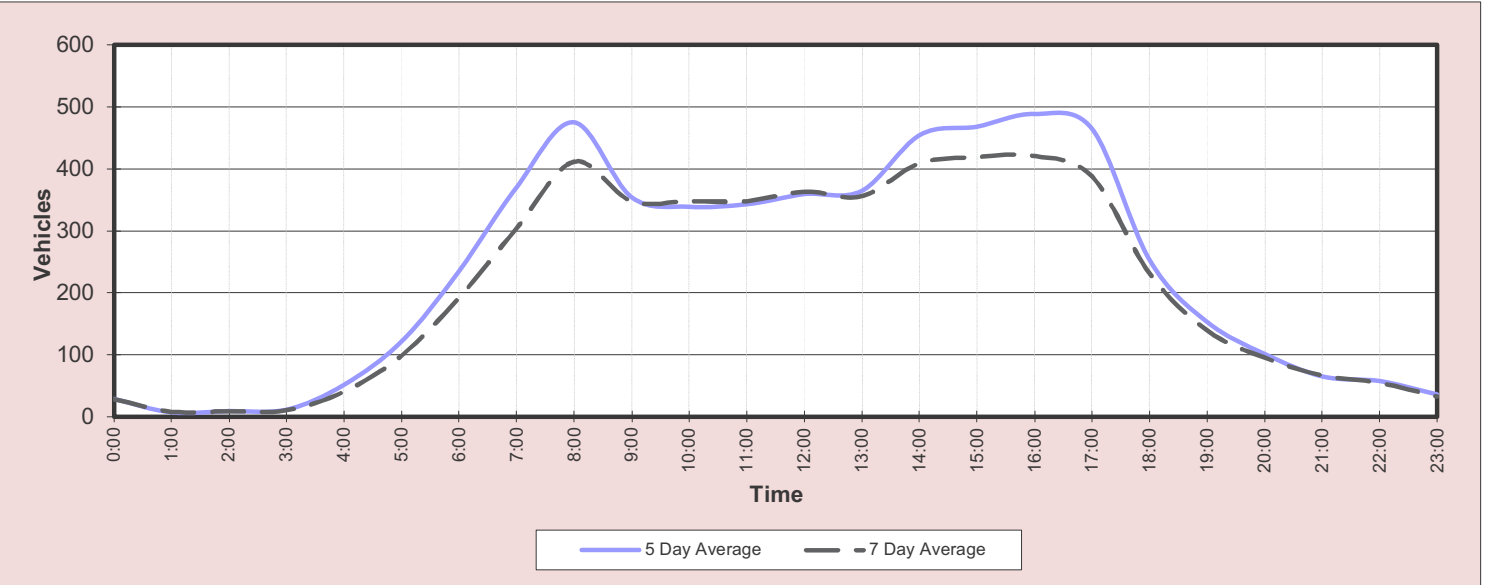
Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.

in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

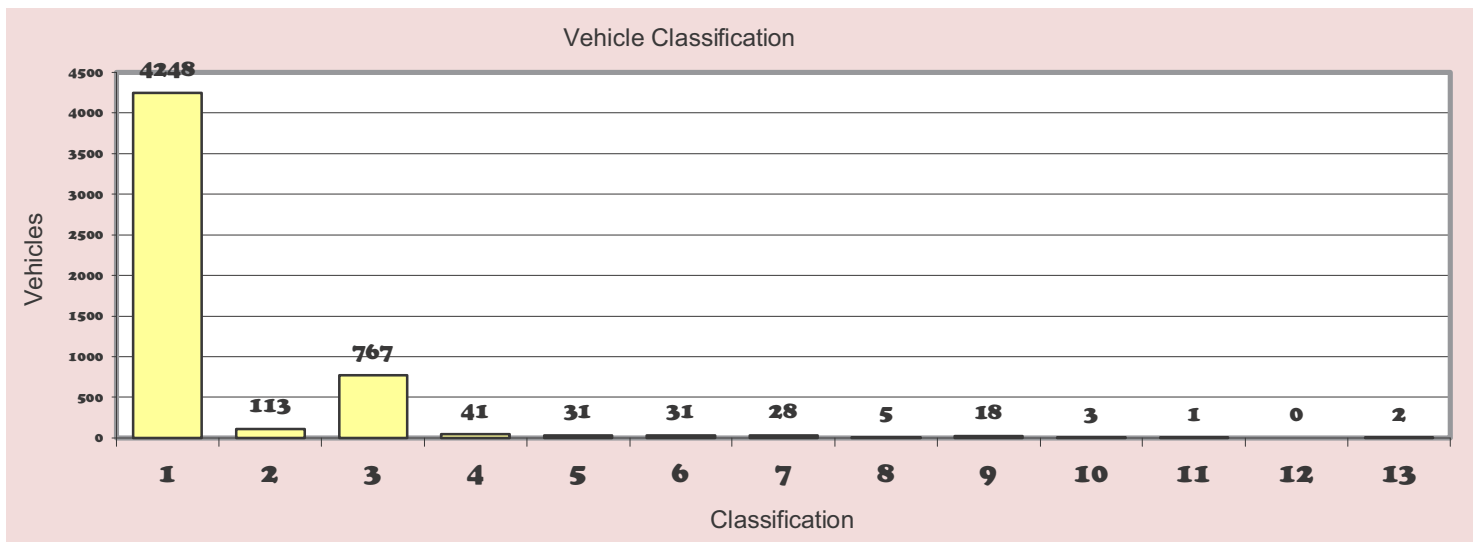
Street	Alderley Street			5 Day Average 5608 7 Day Average 5118 5 Day Heavy (Class 3 to 12) 17.1% 7 Day Heavy (Class 3 to 12) 15.8%	
Suburb	Inglewood				
Location	West of level crossing				
Count No.	6				
Start Date	Friday	18-Mar-22	Speed Limit 60 km/h		
Direction	Eastbound				

Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	21-Mar	22-Mar	23-Mar	24-Mar	18-Mar	19-Mar	20-Mar		
AM Peak	466	468	449	491	503	427	351		
PM Peak	482	497	515	532	523	401	347		
0:00	10	34	35	33	33	27	24	29	28
1:00	7	7	12	3	5	8	13	7	8
2:00	10	8	6	6	12	8	11	8	9
3:00	8	12	15	11	11	6	7	11	10
4:00	53	51	56	44	52	15	10	51	40
5:00	109	133	135	112	117	53	31	121	99
6:00	229	243	240	235	231	91	75	236	192
7:00	391	394	378	353	339	175	99	371	304
8:00	466	468	449	491	503	294	211	475	412
9:00	359	318	357	380	356	372	291	354	348
10:00	284	318	320	387	384	427	316	339	348
11:00	327	325	322	352	388	371	351	343	348
12:00	324	333	345	357	436	401	347	359	363
13:00	329	330	354	394	417	383	284	365	356
14:00	406	444	436	463	523	323	268	454	409
15:00	447	483	450	500	461	308	283	468	419
16:00	457	497	515	532	442	259	244	489	421
17:00	482	427	507	423	484	210	180	465	388
18:00	233	278	265	222	264	188	167	252	231
19:00	135	153	157	123	195	102	108	153	139
20:00	86	110	104	104	100	86	75	101	95
21:00	55	66	63	59	80	83	58	65	66
22:00	55	52	51	59	68	68	27	57	54
23:00	24	22	36	48	47	31	19	35	32
Total	5286	5506	5608	5691	5948	4289	3499	5608	5118
Heavy %	17.5%	17.3%	17.1%	17.5%	16.4%	12.0%	10.1%	17.1%	15.8%



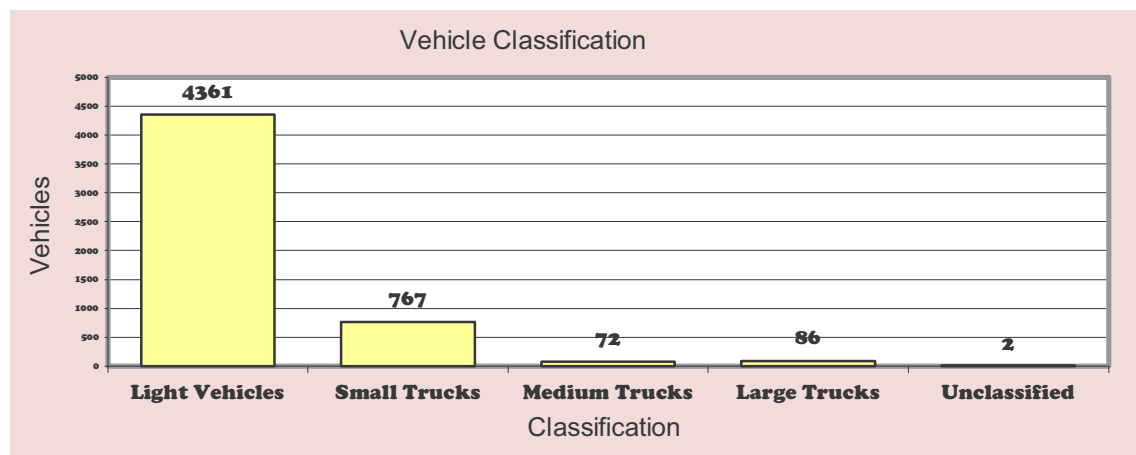
Street	Alderley Street	AADT	5,288
Suburb	Inglewood	Average Speed	46.8
Location	West of level crossing	85th Percentile	55
Direction	Eastbound	Heavy Percentage	17.5%
Day	Monday	AM Peak	8:00 467
Date	21/03/2022	PM Peak	17:00 483
Start Date	Friday 18/03/2022	Count No. 6	Speed Limit 60 km/h

Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	48.6	0
1:00	5	0	2	0	0	0	0	0	0	0	0	0	0	7	59.2	0
2:00	8	0	2	0	0	0	0	0	0	0	0	0	0	10	51.4	0
3:00	6	0	2	0	0	0	0	0	0	0	0	0	0	8	52.1	0
4:00	43	0	10	0	0	0	0	0	0	0	0	0	0	53	50.5	59
5:00	89	2	15	1	1	0	0	0	1	0	0	0	0	109	49.0	57
6:00	157	4	51	3	0	6	6	0	2	0	0	0	0	229	48.8	57
7:00	317	10	56	2	3	1	0	1	1	0	0	0	0	391	45.5	55
8:00	390	4	57	5	2	3	2	0	2	1	0	0	1	467	44.4	53
9:00	289	9	51	2	3	2	1	0	2	0	0	0	0	359	47.2	55
10:00	216	8	49	1	2	2	0	1	4	0	1	0	0	284	47.1	56
11:00	243	15	49	5	6	3	3	1	1	1	0	0	0	327	45.9	56
12:00	242	9	57	7	3	0	3	1	2	0	0	0	0	324	45.6	54
13:00	260	6	53	4	3	2	1	0	0	0	0	0	0	329	45.3	54
14:00	310	15	64	7	4	2	3	0	1	0	0	0	0	406	45.4	54
15:00	375	10	49	2	3	5	3	0	0	0	0	0	0	447	45.7	53
16:00	360	8	77	2	1	4	3	0	1	1	0	0	0	457	45.9	55
17:00	402	8	68	0	0	1	2	1	0	0	0	0	1	483	48.0	55
18:00	203	2	28	0	0	0	0	0	0	0	0	0	0	233	49.7	56
19:00	121	0	13	0	0	0	1	0	0	0	0	0	0	135	50.6	57
20:00	81	1	4	0	0	0	0	0	0	0	0	0	0	86	51.9	57
21:00	49	1	5	0	0	0	0	0	0	0	0	0	0	55	52.4	59
22:00	52	0	3	0	0	0	0	0	0	0	0	0	0	55	51.9	61
23:00	20	1	2	0	0	0	0	0	1	0	0	0	0	24	51.7	60
Total	4248	113	767	41	31	31	28	5	18	3	1	0	2	5288	46.8	55
Class %	80	2	15	1	1	1	1	0	0	0	0	0	0			



Street	Alderley Street	Light Vehicles	82.5%
Location	Inglewood	Small Trucks	14.5%
Count No.	West of level crossing	Medium Trucks	1.4%
Direction	Eastbound	Large Trucks	1.6%
Day	Monday	Unclassified	0.0%
Start Date	Friday	AM Peak	8:00
Date	21-Mar-22	PM Peak	17:00
			467
			483

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	10	0	0	0	0	10
1:00	5	2	0	0	0	7
2:00	8	2	0	0	0	10
3:00	6	2	0	0	0	8
4:00	43	10	0	0	0	53
5:00	91	15	2	1	0	109
6:00	161	51	3	14	0	229
7:00	327	56	5	3	0	391
8:00	394	57	7	8	1	467
9:00	298	51	5	5	0	359
10:00	224	49	3	8	0	284
11:00	258	49	11	9	0	327
12:00	251	57	10	6	0	324
13:00	266	53	7	3	0	329
14:00	325	64	11	6	0	406
15:00	385	49	5	8	0	447
16:00	368	77	3	9	0	457
17:00	410	68	0	4	1	483
18:00	205	28	0	0	0	233
19:00	121	13	0	1	0	135
20:00	82	4	0	0	0	86
21:00	50	5	0	0	0	55
22:00	52	3	0	0	0	55
23:00	21	2	0	1	0	24
Total	4361	767	72	86	2	5288



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Street	Alderley Street			
Suburb	Inglewood			
Location	West of level crossing			
Count No.	6	Speed Limit	60 km/h	
Directions	Eastbound		Westbound	
Start Date	Friday	25-Mar-22	End Date	31-Mar-22



Tube Counter Survey Reports	Volume Summary
	Hourly Classification Data
	Class Data Summary
	One Page Summary
	Raw Data

Note:

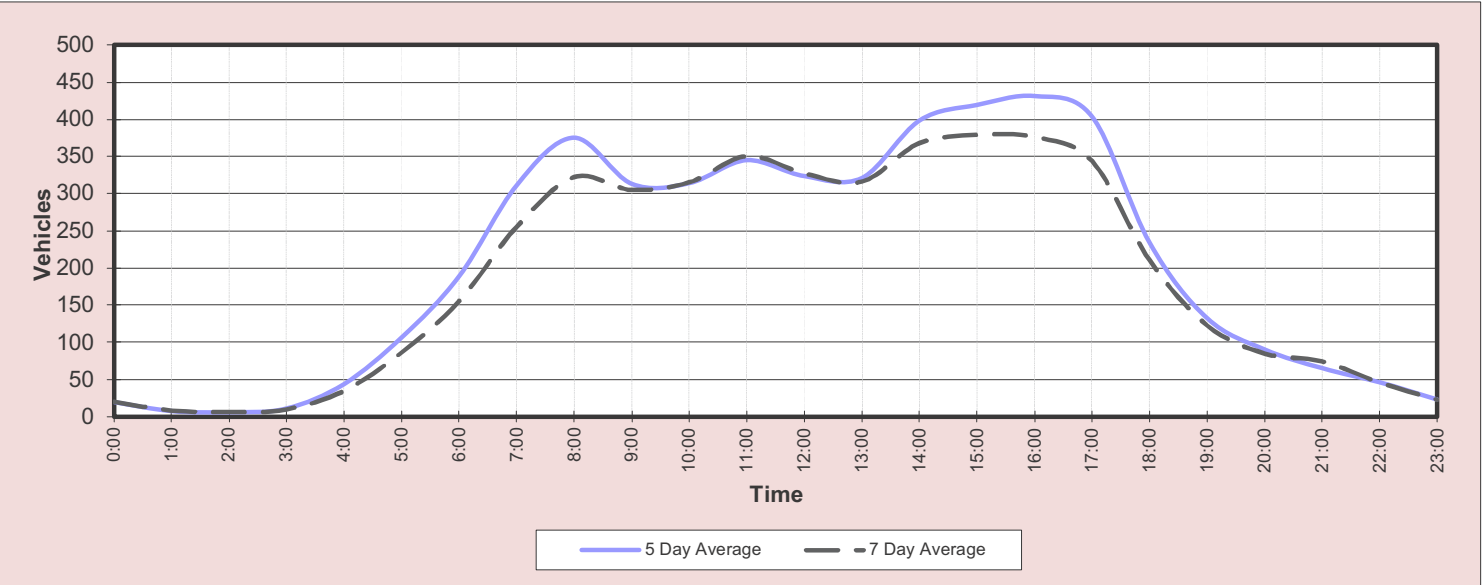
Accurate volumes, classifications and speeds cannot be achieved when vehicles are parked/queued/travel at low speeds on top of the tubes.

Whilst R&A takes all measures to prevent and minimise parking/queuing of vehicles on top of the tubes, we cannot guarantee the complete avoidance of this incident at all times.

in 85%ile data if '#value! Represents less tan 10 vehicles (insufficient data for calculation)

Street	Alderley Street			<table><tr><td>5 Day Average</td><td>4927</td></tr><tr><td>7 Day Average</td><td>4538</td></tr><tr><td>5 Day Heavy (Class 3 to 12)</td><td>15.6%</td></tr><tr><td>7 Day Heavy (Class 3 to 12)</td><td>14.2%</td></tr></table>	5 Day Average	4927	7 Day Average	4538	5 Day Heavy (Class 3 to 12)	15.6%	7 Day Heavy (Class 3 to 12)	14.2%
5 Day Average	4927											
7 Day Average	4538											
5 Day Heavy (Class 3 to 12)	15.6%											
7 Day Heavy (Class 3 to 12)	14.2%											
Suburb	Inglewood											
Location	West of level crossing											
Count No.	6											
Start Date	Friday	25-Mar-22	Speed Limit 60 km/h									
Direction	Eastbound											

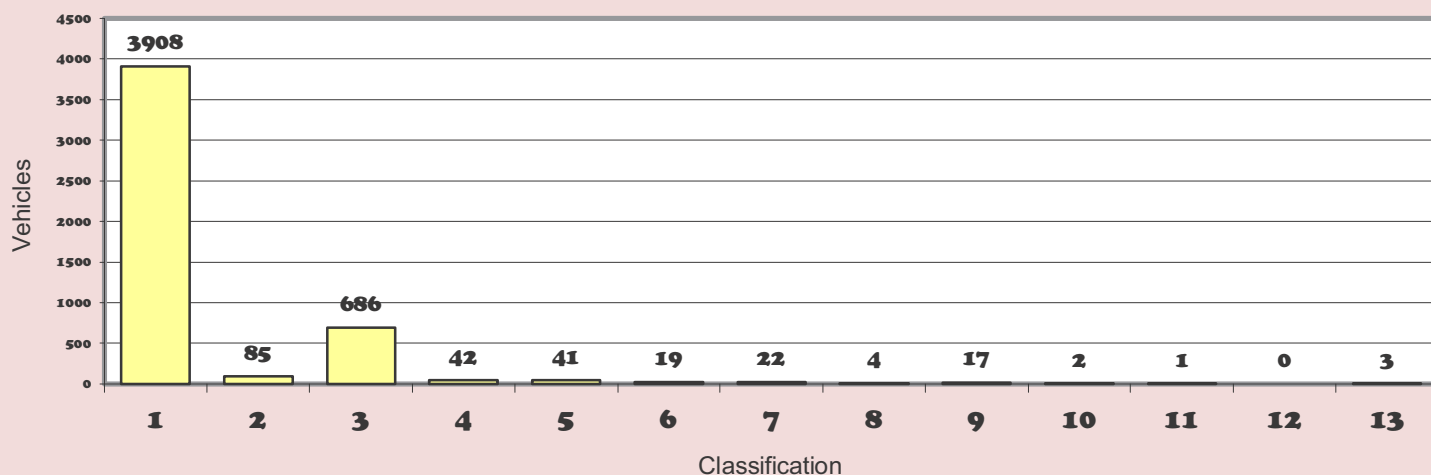
Hours Starting	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Mar	29-Mar	30-Mar	31-Mar	25-Mar	26-Mar	27-Mar		
AM Peak	425	444	379	421	346	403	327		
PM Peak	427	465	495	533	391	360	313		
0:00	6	14	22	31	25	16	23		
1:00	5	1	11	9	11	8	13	7	8
2:00	9	7	4	3	7	5	6	6	6
3:00	9	10	11	14	9	5	9	11	10
4:00	46	41	55	52	24	12	12	44	35
5:00	125	114	101	123	68	38	34	106	86
6:00	218	193	197	232	105	84	59	189	155
7:00	348	364	348	391	105	143	88	311	255
8:00	425	444	379	421	207	213	166	375	322
9:00	339	322	310	321	274	310	259	313	305
10:00	316	305	304	317	327	355	282	314	315
11:00	331	348	322	377	346	403	327	345	351
12:00	307	303	344	366	297	360	313	323	327
13:00	283	333	314	333	344	296	310	321	316
14:00	358	393	438	412	391	322	261	398	368
15:00	418	451	430	462	336	253	303	419	379
16:00	380	465	495	533	282	249	231	431	376
17:00	427	418	469	427	278	219	168	404	344
18:00	206	217	265	255	226	179	125	234	210
19:00	102	127	142	128	161	118	81	132	123
20:00	72	89	106	83	99	99	45	90	85
21:00	43	54	54	50	123	155	41	65	74
22:00	43	41	50	48	49	56	33	46	46
23:00	11	30	24	29	19	32	13	23	23
Total	4827	5084	5195	5417	4113	3930	3202	4927	4538
Heavy %	17.3%	16.3%	15.9%	16.5%	11.4%	10.0%	8.6%	15.6%	14.2%



Street	Alderley Street	AADT	4,830
Suburb	Inglewood	Average Speed	45.9
Location	West of level crossing	85th Percentile	54
Direction	Eastbound	Heavy Percentage	17.3%
Day	Monday	AM Peak	8:00 425
Date	28/03/2022	PM Peak	17:00 427
Start Date	Friday 25/03/2022	Count No. 6	Speed Limit 60 km/h

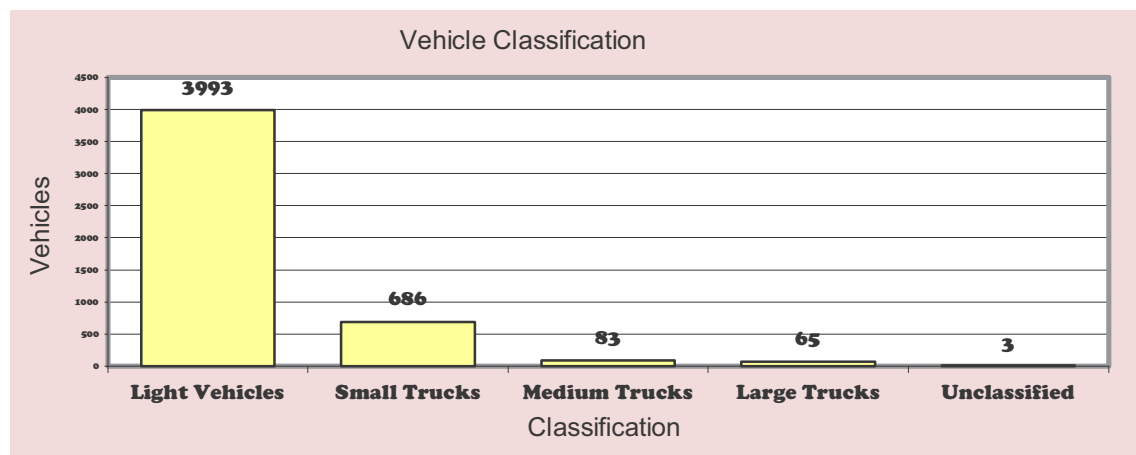
Hours Starting	Vehicle Classification														Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Average	85%ile
0:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	49.8	0
1:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	54.1	0
2:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	55.1	0
3:00	5	0	4	0	0	0	0	0	0	0	0	0	0	9	49.3	0
4:00	38	1	6	1	0	0	0	0	0	0	0	0	0	46	49.8	59
5:00	101	0	18	1	4	0	0	0	1	0	0	0	0	125	48.0	55
6:00	152	5	46	0	9	1	4	0	1	0	0	0	0	218	46.5	55
7:00	254	10	60	6	8	4	3	0	3	0	0	0	0	348	43.2	53
8:00	346	6	52	6	8	3	4	0	0	0	0	0	0	425	43.3	52
9:00	264	6	59	3	2	1	2	0	2	0	0	0	1	340	45.2	54
10:00	259	7	44	3	0	2	0	1	0	0	0	0	1	317	45.5	54
11:00	258	11	51	3	3	2	1	1	1	0	0	0	0	331	44.0	53
12:00	230	11	50	6	3	2	1	2	1	1	0	0	1	308	45.4	54
13:00	228	2	46	4	1	1	0	0	1	0	0	0	0	283	47.0	55
14:00	289	8	52	3	2	1	0	0	2	1	0	0	0	358	44.8	53
15:00	350	4	60	0	0	1	1	0	2	0	0	0	0	418	43.8	52
16:00	313	9	49	3	0	1	3	0	1	0	1	0	0	380	47.3	54
17:00	377	5	44	0	0	0	1	0	0	0	0	0	0	427	47.2	54
18:00	180	0	23	2	0	0	0	0	1	0	0	0	0	206	49.0	56
19:00	90	0	11	0	0	0	1	0	0	0	0	0	0	102	51.2	57
20:00	69	0	2	0	0	0	0	0	1	0	0	0	0	72	52.8	60
21:00	38	0	5	0	0	0	0	0	0	0	0	0	0	43	52.6	61
22:00	36	0	4	1	1	0	1	0	0	0	0	0	0	43	49.5	60
23:00	11	0	0	0	0	0	0	0	0	0	0	0	0	11	50.3	57
Total	3908	85	686	42	41	19	22	4	17	2	1	0	3	4830	45.9	54
Class %	81	2	14	1	1	0	0	0	0	0	0	0	0			

Vehicle Classification



Street	Alderley Street	Light Vehicles	82.7%
Location	Inglewood	Small Trucks	14.2%
Count No.	West of level crossing	Medium Trucks	1.7%
Direction	Eastbound	Large Trucks	1.3%
Day	Monday	Unclassified	0.1%
Start Date	Friday	AM Peak	8:00
Date	28-Mar-22	PM Peak	17:00
			425
			427

Hours Starting	Vehicle Classification					
	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Total
0:00	6	0	0	0	0	6
1:00	5	0	0	0	0	5
2:00	9	0	0	0	0	9
3:00	5	4	0	0	0	9
4:00	39	6	1	0	0	46
5:00	101	18	5	1	0	125
6:00	157	46	9	6	0	218
7:00	264	60	14	10	0	348
8:00	352	52	14	7	0	425
9:00	270	59	5	5	1	340
10:00	266	44	3	3	1	317
11:00	269	51	6	5	0	331
12:00	241	50	9	7	1	308
13:00	230	46	5	2	0	283
14:00	297	52	5	4	0	358
15:00	354	60	0	4	0	418
16:00	322	49	3	6	0	380
17:00	382	44	0	1	0	427
18:00	180	23	2	1	0	206
19:00	90	11	0	1	0	102
20:00	69	2	0	1	0	72
21:00	38	5	0	0	0	43
22:00	36	4	2	1	0	43
23:00	11	0	0	0	0	11
Total	3993	686	83	65	3	4830



Light Vehicles – Class 1 to 2

Small Trucks – Class 3

Medium Trucks – Class 4 to 5

Large Trucks – Class 6 to 12

Unclassified – Class 13

Site : ID10 Roche Road
Time Interval: 15-Mar-22 to 21-Mar-22



Research
Analytics
Data Collection and Surveys
www.oneranda.com
contact@oneranda.com

Time Starting	Mon	15-Mar-22		Northbound / Westbound				Mon	15-Mar-22		Southbound / Eastbound			
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	1	1	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		1	1	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		1	1	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	1	1	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	1	1	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		1	1	0	0	0	0	
12:15	1	1	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	1	1	0	0	0	0		1	1	0	0	0	0	
15:45	1	1	0	0	0	0		1	1	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	

16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		1	1	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		1	1	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	7	7	0	0	0	0		7	7	0	0	0	0	

	Tue	16-Mar-22		Northbound / Westbound				Tue	16-Mar-22		Southbound / Eastbound			
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	1	1	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	1	1	0	0	0	0		1	1	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		1	1	0	0	0	0	

10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	0	0	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	1	1	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		1	1	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		1	1	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	4	4	0	0	0	0		4	4	0	0	0	0	

	Wed	17-Mar-22	Northbound / Westbound					Wed	17-Mar-22	Southbound / Eastbound				
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	

04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	1	1	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	1	1	0	0	0	0		1	1	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	1	1	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		1	1	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		1	1	0	0	0	0	
15:45	0	0	0	0	0	0		1	1	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		1	0	1	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	1	0	1	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	1	1	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	6	5	1	0	0	0		5	4	1	0	0	0	

	Thu	18-Mar-22	Northbound / Westbound					Thu	18-Mar-22	Southbound / Eastbound				
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	1	1	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		1	1	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	1	1	0	0	0	0		1	1	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		1	1	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	1	1	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	1	1	0	0	0	0		1	1	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		1	1	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	1	1	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		1	1	0	0	0	0	
13:15	3	3	0	0	0	0		2	2	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		1	1	0	0	0	0	
14:45	1	1	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		1	1	0	0	0	0	
15:30	0	0	0	0	0	0		1	1	0	0	0	0	
15:45	1	1	0	0	0	0		0	0	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		1	1	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	

18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	11	11	0	0	0	0		12	12	0	0	0	0	

Time Starting	Fri	19-Mar-22		Northbound / Westbound				Fri	19-Mar-22		Southbound / Eastbound			
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	1	1	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	1	1	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	0	0	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		1	1	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	0	0	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		1	1	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	

12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		0	0	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	1	1	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	1	1	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		1	1	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		1	1	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	1	1	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	5	5	0	0	0	0		4	4	0	0	0	0	

Time Starting	Sat	20-Mar-22			Northbound / Westbound			Sat	20-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	

07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	1	1	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	0	0	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	1	1	0	0	0	0		1	1	0	0	0	0	
11:00	0	0	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	1	1	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		1	1	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		0	0	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		1	1	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	3	3	0	0	0	0		3	3	0	0	0	0	

Time Starting	Sun	21-Mar-22			Northbound / Westbound			Sun	21-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	

01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	1	1	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		1	1	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	1	1	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	0	0	0	0	0	0		1	1	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	1	1	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		1	1	0	0	0	0	
12:30	1	1	0	0	0	0		1	1	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	1	1	0	0	0	0		1	1	0	0	0	0	
13:30	1	1	0	0	0	0		1	1	0	0	0	0	
13:45	1	1	0	0	0	0		0	0	0	0	0	0	
14:00	1	1	0	0	0	0		1	1	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		0	0	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	1	1	0	0	0	0		1	1	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		1	1	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	

20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	10	10	0	0	0	0		9	9	0	0	0	0	

Site : ID10 Roche Road
Time Interval: 23-Mar-22 to 29-Mar-22



Research
analytics
Data Collection and Surveys
www.eneranda.com
contact@eneranda.com

	Wed	23-Mar-22	Northbound / Westbound					Wed	23-Mar-22	Southbound / Eastbound				
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0			
00:15	0	0	0	0				0	0	0	0			
00:30	0	0	0	0				0	0	0	0			
00:45	0	0	0	0				0	0	0	0			
01:00	0	0	0	0				0	0	0	0			
01:15	0	0	0	0				0	0	0	0			
01:30	0	0	0	0				0	0	0	0			
01:45	0	0	0	0				0	0	0	0			
02:00	0	0	0	0				0	0	0	0			
02:15	0	0	0	0				0	0	0	0			
02:30	0	0	0	0				0	0	0	0			
02:45	0	0	0	0				0	0	0	0			
03:00	0	0	0	0				0	0	0	0			
03:15	0	0	0	0				0	0	0	0			
03:30	0	0	0	0				0	0	0	0			
03:45	0	0	0	0				0	0	0	0			
04:00	0	0	0	0				0	0	0	0			
04:15	0	0	0	0				0	0	0	0			
04:30	0	0	0	0				0	0	0	0			
04:45	0	0	0	0				0	0	0	0			
05:00	0	0	0	0				0	0	0	0			
05:15	0	0	0	0				0	0	0	0			
05:30	0	0	0	0				0	0	0	0			
05:45	0	0	0	0				0	0	0	0			
06:00	0	0	0	0				0	0	0	0			
06:15	0	0	0	0				0	0	0	0			
06:30	0	0	0	0				0	0	0	0			
06:45	0	0	0	0				0	0	0	0			
07:00	0	0	0	0				0	0	0	0			
07:15	0	0	0	0				0	0	0	0			
07:30	0	0	0	0				0	0	0	0			
07:45	0	0	0	0				0	0	0	0			
08:00	0	0	0	0				0	0	0	0			
08:15	0	0	0	0				0	0	0	0			
08:30	0	0	0	0				0	0	0	0			
08:45	0	0	0	0				0	0	0	0			
09:00	0	0	0	0				0	0	0	0			
09:15	0	0	0	0				0	0	0	0			
09:30	0	0	0	0				0	0	0	0			
09:45	0	0	0	0				0	0	0	0			
10:00	0	0	0	0				0	0	0	0			
10:15	0	0	0	0				0	0	0	0			
10:30	0	0	0	0				0	0	0	0			
10:45	0	0	0	0				0	0	0	0			
11:00	0	0	0	0				0	0	0	0			
11:15	0	0	0	0				0	0	0	0			
11:30	0	0	0	0				0	0	0	0			
11:45	0	0	0	0				0	0	0	0			
12:00	0	0	0	0				0	0	0	0			
12:15	0	0	0	0				0	0	0	0			
12:30	0	0	0	0				0	0	0	0			
12:45	0	0	0	0				0	0	0	0			
13:00	0	0	0	0				0	0	0	0			
13:15	0	0	0	0				0	0	0	0			
13:30	0	0	0	0				0	0	0	0			
13:45	0	0	0	0				0	0	0	0			
14:00	0	0	0	0				0	0	0	0			
14:15	0	0	0	0				0	0	0	0			
14:30	0	0	0	0				0	0	0	0			
14:45	0	0	0	0				0	0	0	0			
15:00	0	0	0	0				0	0	0	0			
15:15	0	0	0	0				0	0	0	0			
15:30	0	0	0	0				0	0	0	0			
15:45	0	0	0	0				0	0	0	0			
16:00	0	0	0	0				0	0	0	0			

16:15	0	0	0	0				0	0	0	0			
16:30	0	0	0	0				0	0	0	0			
16:45	0	0	0	0				0	0	0	0			
17:00	0	0	0	0				0	0	0	0			
17:15	0	0	0	0				0	0	0	0			
17:30	0	0	0	0				0	0	0	0			
17:45	0	0	0	0				0	0	0	0			
18:00	0	0	0	0				0	0	0	0			
18:15	0	0	0	0				0	0	0	0			
18:30	0	0	0	0				0	0	0	0			
18:45	0	0	0	0				0	0	0	0			
19:00	0	0	0	0				0	0	0	0			
19:15	0	0	0	0				0	0	0	0			
19:30	0	0	0	0				0	0	0	0			
19:45	0	0	0	0				0	0	0	0			
20:00	0	0	0	0				0	0	0	0			
20:15	0	0	0	0				0	0	0	0			
20:30	0	0	0	0				0	0	0	0			
20:45	0	0	0	0				0	0	0	0			
21:00	0	0	0	0				0	0	0	0			
21:15	0	0	0	0				0	0	0	0			
21:30	0	0	0	0				0	0	0	0			
21:45	0	0	0	0				0	0	0	0			
22:00	0	0	0	0				0	0	0	0			
22:15	0	0	0	0				0	0	0	0			
22:30	0	0	0	0				0	0	0	0			
22:45	0	0	0	0				0	0	0	0			
23:00	0	0	0	0				0	0	0	0			
23:15	0	0	0	0				0	0	0	0			
23:30	0	0	0	0				0	0	0	0			
23:45	0	0	0	0				0	0	0	0			
24hrs	0	0	0	0				0	0	0	0			

Time Starting	Thu	24-Mar-22			Northbound / Westbound			Thu	24-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0			
00:15	0	0	0	0				0	0	0	0			
00:30	0	0	0	0				0	0	0	0			
00:45	0	0	0	0				0	0	0	0			
01:00	0	0	0	0				0	0	0	0			
01:15	0	0	0	0				0	0	0	0			
01:30	0	0	0	0				0	0	0	0			
01:45	0	0	0	0				0	0	0	0			
02:00	0	0	0	0				0	0	0	0			
02:15	0	0	0	0				0	0	0	0			
02:30	0	0	0	0				0	0	0	0			
02:45	0	0	0	0				0	0	0	0			
03:00	0	0	0	0				0	0	0	0			
03:15	0	0	0	0				0	0	0	0			
03:30	0	0	0	0				0	0	0	0			
03:45	0	0	0	0				0	0	0	0			
04:00	0	0	0	0				0	0	0	0			
04:15	0	0	0	0				0	0	0	0			
04:30	0	0	0	0				0	0	0	0			
04:45	0	0	0	0				0	0	0	0			
05:00	0	0	0	0				0	0	0	0			
05:15	0	0	0	0				0	0	0	0			
05:30	0	0	0	0				0	0	0	0			
05:45	0	0	0	0				0	0	0	0			
06:00	0	0	0	0				0	0	0	0			
06:15	0	0	0	0				0	0	0	0			
06:30	0	0	0	0				0	0	0	0			
06:45	0	0	0	0				0	0	0	0			
07:00	0	0	0	0				0	0	0	0			
07:15	0	0	0	0				0	0	0	0			
07:30	0	0	0	0				0	0	0	0			
07:45	0	0	0	0				0	0	0	0			
08:00	0	0	0	0				0	0	0	0			
08:15	0	0	0	0				0	0	0	0			
08:30	0	0	0	0				0	0	0	0			
08:45	0	0	0	0				0	0	0	0			
09:00	0	0	0	0				1	1	0	0			
09:15	1	1	0	0				0	0	0	0			
09:30	0	0	0	0				0	0	0	0			
09:45	0	0	0	0				0	0	0	0			
10:00	0	0	0	0				0	0	0	0			
10:15	0	0	0	0				0	0	0	0			

10:30	0	0	0	0				0	0	0	0			
10:45	0	0	0	0				0	0	0	0			
11:00	0	0	0	0				0	0	0	0			
11:15	0	0	0	0				0	0	0	0			
11:30	0	0	0	0				0	0	0	0			
11:45	0	0	0	0				0	0	0	0			
12:00	0	0	0	0				0	0	0	0			
12:15	0	0	0	0				0	0	0	0			
12:30	0	0	0	0				0	0	0	0			
12:45	0	0	0	0				0	0	0	0			
13:00	0	0	0	0				0	0	0	0			
13:15	0	0	0	0				0	0	0	0			
13:30	0	0	0	0				0	0	0	0			
13:45	0	0	0	0				0	0	0	0			
14:00	0	0	0	0				0	0	0	0			
14:15	0	0	0	0				0	0	0	0			
14:30	0	0	0	0				0	0	0	0			
14:45	0	0	0	0				0	0	0	0			
15:00	0	0	0	0				0	0	0	0			
15:15	0	0	0	0				0	0	0	0			
15:30	0	0	0	0				0	0	0	0			
15:45	0	0	0	0				0	0	0	0			
16:00	0	0	0	0				0	0	0	0			
16:15	0	0	0	0				0	0	0	0			
16:30	0	0	0	0				0	0	0	0			
16:45	0	0	0	0				0	0	0	0			
17:00	0	0	0	0				0	0	0	0			
17:15	0	0	0	0				0	0	0	0			
17:30	0	0	0	0				0	0	0	0			
17:45	0	0	0	0				0	0	0	0			
18:00	0	0	0	0				0	0	0	0			
18:15	0	0	0	0				0	0	0	0			
18:30	0	0	0	0				0	0	0	0			
18:45	0	0	0	0				0	0	0	0			
19:00	0	0	0	0				0	0	0	0			
19:15	0	0	0	0				0	0	0	0			
19:30	0	0	0	0				0	0	0	0			
19:45	0	0	0	0				0	0	0	0			
20:00	0	0	0	0				0	0	0	0			
20:15	0	0	0	0				0	0	0	0			
20:30	0	0	0	0				0	0	0	0			
20:45	0	0	0	0				0	0	0	0			
21:00	0	0	0	0				0	0	0	0			
21:15	0	0	0	0				0	0	0	0			
21:30	0	0	0	0				0	0	0	0			
21:45	0	0	0	0				0	0	0	0			
22:00	0	0	0	0				0	0	0	0			
22:15	0	0	0	0				0	0	0	0			
22:30	0	0	0	0				0	0	0	0			
22:45	0	0	0	0				0	0	0	0			
23:00	0	0	0	0				0	0	0	0			
23:15	0	0	0	0				0	0	0	0			
23:30	0	0	0	0				0	0	0	0			
23:45	0	0	0	0				0	0	0	0			
24hrs	1	1	0	0				1	1	0	0			

	Fri	25-Mar-22	Northbound / Westbound					Fri	25-Mar-22	Southbound / Eastbound				
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0			
00:15	0	0	0	0				0	0	0	0			
00:30	0	0	0	0				0	0	0	0			
00:45	0	0	0	0				0	0	0	0			
01:00	0	0	0	0				0	0	0	0			
01:15	0	0	0	0				0	0	0	0			
01:30	0	0	0	0				0	0	0	0			
01:45	0	0	0	0				0	0	0	0			
02:00	0	0	0	0				0	0	0	0			
02:15	0	0	0	0				0	0	0	0			
02:30	0	0	0	0				0	0	0	0			
02:45	0	0	0	0				0	0	0	0			
03:00	0	0	0	0				0	0	0	0			
03:15	0	0	0	0				0	0	0	0			
03:30	0	0	0	0				0	0	0	0			
03:45	0	0	0	0				0	0	0	0			
04:00	0	0	0	0				0	0	0	0			
04:15	0	0	0	0				0	0	0	0			
04:30	0	0	0	0				0	0	0	0			

04:45	0	0	0	0				0	0	0	0			
05:00	0	0	0	0				0	0	0	0			
05:15	0	0	0	0				0	0	0	0			
05:30	0	0	0	0				0	0	0	0			
05:45	0	0	0	0				0	0	0	0			
06:00	0	0	0	0				0	0	0	0			
06:15	0	0	0	0				0	0	0	0			
06:30	0	0	0	0				0	0	0	0			
06:45	0	0	0	0				0	0	0	0			
07:00	0	0	0	0				0	0	0	0			
07:15	0	0	0	0				0	0	0	0			
07:30	0	0	0	0				0	0	0	0			
07:45	0	0	0	0				0	0	0	0			
08:00	0	0	0	0				0	0	0	0			
08:15	0	0	0	0				0	0	0	0			
08:30	0	0	0	0				0	0	0	0			
08:45	0	0	0	0				0	0	0	0			
09:00	0	0	0	0				0	0	0	0			
09:15	0	0	0	0				0	0	0	0			
09:30	0	0	0	0				0	0	0	0			
09:45	0	0	0	0				0	0	0	0			
10:00	0	0	0	0				0	0	0	0			
10:15	0	0	0	0				0	0	0	0			
10:30	0	0	0	0				0	0	0	0			
10:45	0	0	0	0				0	0	0	0			
11:00	0	0	0	0				0	0	0	0			
11:15	0	0	0	0				0	0	0	0			
11:30	0	0	0	0				0	0	0	0			
11:45	0	0	0	0				0	0	0	0			
12:00	0	0	0	0				0	0	0	0			
12:15	0	0	0	0				0	0	0	0			
12:30	0	0	0	0				0	0	0	0			
12:45	0	0	0	0				0	0	0	0			
13:00	0	0	0	0				0	0	0	0			
13:15	0	0	0	0				0	0	0	0			
13:30	0	0	0	0				0	0	0	0			
13:45	1	1	0	0				1	1	0	0			
14:00	0	0	0	0				0	0	0	0			
14:15	0	0	0	0				0	0	0	0			
14:30	0	0	0	0				0	0	0	0			
14:45	0	0	0	0				0	0	0	0			
15:00	0	0	0	0				0	0	0	0			
15:15	0	0	0	0				0	0	0	0			
15:30	0	0	0	0				0	0	0	0			
15:45	0	0	0	0				0	0	0	0			
16:00	0	0	0	0				0	0	0	0			
16:15	0	0	0	0				0	0	0	0			
16:30	0	0	0	0				0	0	0	0			
16:45	0	0	0	0				0	0	0	0			
17:00	0	0	0	0				0	0	0	0			
17:15	0	0	0	0				0	0	0	0			
17:30	0	0	0	0				0	0	0	0			
17:45	0	0	0	0				0	0	0	0			
18:00	0	0	0	0				0	0	0	0			
18:15	0	0	0	0				0	0	0	0			
18:30	0	0	0	0				0	0	0	0			
18:45	0	0	0	0				0	0	0	0			
19:00	0	0	0	0				0	0	0	0			
19:15	0	0	0	0				0	0	0	0			
19:30	0	0	0	0				0	0	0	0			
19:45	0	0	0	0				0	0	0	0			
20:00	0	0	0	0				0	0	0	0			
20:15	0	0	0	0				0	0	0	0			
20:30	0	0	0	0				0	0	0	0			
20:45	0	0	0	0				0	0	0	0			
21:00	0	0	0	0				0	0	0	0			
21:15	0	0	0	0				0	0	0	0			
21:30	0	0	0	0				0	0	0	0			
21:45	0	0	0	0				0	0	0	0			
22:00	0	0	0	0				0	0	0	0			
22:15	0	0	0	0				0	0	0	0			
22:30	0	0	0	0				0	0	0	0			
22:45	0	0	0	0				0	0	0	0			
23:00	0	0	0	0				0	0	0	0			
23:15	0	0	0	0				0	0	0	0			
23:30	0	0	0	0				0	0	0	0			
23:45	0	0	0	0				0	0	0	0			
24hrs	1	1	0	0				1	1	0	0			

	Sat	26-Mar-22		Northbound / Westbound				Sat	26-Mar-22		Southbound / Eastbound			
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0			
00:15	0	0	0	0				0	0	0	0			
00:30	0	0	0	0				0	0	0	0			
00:45	0	0	0	0				0	0	0	0			
01:00	0	0	0	0				0	0	0	0			
01:15	0	0	0	0				0	0	0	0			
01:30	0	0	0	0				0	0	0	0			
01:45	0	0	0	0				0	0	0	0			
02:00	0	0	0	0				0	0	0	0			
02:15	0	0	0	0				0	0	0	0			
02:30	0	0	0	0				0	0	0	0			
02:45	0	0	0	0				0	0	0	0			
03:00	0	0	0	0				0	0	0	0			
03:15	0	0	0	0				0	0	0	0			
03:30	0	0	0	0				0	0	0	0			
03:45	0	0	0	0				0	0	0	0			
04:00	0	0	0	0				0	0	0	0			
04:15	0	0	0	0				0	0	0	0			
04:30	0	0	0	0				0	0	0	0			
04:45	0	0	0	0				0	0	0	0			
05:00	0	0	0	0				0	0	0	0			
05:15	0	0	0	0				0	0	0	0			
05:30	0	0	0	0				0	0	0	0			
05:45	0	0	0	0				0	0	0	0			
06:00	0	0	0	0				0	0	0	0			
06:15	0	0	0	0				0	0	0	0			
06:30	0	0	0	0				0	0	0	0			
06:45	0	0	0	0				0	0	0	0			
07:00	0	0	0	0				0	0	0	0			
07:15	0	0	0	0				0	0	0	0			
07:30	0	0	0	0				0	0	0	0			
07:45	0	0	0	0				0	0	0	0			
08:00	0	0	0	0				0	0	0	0			
08:15	0	0	0	0				0	0	0	0			
08:30	0	0	0	0				0	0	0	0			
08:45	0	0	0	0				0	0	0	0			
09:00	0	0	0	0				0	0	0	0			
09:15	0	0	0	0				0	0	0	0			
09:30	0	0	0	0				1	1	0	0			
09:45	1	1	0	0				0	0	0	0			
10:00	0	0	0	0				0	0	0	0			
10:15	0	0	0	0				0	0	0	0			
10:30	0	0	0	0				0	0	0	0			
10:45	0	0	0	0				0	0	0	0			
11:00	0	0	0	0				0	0	0	0			
11:15	0	0	0	0				0	0	0	0			
11:30	0	0	0	0				0	0	0	0			
11:45	0	0	0	0				0	0	0	0			
12:00	0	0	0	0				0	0	0	0			
12:15	0	0	0	0				0	0	0	0			
12:30	0	0	0	0				0	0	0	0			
12:45	0	0	0	0				0	0	0	0			
13:00	0	0	0	0				0	0	0	0			
13:15	0	0	0	0				0	0	0	0			
13:30	0	0	0	0				0	0	0	0			
13:45	0	0	0	0				0	0	0	0			
14:00	0	0	0	0				0	0	0	0			
14:15	0	0	0	0				0	0	0	0			
14:30	0	0	0	0				0	0	0	0			
14:45	0	0	0	0				0	0	0	0			
15:00	0	0	0	0				0	0	0	0			
15:15	0	0	0	0				0	0	0	0			
15:30	0	0	0	0				0	0	0	0			
15:45	0	0	0	0				0	0	0	0			
16:00	0	0	0	0				0	0	0	0			
16:15	0	0	0	0				0	0	0	0			
16:30	0	0	0	0				0	0	0	0			
16:45	0	0	0	0				0	0	0	0			
17:00	0	0	0	0				0	0	0	0			
17:15	0	0	0	0				0	0	0	0			
17:30	0	0	0	0				0	0	0	0			
17:45	0	0	0	0				0	0	0	0			
18:00	0	0	0	0				0	0	0	0			
18:15	0	0	0	0				0	0	0	0			

18:30	0	0	0	0				0	0	0	0			
18:45	0	0	0	0				0	0	0	0			
19:00	0	0	0	0				0	0	0	0			
19:15	0	0	0	0				0	0	0	0			
19:30	0	0	0	0				0	0	0	0			
19:45	0	0	0	0				0	0	0	0			
20:00	0	0	0	0				0	0	0	0			
20:15	0	0	0	0				0	0	0	0			
20:30	0	0	0	0				0	0	0	0			
20:45	0	0	0	0				0	0	0	0			
21:00	0	0	0	0				0	0	0	0			
21:15	0	0	0	0				0	0	0	0			
21:30	0	0	0	0				0	0	0	0			
21:45	0	0	0	0				0	0	0	0			
22:00	0	0	0	0				0	0	0	0			
22:15	0	0	0	0				0	0	0	0			
22:30	0	0	0	0				0	0	0	0			
22:45	0	0	0	0				0	0	0	0			
23:00	0	0	0	0				0	0	0	0			
23:15	0	0	0	0				0	0	0	0			
23:30	0	0	0	0				0	0	0	0			
23:45	0	0	0	0				0	0	0	0			
24hrs	1	1	0	0				1	1	0	0			

Time Starting	Sun	27-Mar-22			Northbound / Westbound			Sun	27-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0			
00:15	0	0	0	0				0	0	0	0			
00:30	0	0	0	0				0	0	0	0			
00:45	0	0	0	0				0	0	0	0			
01:00	0	0	0	0				0	0	0	0			
01:15	0	0	0	0				0	0	0	0			
01:30	0	0	0	0				0	0	0	0			
01:45	0	0	0	0				0	0	0	0			
02:00	0	0	0	0				0	0	0	0			
02:15	0	0	0	0				0	0	0	0			
02:30	0	0	0	0				0	0	0	0			
02:45	0	0	0	0				0	0	0	0			
03:00	0	0	0	0				0	0	0	0			
03:15	0	0	0	0				0	0	0	0			
03:30	0	0	0	0				0	0	0	0			
03:45	0	0	0	0				0	0	0	0			
04:00	0	0	0	0				0	0	0	0			
04:15	0	0	0	0				0	0	0	0			
04:30	0	0	0	0				0	0	0	0			
04:45	0	0	0	0				0	0	0	0			
05:00	0	0	0	0				0	0	0	0			
05:15	0	0	0	0				0	0	0	0			
05:30	0	0	0	0				0	0	0	0			
05:45	0	0	0	0				0	0	0	0			
06:00	0	0	0	0				0	0	0	0			
06:15	0	0	0	0				0	0	0	0			
06:30	0	0	0	0				0	0	0	0			
06:45	0	0	0	0				0	0	0	0			
07:00	0	0	0	0				0	0	0	0			
07:15	0	0	0	0				0	0	0	0			
07:30	0	0	0	0				0	0	0	0			
07:45	0	0	0	0				0	0	0	0			
08:00	0	0	0	0				0	0	0	0			
08:15	0	0	0	0				0	0	0	0			
08:30	0	0	0	0				0	0	0	0			
08:45	0	0	0	0				0	0	0	0			
09:00	0	0	0	0				0	0	0	0			
09:15	0	0	0	0				0	0	0	0			
09:30	0	0	0	0				0	0	0	0			
09:45	0	0	0	0				0	0	0	0			
10:00	0	0	0	0				0	0	0	0			
10:15	0	0	0	0				0	0	0	0			
10:30	0	0	0	0				0	0	0	0			
10:45	0	0	0	0				0	0	0	0			
11:00	0	0	0	0				0	0	0	0			
11:15	0	0	0	0				0	0	0	0			
11:30	0	0	0	0				1	1	0	0			
11:45	1	1	0	0				0	0	0	0			
12:00	0	0	0	0				0	0	0	0			
12:15	0	0	0	0				0	0	0	0			
12:30	0	0	0	0				0	0	0	0			

12:45	0	0	0	0				0	0	0	0			
13:00	0	0	0	0				0	0	0	0			
13:15	0	0	0	0				0	0	0	0			
13:30	0	0	0	0				0	0	0	0			
13:45	0	0	0	0				0	0	0	0			
14:00	0	0	0	0				0	0	0	0			
14:15	0	0	0	0				0	0	0	0			
14:30	0	0	0	0				0	0	0	0			
14:45	0	0	0	0				0	0	0	0			
15:00	0	0	0	0				0	0	0	0			
15:15	0	0	0	0				0	0	0	0			
15:30	0	0	0	0				0	0	0	0			
15:45	0	0	0	0				0	0	0	0			
16:00	0	0	0	0				0	0	0	0			
16:15	0	0	0	0				0	0	0	0			
16:30	0	0	0	0				0	0	0	0			
16:45	0	0	0	0				0	0	0	0			
17:00	0	0	0	0				0	0	0	0			
17:15	0	0	0	0				0	0	0	0			
17:30	0	0	0	0				0	0	0	0			
17:45	0	0	0	0				0	0	0	0			
18:00	0	0	0	0				0	0	0	0			
18:15	0	0	0	0				0	0	0	0			
18:30	0	0	0	0				0	0	0	0			
18:45	0	0	0	0				0	0	0	0			
19:00	0	0	0	0				0	0	0	0			
19:15	0	0	0	0				0	0	0	0			
19:30	0	0	0	0				0	0	0	0			
19:45	0	0	0	0				0	0	0	0			
20:00	0	0	0	0				0	0	0	0			
20:15	0	0	0	0				0	0	0	0			
20:30	0	0	0	0				0	0	0	0			
20:45	0	0	0	0				0	0	0	0			
21:00	0	0	0	0				0	0	0	0			
21:15	0	0	0	0				0	0	0	0			
21:30	0	0	0	0				0	0	0	0			
21:45	0	0	0	0				0	0	0	0			
22:00	0	0	0	0				0	0	0	0			
22:15	0	0	0	0				0	0	0	0			
22:30	0	0	0	0				0	0	0	0			
22:45	0	0	0	0				0	0	0	0			
23:00	0	0	0	0				0	0	0	0			
23:15	0	0	0	0				0	0	0	0			
23:30	0	0	0	0				0	0	0	0			
23:45	0	0	0	0				0	0	0	0			
24hrs	1	1	0	0				1	1	0	0			

Time Starting	Mon	28-Mar-22			Northbound / Westbound			Mon	28-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0			
00:15	0	0	0	0				0	0	0	0			
00:30	0	0	0	0				0	0	0	0			
00:45	0	0	0	0				0	0	0	0			
01:00	0	0	0	0				0	0	0	0			
01:15	0	0	0	0				0	0	0	0			
01:30	0	0	0	0				0	0	0	0			
01:45	0	0	0	0				0	0	0	0			
02:00	0	0	0	0				0	0	0	0			
02:15	0	0	0	0				0	0	0	0			
02:30	0	0	0	0				0	0	0	0			
02:45	0	0	0	0				0	0	0	0			
03:00	0	0	0	0				0	0	0	0			
03:15	0	0	0	0				0	0	0	0			
03:30	0	0	0	0				0	0	0	0			
03:45	0	0	0	0				0	0	0	0			
04:00	0	0	0	0				0	0	0	0			
04:15	0	0	0	0				0	0	0	0			
04:30	0	0	0	0				0	0	0	0			
04:45	0	0	0	0				0	0	0	0			
05:00	0	0	0	0				0	0	0	0			
05:15	0	0	0	0				0	0	0	0			
05:30	0	0	0	0				0	0	0	0			
05:45	0	0	0	0				0	0	0	0			
06:00	0	0	0	0				0	0	0	0			
06:15	0	0	0	0				0	0	0	0			
06:30	0	0	0	0				0	0	0	0			
06:45	0	0	0	0				0	0	0	0			

07:00	0	0	0	0				0	0	0	0			
07:15	0	0	0	0				0	0	0	0			
07:30	0	0	0	0				0	0	0	0			
07:45	0	0	0	0				0	0	0	0			
08:00	0	0	0	0				0	0	0	0			
08:15	0	0	0	0				0	0	0	0			
08:30	0	0	0	0				0	0	0	0			
08:45	1	1	0	0				1	1	0	0			
09:00	0	0	0	0				0	0	0	0			
09:15	0	0	0	0				0	0	0	0			
09:30	0	0	0	0				0	0	0	0			
09:45	0	0	0	0				0	0	0	0			
10:00	0	0	0	0				0	0	0	0			
10:15	0	0	0	0				0	0	0	0			
10:30	0	0	0	0				0	0	0	0			
10:45	0	0	0	0				0	0	0	0			
11:00	0	0	0	0				0	0	0	0			
11:15	0	0	0	0				0	0	0	0			
11:30	0	0	0	0				0	0	0	0			
11:45	0	0	0	0				0	0	0	0			
12:00	0	0	0	0				0	0	0	0			
12:15	0	0	0	0				0	0	0	0			
12:30	0	0	0	0				0	0	0	0			
12:45	0	0	0	0				0	0	0	0			
13:00	0	0	0	0				0	0	0	0			
13:15	0	0	0	0				0	0	0	0			
13:30	0	0	0	0				0	0	0	0			
13:45	0	0	0	0				0	0	0	0			
14:00	0	0	0	0				0	0	0	0			
14:15	0	0	0	0				0	0	0	0			
14:30	0	0	0	0				0	0	0	0			
14:45	0	0	0	0				0	0	0	0			
15:00	0	0	0	0				0	0	0	0			
15:15	0	0	0	0				0	0	0	0			
15:30	0	0	0	0				0	0	0	0			
15:45	0	0	0	0				0	0	0	0			
16:00	0	0	0	0				0	0	0	0			
16:15	0	0	0	0				0	0	0	0			
16:30	0	0	0	0				0	0	0	0			
16:45	0	0	0	0				0	0	0	0			
17:00	0	0	0	0				0	0	0	0			
17:15	0	0	0	0				0	0	0	0			
17:30	0	0	0	0				0	0	0	0			
17:45	0	0	0	0				0	0	0	0			
18:00	0	0	0	0				0	0	0	0			
18:15	0	0	0	0				0	0	0	0			
18:30	0	0	0	0				0	0	0	0			
18:45	0	0	0	0				0	0	0	0			
19:00	0	0	0	0				0	0	0	0			
19:15	0	0	0	0				0	0	0	0			
19:30	0	0	0	0				0	0	0	0			
19:45	0	0	0	0				0	0	0	0			
20:00	0	0	0	0				0	0	0	0			
20:15	0	0	0	0				0	0	0	0			
20:30	0	0	0	0				0	0	0	0			
20:45	0	0	0	0				0	0	0	0			
21:00	0	0	0	0				0	0	0	0			
21:15	0	0	0	0				0	0	0	0			
21:30	0	0	0	0				0	0	0	0			
21:45	0	0	0	0				0	0	0	0			
22:00	0	0	0	0				0	0	0	0			
22:15	0	0	0	0				0	0	0	0			
22:30	0	0	0	0				0	0	0	0			
22:45	0	0	0	0				0	0	0	0			
23:00	0	0	0	0				0	0	0	0			
23:15	0	0	0	0				0	0	0	0			
23:30	0	0	0	0				0	0	0	0			
23:45	0	0	0	0				0	0	0	0			
24hrs	1	1	0	0				1	1	0	0			

	Tue	29-Mar-22	Northbound / Westbound					Tue	29-Mar-22	Southbound / Eastbound				
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0				0	0	0	0			
00:15	0	0	0	0				0	0	0	0			
00:30	0	0	0	0				0	0	0	0			
00:45	0	0	0	0				0	0	0	0			
01:00	0	0	0	0				0	0	0	0			

01:15	0	0	0	0				0	0	0	0			
01:30	0	0	0	0				0	0	0	0			
01:45	0	0	0	0				0	0	0	0			
02:00	0	0	0	0				0	0	0	0			
02:15	0	0	0	0				0	0	0	0			
02:30	0	0	0	0				0	0	0	0			
02:45	0	0	0	0				0	0	0	0			
03:00	0	0	0	0				0	0	0	0			
03:15	0	0	0	0				0	0	0	0			
03:30	0	0	0	0				0	0	0	0			
03:45	0	0	0	0				0	0	0	0			
04:00	0	0	0	0				0	0	0	0			
04:15	0	0	0	0				0	0	0	0			
04:30	0	0	0	0				0	0	0	0			
04:45	0	0	0	0				0	0	0	0			
05:00	0	0	0	0				0	0	0	0			
05:15	0	0	0	0				0	0	0	0			
05:30	0	0	0	0				0	0	0	0			
05:45	0	0	0	0				0	0	0	0			
06:00	0	0	0	0				0	0	0	0			
06:15	0	0	0	0				0	0	0	0			
06:30	0	0	0	0				0	0	0	0			
06:45	0	0	0	0				0	0	0	0			
07:00	0	0	0	0				0	0	0	0			
07:15	0	0	0	0				0	0	0	0			
07:30	0	0	0	0				0	0	0	0			
07:45	0	0	0	0				0	0	0	0			
08:00	0	0	0	0				0	0	0	0			
08:15	0	0	0	0				0	0	0	0			
08:30	0	0	0	0				0	0	0	0			
08:45	0	0	0	0				0	0	0	0			
09:00	1	1	0	0				1	1	0	0			
09:15	0	0	0	0				0	0	0	0			
09:30	0	0	0	0				0	0	0	0			
09:45	0	0	0	0				0	0	0	0			
10:00	0	0	0	0				0	0	0	0			
10:15	0	0	0	0				0	0	0	0			
10:30	0	0	0	0				0	0	0	0			
10:45	0	0	0	0				0	0	0	0			
11:00	0	0	0	0				0	0	0	0			
11:15	0	0	0	0				0	0	0	0			
11:30	0	0	0	0				0	0	0	0			
11:45	0	0	0	0				0	0	0	0			
12:00	0	0	0	0				0	0	0	0			
12:15	0	0	0	0				0	0	0	0			
12:30	0	0	0	0				0	0	0	0			
12:45	0	0	0	0				0	0	0	0			
13:00	0	0	0	0				0	0	0	0			
13:15	0	0	0	0				0	0	0	0			
13:30	0	0	0	0				0	0	0	0			
13:45	0	0	0	0				0	0	0	0			
14:00	0	0	0	0				0	0	0	0			
14:15	0	0	0	0				0	0	0	0			
14:30	0	0	0	0				0	0	0	0			
14:45	0	0	0	0				0	0	0	0			
15:00	0	0	0	0				0	0	0	0			
15:15	0	0	0	0				0	0	0	0			
15:30	0	0	0	0				0	0	0	0			
15:45	0	0	0	0				0	0	0	0			
16:00	0	0	0	0				0	0	0	0			
16:15	0	0	0	0				0	0	0	0			
16:30	0	0	0	0				0	0	0	0			
16:45	0	0	0	0				0	0	0	0			
17:00	0	0	0	0				0	0	0	0			
17:15	0	0	0	0				0	0	0	0			
17:30	0	0	0	0				0	0	0	0			
17:45	0	0	0	0				0	0	0	0			
18:00	0	0	0	0				0	0	0	0			
18:15	0	0	0	0				0	0	0	0			
18:30	0	0	0	0				0	0	0	0			
18:45	0	0	0	0				0	0	0	0			
19:00	0	0	0	0				0	0	0	0			
19:15	0	0	0	0				0	0	0	0			
19:30	0	0	0	0				0	0	0	0			
19:45	0	0	0	0				0	0	0	0			
20:00	0	0	0	0				0	0	0	0			
20:15	0	0	0	0				0	0	0	0			
20:30	0	0	0	0				0	0	0	0			

20:45	0	0	0	0				0	0	0	0			
21:00	0	0	0	0				0	0	0	0			
21:15	0	0	0	0				0	0	0	0			
21:30	0	0	0	0				0	0	0	0			
21:45	0	0	0	0				0	0	0	0			
22:00	0	0	0	0				0	0	0	0			
22:15	0	0	0	0				0	0	0	0			
22:30	0	0	0	0				0	0	0	0			
22:45	0	0	0	0				0	0	0	0			
23:00	0	0	0	0				0	0	0	0			
23:15	0	0	0	0				0	0	0	0			
23:30	0	0	0	0				0	0	0	0			
23:45	0	0	0	0				0	0	0	0			
24hrs	1	1	0	0				1	1	0	0			

Site : ID10 Roche Road
Time Interval: 15-Mar-22 to 21-Mar-22



Research
Analytics
Data Collection and Surveys
www.eneranda.com
contact@eneranda.com

Time Starting	Mon	15-Mar-22		Northbound / Westbound				Mon	15-Mar-22		Southbound / Eastbound			
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	1	1	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		1	1	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		1	1	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	1	1	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	1	1	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		1	1	0	0	0	0	
12:15	1	1	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	1	1	0	0	0	0		1	1	0	0	0	0	
15:45	1	1	0	0	0	0		1	1	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	

16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		1	1	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		1	1	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	7	7	0	0	0	0		7	7	0	0	0	0	

Time Starting	Tue	16-Mar-22			Northbound / Westbound			Tue	16-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	1	1	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	1	1	0	0	0	0		1	1	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		1	1	0	0	0	0	

10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	0	0	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	1	1	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		1	1	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		1	1	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	4	4	0	0	0	0		4	4	0	0	0	0	

	Wed	17-Mar-22	Northbound / Westbound					Wed	17-Mar-22	Southbound / Eastbound				
Time Starting	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	

04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	1	1	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	1	1	0	0	0	0		1	1	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	1	1	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		1	1	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		1	1	0	0	0	0	
15:45	0	0	0	0	0	0		1	1	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		1	0	1	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	1	0	1	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	1	1	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	6	5	1	0	0	0		5	4	1	0	0	0	

Time Starting	Thu	18-Mar-22		Northbound / Westbound				Thu	18-Mar-22		Southbound / Eastbound			
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	1	1	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		1	1	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	1	1	0	0	0	0		1	1	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		1	1	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	1	1	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	1	1	0	0	0	0		1	1	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		1	1	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	1	1	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		1	1	0	0	0	0	
13:15	3	3	0	0	0	0		2	2	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		1	1	0	0	0	0	
14:45	1	1	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		1	1	0	0	0	0	
15:30	0	0	0	0	0	0		1	1	0	0	0	0	
15:45	1	1	0	0	0	0		0	0	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		1	1	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	

18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	11	11	0	0	0	0		12	12	0	0	0	0	

Time Starting	Fri	19-Mar-22		Northbound / Westbound				Fri	19-Mar-22		Southbound / Eastbound			
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	1	1	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	1	1	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	0	0	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		1	1	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	0	0	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		1	1	0	0	0	0	
12:15	0	0	0	0	0	0		0	0	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	

12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		0	0	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	1	1	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	1	1	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		1	1	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		1	1	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	1	1	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	5	5	0	0	0	0		4	4	0	0	0	0	

Time Starting	Sat	20-Mar-22			Northbound / Westbound			Sat	20-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	
01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	0	0	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		0	0	0	0	0	0	

07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	1	1	0	0	0	0		0	0	0	0	0	0	
07:45	0	0	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	0	0	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	1	1	0	0	0	0		1	1	0	0	0	0	
11:00	0	0	0	0	0	0		0	0	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	1	1	0	0	0	0		0	0	0	0	0	0	
11:45	0	0	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		1	1	0	0	0	0	
12:30	0	0	0	0	0	0		0	0	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	0	0	0	0	0	0		0	0	0	0	0	0	
13:30	0	0	0	0	0	0		0	0	0	0	0	0	
13:45	0	0	0	0	0	0		0	0	0	0	0	0	
14:00	0	0	0	0	0	0		0	0	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		0	0	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	0	0	0	0	0	0		0	0	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		0	0	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		1	1	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	
20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	3	3	0	0	0	0		3	3	0	0	0	0	

Time Starting	Sun	21-Mar-22			Northbound / Westbound			Sun	21-Mar-22			Southbound / Eastbound		
	Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian		Total	PV	Rigid Trucks	Articulated Trucks	Cyclist	Pedestrian	
00:00	0	0	0	0	0	0		0	0	0	0	0	0	
00:15	0	0	0	0	0	0		0	0	0	0	0	0	
00:30	0	0	0	0	0	0		0	0	0	0	0	0	
00:45	0	0	0	0	0	0		0	0	0	0	0	0	
01:00	0	0	0	0	0	0		0	0	0	0	0	0	

01:15	0	0	0	0	0	0		0	0	0	0	0	0	
01:30	0	0	0	0	0	0		0	0	0	0	0	0	
01:45	0	0	0	0	0	0		0	0	0	0	0	0	
02:00	0	0	0	0	0	0		0	0	0	0	0	0	
02:15	0	0	0	0	0	0		0	0	0	0	0	0	
02:30	0	0	0	0	0	0		0	0	0	0	0	0	
02:45	0	0	0	0	0	0		0	0	0	0	0	0	
03:00	0	0	0	0	0	0		0	0	0	0	0	0	
03:15	0	0	0	0	0	0		0	0	0	0	0	0	
03:30	0	0	0	0	0	0		0	0	0	0	0	0	
03:45	0	0	0	0	0	0		0	0	0	0	0	0	
04:00	0	0	0	0	0	0		0	0	0	0	0	0	
04:15	0	0	0	0	0	0		0	0	0	0	0	0	
04:30	0	0	0	0	0	0		0	0	0	0	0	0	
04:45	0	0	0	0	0	0		0	0	0	0	0	0	
05:00	0	0	0	0	0	0		0	0	0	0	0	0	
05:15	1	1	0	0	0	0		0	0	0	0	0	0	
05:30	0	0	0	0	0	0		0	0	0	0	0	0	
05:45	0	0	0	0	0	0		0	0	0	0	0	0	
06:00	0	0	0	0	0	0		0	0	0	0	0	0	
06:15	0	0	0	0	0	0		0	0	0	0	0	0	
06:30	0	0	0	0	0	0		0	0	0	0	0	0	
06:45	0	0	0	0	0	0		1	1	0	0	0	0	
07:00	0	0	0	0	0	0		0	0	0	0	0	0	
07:15	0	0	0	0	0	0		0	0	0	0	0	0	
07:30	0	0	0	0	0	0		0	0	0	0	0	0	
07:45	1	1	0	0	0	0		0	0	0	0	0	0	
08:00	0	0	0	0	0	0		0	0	0	0	0	0	
08:15	0	0	0	0	0	0		0	0	0	0	0	0	
08:30	1	1	0	0	0	0		0	0	0	0	0	0	
08:45	0	0	0	0	0	0		0	0	0	0	0	0	
09:00	0	0	0	0	0	0		0	0	0	0	0	0	
09:15	0	0	0	0	0	0		0	0	0	0	0	0	
09:30	0	0	0	0	0	0		0	0	0	0	0	0	
09:45	0	0	0	0	0	0		0	0	0	0	0	0	
10:00	0	0	0	0	0	0		0	0	0	0	0	0	
10:15	0	0	0	0	0	0		0	0	0	0	0	0	
10:30	0	0	0	0	0	0		0	0	0	0	0	0	
10:45	0	0	0	0	0	0		0	0	0	0	0	0	
11:00	0	0	0	0	0	0		1	1	0	0	0	0	
11:15	0	0	0	0	0	0		0	0	0	0	0	0	
11:30	0	0	0	0	0	0		0	0	0	0	0	0	
11:45	1	1	0	0	0	0		0	0	0	0	0	0	
12:00	0	0	0	0	0	0		0	0	0	0	0	0	
12:15	0	0	0	0	0	0		1	1	0	0	0	0	
12:30	1	1	0	0	0	0		1	1	0	0	0	0	
12:45	0	0	0	0	0	0		0	0	0	0	0	0	
13:00	0	0	0	0	0	0		0	0	0	0	0	0	
13:15	1	1	0	0	0	0		1	1	0	0	0	0	
13:30	1	1	0	0	0	0		1	1	0	0	0	0	
13:45	1	1	0	0	0	0		0	0	0	0	0	0	
14:00	1	1	0	0	0	0		1	1	0	0	0	0	
14:15	0	0	0	0	0	0		0	0	0	0	0	0	
14:30	0	0	0	0	0	0		0	0	0	0	0	0	
14:45	0	0	0	0	0	0		0	0	0	0	0	0	
15:00	0	0	0	0	0	0		0	0	0	0	0	0	
15:15	0	0	0	0	0	0		0	0	0	0	0	0	
15:30	0	0	0	0	0	0		0	0	0	0	0	0	
15:45	0	0	0	0	0	0		0	0	0	0	0	0	
16:00	1	1	0	0	0	0		1	1	0	0	0	0	
16:15	0	0	0	0	0	0		0	0	0	0	0	0	
16:30	0	0	0	0	0	0		1	1	0	0	0	0	
16:45	0	0	0	0	0	0		0	0	0	0	0	0	
17:00	0	0	0	0	0	0		0	0	0	0	0	0	
17:15	0	0	0	0	0	0		0	0	0	0	0	0	
17:30	0	0	0	0	0	0		0	0	0	0	0	0	
17:45	0	0	0	0	0	0		0	0	0	0	0	0	
18:00	0	0	0	0	0	0		0	0	0	0	0	0	
18:15	0	0	0	0	0	0		0	0	0	0	0	0	
18:30	0	0	0	0	0	0		0	0	0	0	0	0	
18:45	0	0	0	0	0	0		0	0	0	0	0	0	
19:00	0	0	0	0	0	0		0	0	0	0	0	0	
19:15	0	0	0	0	0	0		0	0	0	0	0	0	
19:30	0	0	0	0	0	0		0	0	0	0	0	0	
19:45	0	0	0	0	0	0		0	0	0	0	0	0	
20:00	0	0	0	0	0	0		0	0	0	0	0	0	
20:15	0	0	0	0	0	0		0	0	0	0	0	0	
20:30	0	0	0	0	0	0		0	0	0	0	0	0	

20:45	0	0	0	0	0	0		0	0	0	0	0	0	
21:00	0	0	0	0	0	0		0	0	0	0	0	0	
21:15	0	0	0	0	0	0		0	0	0	0	0	0	
21:30	0	0	0	0	0	0		0	0	0	0	0	0	
21:45	0	0	0	0	0	0		0	0	0	0	0	0	
22:00	0	0	0	0	0	0		0	0	0	0	0	0	
22:15	0	0	0	0	0	0		0	0	0	0	0	0	
22:30	0	0	0	0	0	0		0	0	0	0	0	0	
22:45	0	0	0	0	0	0		0	0	0	0	0	0	
23:00	0	0	0	0	0	0		0	0	0	0	0	0	
23:15	0	0	0	0	0	0		0	0	0	0	0	0	
23:30	0	0	0	0	0	0		0	0	0	0	0	0	
23:45	0	0	0	0	0	0		0	0	0	0	0	0	
24hrs	10	10	0	0	0	0		9	9	0	0	0	0	

APPENDIX

AA

Traffic Impact Assessment

Appendix AK Existing year volume/ capacity ratio assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Road Name	Extents
Koorongarra Road	Millmerran-Inglewood Road to Commodore Mine
Scrubby Road	Bland Quarry Pittsworth to Gore Highway
Millmerran-Inglewood Road (337)	Ch. 59.2 to Ch. 61.0
Millmerran-Inglewood Road (337)	Ch. 61.0 to Ch. 65.7
Georges Lane	B2G-LDN000.9 to Yelarbon Kurumbul Road
Yelarbon Kurumbul Road	B2G-LDN020.3 to B2G-LDN025.9
Yelarbon Kurumbul Road	Yelarbon Kurumbul Road to B2G-LDN020.3
Ware Street	Gore Highway to B2G-LDN150.9
Kahler Road	Murlaggan Road to B2G-LDN165.6
Scragg Road	B2G-LDN123.6 to B2G-LDN123.8
Scragg Road	Commodore Peak Road to B2G-LDN123.6
Mooroobie Lane	Cemetery Road to Borrow Site #2 (Mooroobie Lane)
Mooroobie Lane	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane
Owens Scrub Road	B2G-LDN129.5 to B2G-LDN128.2
Dieckmann Road	Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5
Dieckmann Road	B2G-LDN150.5 to Gore Highway
Athol School Road	B2G-LDN187.8 to B2G-LDN188.2
Draper Road	Steger Road to B2G-FBW206.9
Warrego Highway (18B)	Ch. 4.5 to Ch. 5.0
Toowoomba-Cecil Plains Road (324)	Ch. 10.0 to Ch. 10.1
Toowoomba-Cecil Plains Road (324)	Ch. 9.2 to Ch. 10.0
Toowoomba Connection Road (315)	Ch. 26.3 to Ch. 26.9
Toowoomba Connection Road (315)	Ch. 26.9 to Ch. 27.1
Millmerran-Inglewood Road (337)	Ch. 45.9 to Ch. 47.6
Millmerran-Inglewood Road (337)	Ch. 47.6 to Ch. 53.3
Forestry Road	Millmerran-Inglewood Road to Earthworks Area 3B
Woodcocks Road	Cunningham Highway to Borrow Site #4 (Woodstocks Road)
Boodle Street	Holcim Concrete Goondiwindi to Hunt Street
Port Drive (NA24)	Ch. 0.0 to Ch. 5.0
Cemetery Road	Cunningham Highway to Graincorp Goondiwindi
South Toobeah Road	Graincorp Toobeah to Barwon Highway
Noondoo Thallon Road	Graincorp Thallon to Carnarvon Highway
Silo Street	Barwon Highway to Graincorp Talwood
Ware Street	Graincorp Brookstead to B2G-LDN153.1
Fosters Road	Cunningham Highway to Borrow Site #9 (Fosters Road)
Mosquito Creek Road	Borrow Site #10 (Mosquito Road) to Grays Road
Koorongarra Road	Borrow Site #13 (Koorongarra Road) to Millwood Road
Heckendorf Road	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0
Alderley Street	Greenwattle Street to Toowoomba Workforce Origin 2
Alderley Street	Toowoomba Workforce Origin B to Toowoomba-Athol Road
Town Common Road	Boral Concrete Goondiwindi to Barwon Highway
McDougall Street	Humes Precast Toowoomba to Toowoomba-Cecil Plains Road
Blackwell Road	Millmerran Quarry to B2G-LDN120.2
Blackwell Road	Gore Highway to Millmerran Quarry
Quarry Road Access	Tummaville Road to Quarry
Holcim Australia Toowoomba Access	Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry
Boggabilla Weir Access	River Road to Boggabilla Weir
Cunningham Highway (17D)	Ch. 27.1 to Ch. 29.3
Cunningham Highway (17D)	Ch. 29.3 to Ch. 34.7
Coolmunda Dam Access	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access
Moffatt Reserve Road	Millmerran-Inglewood Road to Millmerran Power Station
Toowoomba-Cecil Plains Road (324)	Ch. 6.0 to Ch. 6.4
Toowoomba-Cecil Plains Road (324)	Ch. 6.4 to Ch. 8.3
Cunningham Highway (17D)	Ch. 2.0 to Ch. 3.9
Cunningham Highway (17D)	Ch. 0.0 to Ch. 2
Cunningham Highway (17C)	Ch. 107.4 to Ch. 107.6
Steger Road	New Hope Recycled Water Pipeline to Draper Road
Steger Road	Warrego Highway to New Hope Recycled Water Pipeline
Brimblecombe Road	Brimblecombe Road to WL 194467R
Cunningham Highway (17D)	Ch. 43.9 to Ch. 46.3
Cunningham Highway (17D)	Ch. 40.5 to Ch. 43.9
Millmerran-Inglewood Road (337)	Ch. 56.6 to Ch. 59.2
Millmerran-Inglewood Road (337)	Ch. 55.7 to Ch. 56.6
Turalin Road	Gore Highway to Millmerran Construction Camp
Kildonan Road	Eukabilla Road to NS2B-LDN031.0
Kildonan Road	NS2B-LDN031.0 to South Kurumbul Road
Eukabilla Road	NS2B-LDN033.2 to NS2B-LDN035.6
Eukabilla Road	Kildonan Road to NS2B-LDN033.2
Yelarbon Kurumbul Road	B2G-LDN020.3 to B2G-LDN025.9

Average Slope	Access Point Density	Road width description
2%	0	Unsealed formed road
4%	0	Narrow seal <= 4.5m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	Unsealed formed road
1%	0	Unsealed formed road
1%	0	Unsealed formed road
0%	0	Narrow seal >= 4.5m
4%	0	Unsealed formed road
0%	0	Unsealed formed road
0%	0	Unsealed formed road
1%	0	Unsealed formed road
2%	0	Unsealed formed road
2%	0	Narrow seal <= 4.5m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
-3%	2	4 lane divided sealed
-1%	0	2 lane plus shoulder seal 10.1m-11.6m
4%	0	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
0%	1	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
0%	0	Unsealed formed road
1%	0	Unsealed formed road
1%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	Narrow seal >= 4.5m
2%	0	Narrow seal >= 4.5m
0%	0	Narrow seal <= 4.5m
0%	0	2 lane seal 6.5m-7.0m
2%	0	Narrow seal >= 4.5m
2%	0	Unsealed formed road
2%	0	Narrow seal >= 4.5m
2%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
0%	0	Narrow seal >= 4.5m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
3%	0	Unsealed formed road
3%	0	Unsealed formed road
0%	0	Unsealed formed road
0%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
2%	3	2 lane plus shoulder seal 7.7m-8.2m
3%	3	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	3	2 lane plus shoulder seal 10.1m-11.6m
0%	0	2 lane plus shoulder seal 9.1m-9.4m
2%	0	2 lane plus shoulder seal 9.1m-9.4m
2%	0	Narrow seal >= 4.5m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
1%	0	Narrow seal >= 4.5m
0%	0	Unsealed formed road
0%	0	Unsealed formed road
1%	0	Unsealed formed road

Capacity Allowance (PCE/hr)	Base Traffic (Existing)	HV% (Existing)	Existing traffic (PCE/hr)	V/C ratio
400	0	11.1%	0	0.00
1500	13	39.1%	21	0.01
2525	17	33.0%	25	0.01
2525	16	33.0%	24	0.01
400	1	43.2%	1	0.00
400	2	14.5%	3	0.01
400	3	14.5%	4	0.01
2000	6	22.1%	7	0.00
400	1	3.0%	1	0.00
400	1	20.0%	1	0.00
400	1	20.0%	1	0.00
400	2	17.0%	2	0.01
400	2	17.0%	2	0.01
2000	32	13.3%	38	0.02
400	1	20.0%	1	0.00
400	1	20.0%	1	0.00
1500	11	12.5%	13	0.01
2550	2	8.5%	2	0.00
8000	609	19.5%	775	0.10
2575	187	17.0%	231	0.09
2575	251	17.0%	310	0.12
2575	563	17.2%	698	0.27
2575	575	17.2%	713	0.28
2525	17	33.0%	25	0.01
2525	16	33.0%	24	0.01
400	0	0.0%	0	0.00
400	1	20.0%	1	0.00
2000	1	20.0%	1	0.00
2575	664	42.2%	1057	0.41
2000	5	15.0%	6	0.00
2000	3	28.8%	5	0.00
2000	4	29.6%	6	0.00
1500	5	24.9%	7	0.00
2450	11	21.8%	14	0.01
2000	1	6.0%	1	0.00
400	1	13.0%	1	0.00
2000	3	23.8%	5	0.00
2000	2	23.8%	3	0.00
2575	581	11.1%	672	0.26
2575	338	11.1%	390	0.15
2000	15	29.0%	21	0.01
2575	236	20.0%	302	0.12
400	2	2.6%	2	0.00
400	2	2.6%	2	0.00
400	0	37.5%	0	0.00
2000	1	20.0%	2	0.00
400	1	20.0%	1	0.00
2575	55	48.7%	92	0.04
2575	48	48.7%	81	0.03
1500	3	25.0%	4	0.00
2550	11	30.0%	16	0.01
2525	166	19.7%	212	0.08
2550	133	19.7%	170	0.07
2550	48	48.7%	81	0.03
2550	55	48.7%	93	0.04
2575	100	51.7%	173	0.07
2550	85	21.4%	110	0.04
2550	54	21.4%	70	0.03
2000	6	26.9%	9	0.00
2550	49	48.7%	82	0.03
2550	55	48.7%	93	0.04
2525	16	33.0%	24	0.01
2525	18	33.0%	26	0.01
2000	15	16.8%	18	0.01
2000	91	10.2%	105	0.05
2000	89	10.2%	101	0.05
400	1	26.3%	2	0.00
400	1	26.3%	2	0.00
400	2	14.5%	3	0.01

Yelarbon Kurumbul Road	B2G-LDN025.9 to Cunningham Highway
Cremascos Road	B2G-LDN052.8 to B2G-LDN055.4
Cremascos Road	Cunningham Highway to B2G-LDN052.8
Cremascos Road	B2G-LDN052.8 to B2G-LDN055.4
Cremascos Road	B2G-LDN055.4 to B2G-LDN054.2
Bligh Street	Six Mile Road to Boral Concrete Millmerran
Bybera Road	B2G-LDN060.4 to Earthworks Area 2A
Bybera Road	Cunningham Highway to B2G-LDN060.4
Thornton Road	B2G-LDN069.0 to B2G-LDN067.6
Thornton Road	B2G-LDN067.6 to Millmerran-Inglewood Road
Millmerran-Inglewood Road (337)	Ch. 45.9 to Ch. 47.6
Millmerran-Inglewood Road (337)	Ch. 41.9 to Ch. 45.9
Millmerran-Inglewood Road (337)	Ch. 39.8 to Ch. 41.9
Millmerran-Inglewood Road (337)	Ch. 37.7 to Ch. 39.8
Millmerran-Inglewood Road (337)	Ch. 33.0 to Ch. 35.6
Millmerran-Inglewood Road (337)	Ch. 35.6 to Ch. 37.7
Millmerran-Inglewood Road (337)	Ch. 33.0 to Ch. 35.6
Millmerran-Inglewood Road (337)	Ch. 28.0 to Ch. 33.0
Paton Road	Millmerran-Inglewood Road to B2G-LDN104.5
Millmerran-Inglewood Road (337)	Ch. 17.3 to Ch. 18.1
Millmerran-Inglewood Road (337)	Ch. 18.1 to Ch. 21.8
Heckendorf Road	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0
Heckendorf Road	B2G-LDN116.0 to Millmerran-Inglewood Road
Scragg Road	B2G-LDN123.6 to B2G-LDN123.8
Dieckmann Road	Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5
Schwarfen Road	Millmerran-Inglewood Road to B2G-LDN126.9
Owens Scrub Road	B2G-LDN129.5 to B2G-LDN128.2
Owens Scrub Road	B2G-LDN128.2 to B2G-LDN130.0
Owens Scrub Road	B2G-LDN128.2 to B2G-LDN130.0
Owens Scrub Road	B2G-LDN130.0 to Millmerran-Inglewood Road
Hall Road	B2G-LDN139.0 to Gore Highway
Millmerran-Leyburn Road (335)	Ch. 2.0 to Ch. 2.2
Gilgal Lane	B2G-LDN144.6 to Gore Highway
Gore Highway (28A)	Ch. 41.7 to Ch. 43.2
Gore Highway (28A)	Ch. 43.2 to Ch. 44.7
Ware Street	Graincorp Brookstead to B2G-LDN153.1
Ware Street	B2G-LDN153.1 to Gore Highway
Yarranlea Road	B2G-LDN161.0 to Desmonds Lane
Yarranlea Road	Gore Highway to B2G-LDN161.0
Desmonds Lane	Yarranlea Road to B2G-LDN163.3
Grevillea Street	Boral Concrete Pittsworth to Gap Road
Oakey-Pittsworth Road	Gore Highway to B2G-LDN171.0
Lochaber Road	B2G-LDN172.0 to B2G-LDN172.6
Linthorpe Road	Gore Highway to B2G-LDN175.5
Biddeston Southbrook Road	Gore Highway to B2G-LDN183.8
Athol School Road	B2G-LDN187.8 to B2G-LDN188.2
Athol School Road	B2G-LDN188.2 to Gore Highway
Chamberlain Road	Warrego Highway to B2G-LDN204.2
Eukabilla Road	NS2B-LDN033.2 to NS2B-LDN035.6
Yelarbon Kurumbul Road	South Kurumbul Road to B2G-LDN006.3
Yelarbon Kurumbul Road	B2G-LDN006.3 to Wondalli Kurumbul Road
Queen Street South	Yelarbon Kurumbul Road to B2G-LDN016.0
Suttons Road	B2G-LDN030.0 to Access Track (Off Suttons Road)
East Sawmill Road	Cunningham Highway to B2G-LDN030.0
Springborg Road	Cunningham Highway to B2G-LDN037.6
Whetstone Access	B2G-LDN044.5 to Cunningham Highway
McDougalls Road	B2G-LDN049.8 to McDougalls Road
Cremascos Road	B2G-LDN055.4 to B2G-LDN054.2
Elizabeth Street	Cunningham Highway to B2G-LDN065.8
Condamine Street	Alderley Street to Hanson Concrete Supplier
Thornton Road	B2G-LDN069.0 to B2G-LDN067.6
Millmerran-Inglewood Road (337)	Ch. 59.2 to Ch. 61.0
Millmerran-Inglewood Road (337)	Ch. 56.6 to Ch. 59.2
Wongavale Yugalbar Road	Millmerran-Inglewood Road to B2G-LDN081.0
Millmerran-Inglewood Road (337)	Ch. 41.9 to Ch. 45.9
Millmerran-Inglewood Road (337)	Ch. 39.8 to Ch. 41.9
Millwood Road	B2G-LDN112.1 to Millwood Road
Millwood Road	Millmerran-Inglewood Road to B2G-LDN112.1
Blackwell Road	Millmerran Quarry to B2G-LDN120.2
Blackwell Road	B2G-LDN120.2 to Millmerran-Inglewood Road
Millmerran-Leyburn Road (335)	Ch. 2.0 to Ch. 2.2
Millmerran-Leyburn Road (335)	Ch. 0.0 to Ch. 2.0
Fysh Road	B2G-LDN147.1 to Gore Highway

0%	0	Narrow seal <= 4.5m
0%	0	Narrow seal >= 4.5m
2%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
3%	0	Narrow seal >= 4.5m
1%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
2%	0	Narrow seal <= 4.5m
1%	0	Unsealed formed road
1%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	2	2 lane seal 7.1m-7.6m
1%	0	Unsealed formed road
2%	0	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 9.5m-10.0m
2%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
0%	0	Unsealed formed road
0%	0	Unsealed formed road
1%	0	Unsealed formed road
0%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
1%	0	Unsealed formed road
0%	0	Narrow seal >= 4.5m
1%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 9.5m-10.0m
0%	0	2 lane seal 6.5m-7.0m
0%	0	2 lane plus shoulder seal 8.3m-9.0m
0%	0	Narrow seal <= 4.5m
1%	0	Narrow seal >= 4.5m
4%	0	Unsealed formed road
0%	0	2 lane plus shoulder seal 10.1m-11.6m
0%	0	2 lane plus shoulder seal 9.5m-10.0m
1%	0	2 lane seal 6.5m-7.0m
3%	0	2 lane seal 5.9m-6.4m
3%	0	Narrow seal <= 4.5m
2%	0	Narrow seal <= 4.5m
2%	0	Narrow seal <= 4.5m
3%	0	Unsealed formed road
0%	0	Unsealed formed road
1%	0	Narrow seal <= 4.5m
1%	0	Narrow seal <= 4.5m
1%	0	Unsealed formed road
1%	0	Unsealed formed road
1%	0	Unsealed formed road
1%	0	Unsealed formed road
3%	0	Narrow seal >= 4.5m
1%	0	Unsealed formed road
0%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
0%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
3%	0	Narrow seal >= 4.5m
3%	0	Narrow seal <= 4.5m
3%	0	Narrow seal <= 4.5m
1%	0	Unsealed formed road
0%	0	Narrow seal >= 4.5m
1%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m

1500	2	14.5%	3	0.00
2000	4	34.0%	6	0.00
2000	4	34.0%	6	0.00
2000	5	34.0%	7	0.00
2000	5	34.0%	7	0.00
2000	1	16.0%	1	0.00
2000	3	7.7%	4	0.00
1500	3	7.7%	4	0.00
400	1	5.3%	1	0.00
400	1	5.3%	1	0.00
2525	16	33.0%	24	0.01
2525	17	33.0%	25	0.01
2525	16	33.0%	24	0.01
2525	38	26.0%	51	0.02
2550	38	26.0%	51	0.02
2525	32	26.0%	44	0.02
2550	32	26.0%	44	0.02
2500	38	26.0%	51	0.02
400	1	73.4%	2	0.01
2575	38	26.0%	51	0.02
2575	32	26.0%	44	0.02
2000	3	23.8%	4	0.00
2000	2	23.8%	3	0.00
400	1	20.0%	1	0.00
400	1	20.0%	1	0.00
400	0	0.0%	0	0.00
2000	29	13.3%	34	0.02
2000	28	13.3%	34	0.02
2000	26	13.3%	30	0.02
2000	28	13.3%	34	0.02
400	0	56.7%	0	0.00
2000	13	23.2%	17	0.01
400	1	34.0%	2	0.00
2525	146	29.0%	206	0.08
2575	133	29.0%	187	0.07
2450	12	21.8%	15	0.01
2550	11	21.8%	15	0.01
1500	5	25.6%	7	0.00
2000	5	25.6%	7	0.00
400	1	2.7%	1	0.00
2575	24	27.0%	33	0.01
2575	84	19.1%	106	0.04
2450	17	6.2%	18	0.01
2350	2	12.9%	2	0.00
1500	8	8.8%	9	0.01
1500	11	12.5%	13	0.01
1500	11	12.5%	13	0.01
400	1	20.0%	1	0.00
400	1	26.3%	2	0.00
1500	4	14.5%	4	0.00
1500	3	14.5%	4	0.00
400	0	25.0%	0	0.00
400	0	67.3%	1	0.00
400	2	11.4%	2	0.01
400	0	18.5%	0	0.00
400	1	27.5%	1	0.00
400	0	22.5%	0	0.00
2000	5	34.0%	7	0.00
400	2	18.5%	2	0.01
2550	49	16.0%	60	0.02
400	1	5.3%	1	0.00
2525	16	33.0%	24	0.01
2525	17	33.0%	25	0.01
400	1	20.0%	1	0.00
2525	16	33.0%	24	0.01
2525	17	33.0%	25	0.01
2000	2	19.7%	2	0.00
1500	2	19.7%	3	0.00
400	2	2.6%	2	0.00
400	0	5.7%	1	0.00
2000	15	23.2%	20	0.01
2000	13	23.2%	17	0.01
2000	4	20.0%	4	0.00

Boggabilla Weir Access	River Road to Boggabilla Weir
River Road	Newell Highway to Boggabilla Weir Access
Condamine Street	Alderley Street to Hanson Concrete Supplier
Alderley Street	Toowoomba-Athol Road to Condamine Street
Campbell Street	Saleyards Road to Gore Highway
Saleyards Road	Campbell Street to Gore Highway
Campbell Street	Millmerran-Inglewood Road to Saleyards Road
Scragg Road	Commodore Peak Road to B2G-LDN123.6
Commodore Peak Road	Scragg Road to Millmerran-Inglewood Road
Holcim Australia Toowoomba Access	Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry
Drayton Wellcamp Road	Access Track to Greenwattle Street
Drayton Wellcamp Road	Wellcamp Westbrook Road to Access Track
Forestry Road	Access Track to Millmerran-Inglewood Road
Grevillea Street	Boral Concrete Pittsworth to Gap Road
Gap Road	Gore Highway to Grevillea Street
Alderley Street	Greenwattle Street to Toowoomba Workforce Origin 2
Drayton Wellcamp Road	Access Track to Greenwattle Street
Kooroongarra Road	Borrow Site #13 (Kooroongarra Road) to Millwood Road
Millwood Road	Millwood Road to Kooroongarra Road
Kildonan Road	Cunningham Highway to Eukabilla Road
Cunningham Highway (17D)	Ch. 88.2 to Ch. 90.0
Newell Highway	River Road to QLD/NSW Border
Leesons Road	Steger Road to B2G-LDN206.3
Steger Road	Draper Road to Leesons Road
Leesons Road	Warrego Highway to Steger Road
Millwood Road	B2G-LDN112.1 to Millwood Road
Millwood Road	Millwood Road to Kooroongarra Road
Kahler Road	Murlaggan Road to B2G-LDN165.6
Murlaggan Road	B2G-LDN164.3 to Kahler Road
Murlaggan Road	Kahler Road to Gore Highway
Bligh Street	Six Mile Road to Boral Concrete Millmerran
West Street	Florence Street to Six Mile Road
Quarry Road Access	Tummalville Road to Quarry
Tummalville Road	Access Track to Gore Highway
Drayton Wellcamp Road	Wellcamp Westbrook Road to Access Track
Wellcamp Westbrook Road	Drayton Wellcamp Road to Toowoomba-Cecil Plains Road
West Street	Florence Street to Six Mile Road
Florence Street	Gore Highway to West Street
West Street	Gore Highway to Florence Street
Yarranlea Road	B2G-LDN161.0 to Desmonds Lane
Desmonds Lane	Yarranlea Road to B2G-LDN163.3
Cunningham Highway (17D)	Ch. 88.0 to Ch. 88.2
Cunningham Highway (17D)	Ch. 46.3 to Ch. 88.0
Leichhardt Highway (26C)	Ch. 222.4 to Ch. 224.1
Warrego Highway (18B)	Ch. 0.0 to Ch. 0.4
Warrego Highway (18B)	Ch. 0.4 to Ch. 1.5
Toowoomba Connection Road (315)	Ch. 26.9 to Ch. 27.1
Toowoomba Bypass On-ramp (319B)	Warrego Highway to Toowoomba Bypass
Warrego Highway (18B)	Ch. 0.0 to Ch. 0.4
Toowoomba-Cecil Plains Road (324)	Ch. 10.0 to Ch. 10.1
Toowoomba Bypass On-ramp (319B)	Toowoomba Cecil Plains Road to Toowoomba Bypass
Toowoomba-Cecil Plains Road (324)	Ch. 10.1 to Ch. 10.3
Geitz Road	B2G-LDN179.0 to Linthorpe Valley Road
Linthorpe Valley Road	Geitz Road to Gore Highway
Ware Street	B2G-LDN153.1 to Gore Highway
Gore Highway (28A)	Ch. 30.1 to Ch. 38.7
Gore Highway (28A)	Ch. 38.7 to Ch. 41.1
Draper Road	Steger Road to B2G-FBW206.9
Steger Road	New Hope Recycled Water Pipeline to Draper Road
Steger Road	Draper Road to Leesons Road
Carnarvon Highway (24A)	Ch. 40.5 to Ch. 73.5
Barwon Highway (31B)	Ch. 1.6 to Ch. 66.8
Noondoo Thallon Road	Graincorp Thallon to Carnarvon Highway
Carnarvon Highway (24A)	Ch. 40.5 to Ch. 73.5
McDougalls Road	McDougalls Road to Cunningham Highway
Cunningham Highway (17D)	Ch. 13.9 to Ch. 18.5
Cunningham Highway (17D)	Ch. 10.2 to Ch. 13.9
Silo Street	Barwon Highway to Graincorp Talwood
Barwon Highway (31B)	Ch. 0.0 to Ch. 1.6
Barwon Highway (31B)	Ch. 1.6 to Ch. 66.8
South Toobeah Road	Graincorp Toobeah to Barwon Highway
Barwon Highway (31A)	Ch. 45.9 to Ch. 88.0
Barwon Highway (31A)	Ch. 2.0 to Ch. 45.9

2%	0	Unsealed formed road
1%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
7%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane seal 6.5m-7.0m
2%	0	Narrow seal >= 4.5m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
0%	0	Unsealed formed road
0%	0	Narrow seal <= 4.5m
0%	0	Narrow seal >= 4.5m
4%	2	2 lane plus shoulder seal 8.3m-9.0m
2%	2	2 lane seal 7.1m-7.6m
2%	0	Unsealed formed road
0%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
4%	2	2 lane plus shoulder seal 8.3m-9.0m
2%	0	Narrow seal >= 4.5m
3%	0	Unsealed formed road
1%	0	Narrow seal >= 4.5m
1%	3	2 lane plus shoulder seal 9.5m-10.0m
-1%	2	2 lane plus shoulder seal 10.1m-11.6m
2%	0	Narrow seal >= 4.5m
0%	0	Narrow seal >= 4.5m
3%	0	Narrow seal >= 4.5m
3%	0	Narrow seal >= 4.5m
3%	0	Unsealed formed road
4%	0	Unsealed formed road
5%	0	Unsealed formed road
3%	0	Unsealed formed road
1%	0	Narrow seal >= 4.5m
1%	0	Narrow seal >= 4.5m
0%	0	Unsealed formed road
2%	0	Narrow seal <= 4.5m
2%	2	2 lane seal 7.1m-7.6m
2%	0	2 lane seal 6.5m-7.0m
1%	0	Narrow seal >= 4.5m
2%	0	Narrow seal >= 4.5m
0%	0	2 lane plus shoulder seal 9.5m-10.0m
0%	0	Narrow seal <= 4.5m
4%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	1	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 9.1m-9.4m
3%	0	4 lane divided sealed
1%	2	4 lane divided sealed
0%	1	2 lane plus shoulder seal 10.1m-11.6m
2%	0	Narrow seal <= 4.5m
3%	0	4 lane divided sealed
-2%	2	2 lane plus shoulder seal 10.1m-11.6m
2%	0	Narrow seal <= 4.5m
4%	0	2 lane plus shoulder seal 10.1m-11.6m
3%	0	Narrow seal <= 4.5m
2%	0	Narrow seal <= 4.5m
0%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	1	2 lane plus shoulder seal 9.5m-10.0m
1%	5	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
0%	0	2 lane plus shoulder seal 9.1m-9.4m
0%	0	Narrow seal >= 4.5m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane seal 6.5m-7.0m
2%	0	Narrow seal >= 4.5m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
2%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
0%	0	Narrow seal <= 4.5m
0%	0	2 lane seal 6.5m-7.0m
1%	0	2 lane seal 6.5m-7.0m
1%	0	Narrow seal >= 4.5m
1%	2	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 8.3m-9.0m

400	1	20.0%	1	0.00
2000	1	20.0%	1	0.00
2000	50	16.0%	61	0.03
2575	683	23.4%	-	-
2450	117	9.5%	133	0.05
2000	22	30.0%	31	0.02
2575	58	15.4%	71	0.03
400	1	20.0%	1	0.00
1500	1	8.4%	2	0.00
2000	1	20.0%	1	0.00
2550	149	15.0%	234	0.09
2500	238	15.0%	288	0.12
400	0	0.0%	0	0.00
2000	22	27.0%	30	0.02
2575	63	11.3%	73	0.03
2575	432	11.1%	499	0.19
2550	201	15.0%	315	0.12
2000	4	23.8%	6	0.00
400	0	5.0%	0	0.00
2000	64	10.2%	73	0.04
2575	152	47.5%	253	0.10
2575	167	32.5%	243	0.09
2000	3	10.9%	4	0.00
2000	54	21.4%	70	0.03
2000	4	10.9%	4	0.00
2000	2	19.7%	3	0.00
400	0	5.0%	0	0.00
400	1	3.0%	1	0.00
400	19	6.3%	24	0.06
400	18	6.3%	19	0.05
2000	1	16.0%	1	0.00
2000	1	16.0%	1	0.00
400	0	37.5%	0	0.00
1500	8	20.8%	10	0.01
2500	177	15.0%	214	0.09
2450	63	24.0%	85	0.03
2000	1	16.0%	1	0.00
2000	13	3.8%	14	0.01
2575	4	45.9%	7	0.00
1500	5	25.6%	7	0.00
400	1	2.7%	1	0.00
2575	124	47.5%	206	0.08
2550	55	48.7%	93	0.04
2550	95	37.0%	144	0.06
8000	1008	18.2%	1265	0.16
8000	1006	18.2%	1262	0.16
2575	563	17.2%	698	0.27
1500	160	57.2%	287	0.19
8000	1115	18.2%	1400	0.17
2575	251	17.0%	310	0.12
1500	160	57.2%	287	0.19
2575	187	17.0%	231	0.09
1500	2	13.9%	3	0.00
1500	5	26.4%	6	0.00
2550	12	21.8%	16	0.01
2575	142	29.0%	199	0.08
2575	129	29.0%	181	0.07
2550	2	8.5%	2	0.00
2550	54	21.4%	70	0.03
2000	85	21.4%	110	0.05
2525	10	33.0%	14	0.01
2450	11	25.7%	15	0.01
2000	5	29.6%	7	0.00
2525	12	33.0%	17	0.01
400	0	22.5%	0	0.00
2550	49	48.7%	82	0.03
2550	55	48.7%	93	0.04
1500	6	24.9%	8	0.01
2450	11	25.7%	15	0.01
2450	12	25.7%	16	0.01
2000	3	28.8%	5	0.00
2550	30	25.7%	41	0.02
2550	27	25.7%	37	0.01

Cemetery Road	Cunningham Highway to Graincorp Goondiwindi
Cunningham Highway (17D)	Ch. 88.2 to Ch. 90.0
Cunningham Highway (17D)	Ch. 88.0 to Ch. 88.2
Millmerran-Inglewood Road (337)	Ch. 65.7 to Ch. 68.7
Cunningham Highway (17C)	Ch. 105.7 to Ch. 107.4
Cunningham Highway (17C)	Ch. 97.5 to Ch. 105.7
Cunningham Highway (17D)	Ch. 27.1 to Ch. 29.3
Springborg Road	Cunningham highway to B2G-LDN037.6
Cunningham Highway (17D)	Ch. 18.5 to Ch. 27.1
Cunningham Highway (17D)	Ch. 29.3 to Ch. 34.7
Cunningham Highway (17D)	Ch. 34.7 to Ch. 39.6
Texas-Yelarbon Road (2322)	Ch. 53.3 to Ch. 54.6
Whetstone Access	B2G-LDN044.5 to Cunningham Highway
Cunningham Highway (17D)	Ch. 13.9 to Ch. 18.5
Cunningham Highway (17D)	Ch. 18.5 to Ch. 27.1
Woodcocks Road	Cunningham Highway to Borrow Site #4 (Woodstocks Road)
Cunningham Highway (17D)	Ch. 43.9 to Ch. 46.3
Cunningham Highway (17D)	Ch. 46.3 to Ch. 88.0
Barwon Highway (31A)	Ch. 0.0 to Ch. 0.8
Barwon Highway (31A)	Ch. 0.8 to Ch. 2.0
Kildonan Road	South Kurumbul Road to Cunningham Highway
Cunningham Highway (17D)	Ch. 40.3 to Ch. 40.5
Cunningham Highway (17D)	Ch. 39.6 to Ch. 40.3
Cunningham Highway (17D)	Ch. 40.5 to Ch. 43.9
Yelarbon Kurumbul Road	B2G-LDN025.9 to Cunningham Highway
Cunningham Highway (17D)	Ch. 40.3 to Ch. 40.5
Alderley Street	Toowoomba Workforce Origin B to Toowoomba-Athol Road
Alderley Street	Toowoomba-Athol Road to Condamine Street
Toowoomba-Athol Road (316)	Ch. 2.1 to Ch. 16.8
Athol School Road	B2G-LDN188.2 to Gore Highway
Gore Highway (28A)	Ch. 2.2 to Ch. 5.4
Gore Highway (28A)	Ch. 0.0 to Ch. 2.2
Biddeston Southbrook Road	Gore Highway to B2G-LDN183.8
Gore Highway (28A)	Ch. 5.4 to Ch. 6.7
Gore Highway (28A)	Ch. 6.7 to Ch. 7.7
Blackwell Road	Gore Highway to Millmerran Quarry
Gore Highway (28B)	Ch. 13.0 to Ch. 121.6
Gore Highway (28B)	Ch. 3.0 to Ch. 13.0
Bushy Lane	B2G-LDN183.0 to Gore Highway
Gore Highway (28A)	Ch. 6.7 to Ch. 7.7
Gore Highway (28A)	Ch. 7.7 to Ch. 11.2
Campbell Street	Saleyards Road to Gore Highway
Gore Highway (28A)	Ch. 60.8 to Ch. 63.0
Gore Highway (28B)	Ch. 0.0 to Ch. 0.7
Dieckmann Road	B2G-LDN150.5 to Gore Highway
Gore Highway (28A)	Ch. 41.7 to Ch. 43.2
Gore Highway (28A)	Ch. 41.1 to Ch. 41.7
Florence Street	Gore Highway to West Street
Gore Highway (28B)	Ch. 0.8 to Ch. 1.4
Gore Highway (28B)	Ch. 0.7 to Ch. 0.8
Leichhardt Highway (26C)	Ch. 205.2 to Ch. 220.1
Barwon Highway (31A)	Ch. 0.0 to Ch. 0.8
Leichhardt Highway (26C)	Ch. 220.1 to Ch. 222.4
Gore Highway (28A)	Ch. 43.2 to Ch. 44.7
Fysh Road	B2G-LDN147.1 to Gore Highway
Gore Highway (28A)	Ch. 44.7 to Ch. 47.6
Linthorpe Valley Road	Geitz Road to Gore Highway
Gore Highway (28A)	Ch. 7.7 to Ch. 11.2
Gore Highway (28A)	Ch. 11.2 to Ch. 15.3
Gilgai Lane	B2G-LDN144.6 to Gore Highway
Gore Highway (28A)	Ch. 44.7 to Ch. 47.6
Gore Highway (28A)	Ch. 47.6 to Ch. 52.2
Hall Road	B2G-LDN139.0 to Gore Highway
Gore Highway (28A)	Ch. 53.3 to Ch. 60.8
Gore Highway (28A)	Ch. 52.2 to Ch. 53.3
Linthorpe Road	Gore Highway to B2G-LDN175.5
Gore Highway (28A)	Ch. 11.2 to Ch. 15.3
Gore Highway (28A)	Ch. 15.3 to Ch. 17.5
Lochaber Road	Gore Highway to B2G-LDN172.0
Gore Highway (28A)	Ch. 19.0 to Ch. 20.3
Gore Highway (28A)	Ch. 17.5 to Ch. 19.0
Gore Highway (28A)	Ch. 60.8 to Ch. 63.0
Gore Highway (28A)	Ch. 53.3 to Ch. 60.8

1%	0	Narrow seal >= 4.5m
1%	3	2 lane plus shoulder seal 9.5m-10.0m
1%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	6	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
2%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	1	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane seal 6.5m-7.0m
1%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	1	2 lane plus shoulder seal 8.3m-9.0m
2%	5	2 lane plus shoulder seal 8.3m-9.0m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	Narrow seal >= 4.5m
2%	1	2 lane plus shoulder seal 8.3m-9.0m
2%	2	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
0%	0	Narrow seal <= 4.5m
2%	1	2 lane plus shoulder seal 8.3m-9.0m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
5%	0	2 lane plus shoulder seal 10.1m-11.6m
2%	12	2 lane plus shoulder seal 10.1m-11.6m
2%	0	Narrow seal <= 4.5m
3%	3	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
3%	0	Narrow seal <= 4.5m
3%	0	2 lane plus shoulder seal 9.5m-10.0m
3%	0	2 lane plus shoulder seal 8.3m-9.0m
3%	0	Unsealed formed road
1%	1	2 lane plus shoulder seal 9.5m-10.0m
1%	3	2 lane plus shoulder seal 7.7m-8.2m
0%	0	Unsealed formed road
3%	1	2 lane plus shoulder seal 8.3m-9.0m
2%	2	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 9.5m-10.0m
4%	2	2 lane plus shoulder seal 9.5m-10.0m
2%	4	2 lane plus shoulder seal 10.1m-11.6m
2%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 9.5m-10.0m
2%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
0%	4	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 10.1m-11.6m
2%	5	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 9.5m-10.0m
0%	0	Narrow seal >= 4.5m
1%	2	2 lane plus shoulder seal 9.5m-10.0m
2%	0	Narrow seal <= 4.5m
2%	2	2 lane plus shoulder seal 8.3m-9.0m
2%	3	2 lane plus shoulder seal 8.3m-9.0m
1%	0	Unsealed formed road
1%	2	2 lane plus shoulder seal 9.5m-10.0m
1%	1	2 lane plus shoulder seal 9.5m-10.0m
1%	0	Unsealed formed road
1%	4	2 lane plus shoulder seal 9.5m-10.0m
1%	1	2 lane plus shoulder seal 9.5m-10.0m
3%	0	2 lane seal 5.9m-6.4m
2%	3	2 lane plus shoulder seal 8.3m-9.0m
3%	3	2 lane plus shoulder seal 8.3m-9.0m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
3%	4	2 lane plus shoulder seal 8.3m-9.0m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	4	2 lane plus shoulder seal 9.5m-10.0m
1%	4	2 lane plus shoulder seal 9.5m-10.0m

2000	5	15.0%	6	0.00
2575	123	47.5%	205	0.08
2575	152	47.5%	254	0.10
2525	17	33.0%	25	0.01
2550	65	45.0%	106	0.04
2525	68	45.0%	111	0.04
2575	48	48.7%	81	0.03
400	0	18.5%	0	0.00
2575	55	48.7%	93	0.04
2575	55	48.7%	92	0.04
2575	48	48.7%	81	0.03
2450	10	23.8%	13	0.01
400	1	27.5%	1	0.00
2550	55	48.7%	93	0.04
2575	49	48.7%	82	0.03
400	1	20.0%	1	0.00
2550	55	48.7%	93	0.04
2550	49	48.7%	82	0.03
2550	78	22.7%	103	0.04
2550	83	22.7%	110	0.04
2000	2	14.5%	3	0.00
2550	49	48.7%	83	0.03
2575	55	48.7%	92	0.04
2550	49	48.7%	82	0.03
1500	2	14.5%	3	0.00
2550	56	48.7%	93	0.04
2575	331	11.1%	383	0.15
2575	626	23.4%	1182	0.46
2575	154	11.9%	180	0.07
1500	11	12.5%	13	0.01
2575	248	22.0%	324	0.13
2575	267	22.0%	350	0.14
1500	8	8.8%	9	0.01
2575	258	22.0%	338	0.13
2550	248	22.0%	324	0.13
400	2	2.6%	2	0.00
2575	83	38.4%	128	0.05
2525	85	38.4%	130	0.05
400	4	4.2%	4	0.01
2550	258	22.0%	338	0.13
2550	248	22.0%	324	0.13
2575	79	9.5%	90	0.03
2575	156	29.0%	219	0.08
2575	84	38.4%	129	0.05
400	1	20.0%	1	0.00
2525	133	29.0%	187	0.07
2575	142	29.0%	199	0.08
2000	13	3.8%	14	0.01
2575	84	38.4%	129	0.05
2575	85	38.4%	130	0.05
2575	94	37.0%	143	0.06
2550	83	22.7%	110	0.04
2525	99	37.0%	151	0.06
2575	146	29.0%	206	0.08
2000	4	20.0%	5	0.00
2575	133	29.0%	187	0.07
1500	5	26.4%	6	0.00
2550	258	22.0%	338	0.13
2550	248	22.0%	324	0.13
400	1	34.0%	2	0.01
2575	146	29.0%	206	0.08
2575	133	29.0%	187	0.07
400	0	56.7%	0	0.00
2575	133	29.0%	187	0.07
2575	146	29.0%	206	0.08
2350	1	12.9%	1	0.00
2550	258	22.0%	338	0.13
2550	248	22.0%	324	0.13
2575	16	6.2%	18	0.01
2550	248	22.0%	324	0.13
2550	258	22.0%	338	0.13
2575	141	29.0%	199	0.08
2575	146	29.0%	206	0.08

Millmerran-Inglewood Road (337)	Ch. 0.0 to Ch. 2.5
Millmerran-Leyburn Road (335)	Ch. 0.0 to Ch. 2.0
Gore Highway (28A)	Ch. 47.6 to Ch. 52.2
Gore Highway (28A)	Ch. 52.2 to Ch. 53.3
Gore Highway (28A)	Ch. 21.5 to Ch. 23.2
Gap Road	Gore Highway to Grevillea Street
Murlaggan Road	Kahler Road to Gore Highway
Gore Highway (28A)	Ch. 23.2 to Ch. 25.0
Town Common Road	Boral Concrete Goondiwindi to Barwon Highway
Barwon Highway (31A)	Ch. 0.8 to Ch. 2.0
Barwon Highway (31A)	Ch. 2.0 to Ch. 45.9
Oakey-Pittsworth Road	Gore Highway to B2G-LDN171.0
Gore Highway (28A)	Ch. 20.3 to Ch. 21.5
Gore Highway (28A)	Ch. 19.0 to Ch. 20.3
Paint Mine Road	Gore Highway to B2G-LDN173.5
Gore Highway (28A)	Ch. 15.3 to Ch. 17.5
Gore Highway (28A)	Ch. 17.5 to Ch. 19.0
Saleyards Road	Campbell Street to Gore Highway
Gore Highway (28B)	Ch. 0.8 to Ch. 1.4
Gore Highway (28B)	Ch. 1.4 to Ch. 3.0
Scrubby Road	Bland Quarry Pittsworth to Gore Highway
Gore Highway (28A)	Ch. 23.2 to Ch. 25.0
Gore Highway (28A)	Ch. 25.0 to Ch. 30.1
Toowoomba Bypass (319B)	Ch. 4.1 to Ch. 13
Toowoomba-Athol Road (316)	Ch. 2.1 to Ch. 16.8
Gore Highway (28A)	Ch. 0.0 to Ch. 2.2
Yarranlea Road	Gore Highway to B2G-LDN161.0
Tummalville Road	Access Track to Gore Highway
Gore Highway (28A)	Ch. 30.1 to Ch. 38.7
Gore Highway (28A)	Ch. 25.0 to Ch. 30.1
Turalin Road	Gore Highway to Millmerran Construction Camp
Gore Highway (28B)	Ch. 3.0 to Ch. 13.0
Gore Highway (28B)	Ch. 1.4 to Ch. 3.0
Ware Street	Gore Highway to B2G-LDN150.9
Gore Highway (28A)	Ch. 38.7 to Ch. 41.1
Gore Highway (28A)	Ch. 41.1 to Ch. 41.7
West Street	Gore Highway to Florence Street
Gore Highway (28B)	Ch. 0.0 to Ch. 0.7
Gore Highway (28B)	Ch. 0.7 to Ch. 0.8
Cunningham Highway (17D)	Ch. 2.0 to Ch. 3.9
Bybera Road	Cunningham Highway to B2G-LDN060.4
Cunningham Highway (17D)	Ch. 3.9 to Ch. 10.2
Hunt Street	Leichhardt Highway to Boodle Street
Leichhardt Highway (26C)	Ch. 222.4 to Ch. 224.1
Leichhardt Highway (26C)	Ch. 220.1 to Ch. 222.4
Blackwell Road	B2G-LDN120.2 to Millmerran-Inglewood Road
Millmerran-Inglewood Road (337)	Ch. 14.0 to Ch. 17.3
Millmerran-Inglewood Road (337)	Ch. 13.1 to Ch. 14.0
Campbell Street	Millmerran-Inglewood Road to Saleyards Road
Millmerran-Inglewood Road (337)	Ch. 3.5 to Ch. 6.2
Millmerran-Inglewood Road (337)	Ch. 2.5 to Ch. 3.5
Commodore Peak Road	Scragg Road to Millmerran-Inglewood Road
Millmerran-Inglewood Road (337)	Ch. 6.2 to Ch. 9.0
Millmerran-Inglewood Road (337)	Ch. 9.0 to Ch. 13.1
Forestry Road	Millmerran-Inglewood Road to Earthworks Area 3B
Millmerran-Inglewood Road (337)	Ch. 37.7 to Ch. 39.8
Millmerran-Inglewood Road (337)	Ch. 35.6 to Ch. 37.7
Forestry Road	Access Track to Millmerran-Inglewood Road
Millmerran-Inglewood Road (337)	Ch. 55.7 to Ch. 56.6
Grays Road	Millmerran-Inglewood Road to Mosquito Creek Road
Millmerran-Inglewood Road (337)	Ch. 53.3 to Ch. 55.7
Millmerran-Inglewood Road (337)	Ch. 17.3 to Ch. 18.1
Heckendorf Road	B2G-LDN116.0 to Millmerran-Inglewood Road
Millmerran-Inglewood Road (337)	Ch. 14.0 to Ch. 17.3
Cunningham Highway (17C)	Ch. 94.4 to Ch. 96.2
Coolmunda Dam Access	Coolmunda Dam Access to Cunningham Highway
Koorongarra Road	Millmerran-Inglewood Road to Commodore Mine
Schwarzen Road	Millmerran-Inglewood Road to B2G-LDN126.9
Millmerran-Inglewood Road (337)	Ch. 3.5 to Ch. 6.2
Millmerran-Inglewood Road (337)	Ch. 6.2 to Ch. 9.0
Millmerran-Inglewood Road (337)	Ch. 18.1 to Ch. 21.8
Millwood Road	Millmerran-Inglewood Road to B2G-LDN112.1
Millmerran-Inglewood Road (337)	Ch. 21.8 to Ch. 28.0

1%	0	2 lane plus shoulder seal 9.1m-9.4m
1%	0	Narrow seal >= 4.5m
1%	1	2 lane plus shoulder seal 9.5m-10.0m
1%	1	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
2%	0	2 lane plus shoulder seal 9.5m-10.0m
3%	0	Unsealed formed road
3%	0	2 lane plus shoulder seal 8.3m-9.0m
0%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
0%	0	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
3%	4	2 lane plus shoulder seal 8.3m-9.0m
0%	0	Unsealed formed road
3%	3	2 lane plus shoulder seal 8.3m-9.0m
2%	0	2 lane plus shoulder seal 8.3m-9.0m
2%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 9.1m-9.4m
4%	0	Narrow seal <= 4.5m
3%	0	2 lane plus shoulder seal 8.3m-9.0m
2%	3	2 lane plus shoulder seal 9.5m-10.0m
3%	0	2 lane plus shoulder seal 10.1m-11.6m
2%	12	2 lane plus shoulder seal 10.1m-11.6m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	Narrow seal >= 4.5m
2%	0	Narrow seal <= 4.5m
1%	1	2 lane plus shoulder seal 9.5m-10.0m
2%	3	2 lane plus shoulder seal 9.5m-10.0m
1%	0	Narrow seal >= 4.5m
1%	3	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 9.1m-9.4m
0%	0	Narrow seal >= 4.5m
1%	5	2 lane plus shoulder seal 9.5m-10.0m
1%	0	2 lane plus shoulder seal 9.5m-10.0m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
2%	4	2 lane plus shoulder seal 10.1m-11.6m
0%	4	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
2%	0	Narrow seal <= 4.5m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
2%	0	Narrow seal >= 4.5m
1%	0	2 lane plus shoulder seal 9.1m-9.4m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 9.5m-10.0m
2%	0	2 lane plus shoulder seal 7.7m-8.2m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
2%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 9.5m-10.0m
1%	0	2 lane plus shoulder seal 9.5m-10.0m
1%	0	Unsealed formed road
1%	0	Unsealed formed road
1%	1	2 lane plus shoulder seal 7.7m-8.2m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
2%	0	2 lane plus shoulder seal 9.5m-10.0m
3%	0	Narrow seal <= 4.5m
2%	2	2 lane plus shoulder seal 9.5m-10.0m

2550	45	31.9%	65	0.03
2000	15	23.2%	20	0.01
2575	146	29.0%	206	0.08
2575	133	29.0%	187	0.07
2550	142	29.0%	199	0.08
2575	55	11.3%	63	0.02
400	19	6.3%	21	0.05
2550	129	29.0%	181	0.07
2000	15	29.0%	21	0.01
2550	78	22.7%	103	0.04
2550	30	25.7%	41	0.02
2575	64	19.1%	81	0.03
2550	129	29.0%	181	0.07
2550	258	22.0%	338	0.13
400	2	12.5%	3	0.01
2550	258	22.0%	338	0.13
2550	248	22.0%	324	0.13
2000	12	30.0%	16	0.01
2575	85	38.4%	130	0.05
2550	84	38.4%	129	0.05
1500	13	39.1%	21	0.01
2550	142	29.0%	199	0.08
2575	137	29.0%	192	0.07
2575	97	57.2%	175	0.07
2575	168	11.9%	196	0.08
2575	257	22.0%	336	0.13
2000	5	25.6%	7	0.00
1500	9	20.8%	12	0.01
2575	129	29.0%	181	0.07
2575	151	29.0%	212	0.08
2000	10	16.8%	13	0.01
2525	84	38.4%	129	0.05
2550	85	38.4%	130	0.05
2000	5	22.1%	7	0.00
2575	142	29.0%	199	0.08
2575	129	29.0%	181	0.07
2575	4	45.9%	7	0.00
2575	85	38.4%	130	0.05
2575	84	38.4%	129	0.05
2550	55	48.7%	93	0.04
1500	3	7.7%	4	0.00
2550	49	48.7%	82	0.03
2000	1	20.0%	1	0.00
2550	99	37.0%	151	0.06
2525	95	37.0%	144	0.06
400	1	5.7%	1	0.00
2575	32	26.0%	44	0.02
2525	38	26.0%	51	0.02
2575	58	15.4%	71	0.03
2525	32	26.0%	44	0.02
2550	40	31.9%	57	0.02
1500	2	8.4%	2	0.00
2575	38	26.0%	51	0.02
2575	32	26.0%	44	0.02
400	0	0.0%	0	0.00
2525	38	26.0%	44	0.02
2525	32	26.0%	51	0.02
400	0	0.0%	0	0.00
2525	17	33.0%	26	0.01
2000	1	8.1%	1	0.00
2525	17	33.0%	25	0.01
2575	32	26.0%	44	0.02
2000	3	23.8%	4	0.00
2575	38	26.0%	51	0.02
2575	65	45.0%	106	0.04
2000	3	25.0%	4	0.00
400	0	11.1%	0	0.00
400	0	0.0%	0	0.00
2525	38	26.0%	51	0.02
2575	32	26.0%	44	0.02
2575	38	26.0%	51	0.02
1500	2	19.7%	2	0.00
2575	32	26.0%	44	0.02

Moffatt Reserve Road	Millmerran-Inglewood Road to Millmerran Power Station
Millmerran-Inglewood Road (337)	Ch. 13.1 to Ch. 14.0
Millmerran-Inglewood Road (337)	Ch. 9.0 to Ch. 13.1
Owens Scrub Road	B2G-LDN130.0 to Millmerran-Inglewood Road
Millmerran-Inglewood Road (337)	Ch. 0.0 to Ch. 2.5
Millmerran-Inglewood Road (337)	Ch. 2.5 to Ch. 3.5
Millmerran-Inglewood Road (337)	Ch. 28.0 to Ch. 33.0
Paton Road	Millmerran-Inglewood Road to B2G-LDN104.5
Millmerran-Inglewood Road (337)	Ch. 21.8 to Ch. 28.0
Millmerran-Inglewood Road (337)	Ch. 61.0 to Ch. 65.7
Thornton Road	B2G-LDN067.6 to Millmerran-Inglewood Road
Millmerran-Inglewood Road (337)	Ch. 65.7 to Ch. 68.7
Millmerran-Inglewood Road (337)	Ch. 47.6 to Ch. 53.3
Wongavale Yugalbar Road	Millmerran-Inglewood Road to B2G-LDN081.0
Millmerran-Inglewood Road (337)	Ch. 53.3 to Ch. 55.7
Cremascos Road	Cunningham Highway to B2G-LDN052.8
Cunningham Highway (17D)	Ch. 10.2 to Ch. 13.9
Cunningham Highway (17D)	Ch. 3.9 to Ch. 10.2
Texas-Yelarbon Road (2322)	Ch. 53.3 to Ch. 54.6
Toowoomba-Cecil Plains Road (324)	Ch. 12.1 to Ch. 14.5
Toowoomba-Cecil Plains Road (324)	Ch. 10.3 to Ch. 12.1
Brimblecombe Road	Toowoomba-Cecil Plains Road to Brimblecombe Road
Toowoomba-Cecil Plains Road (324)	Ch. 12.1 to Ch. 14.5
Toowoomba-Cecil Plains Road (324)	Ch. 14.5 to Ch. 16.3
Toowoomba-Cecil Plains Road (324)	Ch. 6.0 to Ch. 6.4
Charlton Connection Road (320)	Ch. 0.0 to Ch. 1.6
Toowoomba-Cecil Plains Road (324)	Ch. 2.0 to Ch. 6.0
McDougall Street	Humes Precast Toowoomba to Toowoomba-Cecil Plains Road
Toowoomba-Cecil Plains Road (324)	Ch. 2.0 to Ch. 6.0
Toowoomba-Cecil Plains Road (324)	Ch. 9.2 to Ch. 10.0
Toowoomba-Cecil Plains Road (324)	Ch. 8.3 to Ch. 9.2
O'Mara Road	Toowoomba-Cecil Plains Road to Warrego Highway
Toowoomba Bypass On-ramp (319B)	Toowoomba Cecil Plains Road to Toowoomba Bypass
Toowoomba-Cecil Plains Road (324)	Ch. 10.1 to Ch. 10.3
Toowoomba-Cecil Plains Road (324)	Ch. 10.3 to Ch. 12.1
Toowoomba-Cecil Plains Road (324)	Ch. 14.5 to Ch. 16.3
Toowoomba-Cecil Plains Road (324)	Ch. 6.4 to Ch. 8.3
Wellcamp Westbrook Road	Drayton Wellcamp Road to Toowoomba-Cecil Plains Road
Toowoomba-Cecil Plains Road (324)	Ch. 8.3 to Ch. 9.2
Chamberlain Road	Warrego Highway to B2G-LDN204.2
East Sawmill Road	Cunningham Highway to B2G-LDN030.0
Cunningham Highway (17D)	Ch. 34.7 to Ch. 39.6
Cunningham Highway (17D)	Ch. 39.6 to Ch. 40.3
Leesons Road	Warrego Highway to Steger Road
Warrego Highway (18B)	Ch. 1.5 to Ch. 2.4
Steger Road	Warrego Highway to New Hope Recycled Water Pipeline
Warrego Highway (18B)	Ch. 0.4 to Ch. 1.5
O'Mara Road	Toowoomba-Cecil Plains Road to Warrego Highway
Warrego Highway (18B)	Ch. 1.5 to Ch. 2.4
Newell Highway	River Road to QLD/NSW Border
Cunningham Highway (17C)	Ch. 107.4 to Ch. 107.6
Cunningham Highway (17D)	Ch. 0.0 to Ch. 2
Elizabeth Street	Cunningham Highway to B2G-LDN065.8
Cunningham Highway (17C)	Ch. 105.7 to Ch. 107.4
River Road	Newell Highway to Boggabilla Weir Access
Fosters Road	Cunningham Highway to Borrow Site #9 (Fosters Road)
Cunningham Highway (17C)	Ch. 96.2 to Ch. 97.5
Cunningham Highway (17C)	Ch. 97.5 to Ch. 105.7
Warrego Highway (18B)	Ch. 2.4 to Ch. 4.5
Warrego Highway (18B)	Ch. 2.4 to Ch. 4.5
Warrego Highway (18B)	Ch. 4.5 to Ch. 5.0
Warrego Highway (18B)	Ch. 5.0 to Ch. 5.3
Warrego Highway (18B)	Ch. 5.0 to Ch. 5.3
Warrego Highway (18B)	Ch. 5.3 to Ch. 6.2
Warrego Highway (18B)	Ch. 5.3 to Ch. 6.2
Kingsthorpe Haden Overpass	Warrego Highway Off-ramp to Kingsthorpe Haden Road
Kingsthorpe Haden Road	Kingsthorpe Haden Overpass to Warrego Highway
Ipswich Motorway (17A)	Ch. 0.0 to Ch. 3.7
Ipswich Motorway (17A)	Ch. 3.7 to Ch. 6.4
Ipswich Motorway (17A)	Ch. 6.4 to Ch. 8.3
Ipswich Motorway (17A)	Ch. 0.0 to Ch. 3.7
Ipswich Motorway (17A)	Ch. 3.7 to Ch. 6.4
Ipswich Motorway (17A)	Ch. 6.4 to Ch. 8.3

0%	0	Narrow seal >= 4.5m
2%	0	2 lane plus shoulder seal 7.7m-8.2m
2%	0	2 lane plus shoulder seal 10.1m-11.6m
1%	0	Narrow seal >= 4.5m
1%	0	2 lane plus shoulder seal 9.1m-9.4m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	2	2 lane seal 7.1m-7.6m
1%	0	Unsealed formed road
2%	2	2 lane plus shoulder seal 9.5m-10.0m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	Unsealed formed road
1%	0	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
0%	0	Unsealed formed road
2%	0	2 lane plus shoulder seal 7.7m-8.2m
2%	0	Narrow seal >= 4.5m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	2 lane seal 6.5m-7.0m
4%	1	2 lane plus shoulder seal 7.7m-8.2m
3%	3	2 lane plus shoulder seal 10.1m-11.6m
2%	0	Narrow seal >= 4.5m
4%	1	2 lane plus shoulder seal 7.7m-8.2m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
2%	3	2 lane plus shoulder seal 7.7m-8.2m
5%	2	2 lane plus shoulder seal 8.3m-9.0m
3%	5	2 lane plus shoulder seal 9.5m-10.0m
0%	0	2 lane plus shoulder seal 10.1m-11.6m
3%	5	2 lane plus shoulder seal 9.5m-10.0m
4%	0	2 lane plus shoulder seal 9.5m-10.0m
3%	0	2 lane seal 6.5m-7.0m
3%	0	2 lane seal 5.9m-6.4m
2%	0	Narrow seal <= 4.5m
4%	0	2 lane plus shoulder seal 10.1m-11.6m
3%	3	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
3%	3	2 lane plus shoulder seal 8.3m-9.0m
2%	0	2 lane seal 6.5m-7.0m
3%	0	2 lane seal 6.5m-7.0m
3%	0	Unsealed formed road
1%	0	Unsealed formed road
1%	1	2 lane plus shoulder seal 10.1m-11.6m
2%	2	2 lane plus shoulder seal 10.1m-11.6m
3%	0	Narrow seal >= 4.5m
1%	0	4 lane divided sealed
2%	0	2 lane plus shoulder seal 9.1m-9.4m
1%	2	4 lane divided sealed
3%	0	2 lane seal 5.9m-6.4m
1%	0	4 lane divided sealed
-1%	3	2 lane plus shoulder seal 10.1m-11.6m
1%	3	2 lane plus shoulder seal 10.1m-11.6m
1%	0	2 lane plus shoulder seal 8.3m-9.0m
1%	0	Unsealed formed road
1%	6	2 lane plus shoulder seal 8.3m-9.0m
1%	0	Narrow seal >= 4.5m
2%	0	Narrow seal >= 4.5m
1%	0	2 lane plus shoulder seal 9.5m-10.0m
1%	0	2 lane plus shoulder seal 7.7m-8.2m
-2%	2	4 lane divided sealed
-2%	2	4 lane divided sealed
-3%	0	4 lane divided sealed
-3%	0	4 lane divided sealed
-3%	0	4 lane divided sealed
-2%	1	4 lane divided sealed
-2%	0	4 lane divided sealed
5%	0	2 lane plus shoulder seal 8.3m-9.0m
4%	0	2 lane plus shoulder seal 8.3m-9.0m
-2%	0	6 lane divided sealed
-2%	0	6 lane divided sealed
-3%	0	6 lane divided sealed
-2%	0	6 lane divided sealed
-2%	0	6 lane divided sealed
-3%	0	6 lane divided sealed

2000	9	30.0%	13	0.01
2525	32	26.0%	44	0.02
2575	38	26.0%	51	0.02
2000	26	13.3%	30	0.02
2550	40	31.9%	57	0.02
2550	45	31.9%	65	0.03
2500	32	26.0%	44	0.02
400	1	73.4%	2	0.00
2575	38	26.0%	51	0.02
2525	17	33.0%	25	0.01
400	1	5.3%	1	0.00
2525	16	33.0%	23	0.01
2525	17	33.0%	25	0.01
400	1	20.0%	1	0.00
2525	16	33.0%	24	0.01
2000	5	34.0%	7	0.00
2550	49	48.7%	82	0.03
2550	55	48.7%	93	0.04
2450	12	23.8%	15	0.01
2525	187	17.0%	231	0.09
2575	251	17.0%	310	0.12
2000	7	26.9%	10	0.01
2525	251	17.0%	310	0.12
2525	151	19.1%	192	0.08
2525	133	19.7%	170	0.07
2550	276	28.4%	574	0.23
2575	226	31.6%	326	0.13
2575	271	20.0%	347	0.13
2575	227	31.6%	328	0.13
2575	187	17.0%	231	0.09
2450	166	19.7%	212	0.09
2350	261	15.9%	319	0.14
1500	97	57.2%	175	0.12
2575	251	17.0%	310	0.12
2575	187	17.0%	231	0.09
2525	133	19.1%	169	0.07
2550	166	19.7%	212	0.08
2450	85	24.0%	114	0.05
2450	133	19.7%	170	0.07
400	1	20.0%	1	0.00
400	2	11.4%	2	0.00
2575	55	48.7%	92	0.04
2575	48	48.7%	81	0.03
2000	3	10.9%	4	0.00
8000	1008	18.2%	1265	0.16
2550	85	21.4%	110	0.04
8000	1008	18.2%	1265	0.16
2350	220	15.9%	269	0.11
8000	1006	18.2%	1262	0.16
2575	241	32.5%	350	0.14
2575	89	51.7%	154	0.06
2550	48	48.7%	81	0.03
400	2	18.5%	2	0.01
2550	69	45.0%	113	0.04
2000	1	20.0%	1	0.00
2000	1	6.0%	1	0.00
2575	71	45.0%	115	0.04
2525	65	45.0%	106	0.04
8000	560	19.5%	713	0.09
8000	609	19.5%	775	0.10
8000	560	19.5%	713	0.09
8000	560	19.5%	713	0.09
8000	609	19.5%	775	0.10
8000	560	19.5%	713	0.09
8000	609	19.5%	775	0.10
2550	167	7.1%	212	0.08
2550	166	7.1%	182	0.07
12000	3901	10.2%	4461	0.37
12000	4602	10.2%	5262	0.44
12000	6195	10.2%	7084	0.59
12000	4886	10.2%	5588	0.47
12000	4092	10.2%	4679	0.39
12000	5246	10.2%	5999	0.50

Warrego Highway (18A)	Ch. 0.0 to Ch. 7.2
Warrego Highway (18A)	Ch. 7.2 to Ch. 15.1
Warrego Highway (18A)	Ch. 15.1 to Ch. 18.9
Warrego Highway (18A)	Ch. 18.9 to Ch. 28.9
Warrego Highway (18A)	Ch. 28.9 to Ch. 36.6
Warrego Highway (18A)	Ch. 36.6 to Ch. 55.5
Warrego Highway (18A)	Ch. 55.5 to 75.4
Warrego Highway (18A)	Ch. 75.4 to Ch. 79.6
Warrego Highway (18A)	Ch. 0.0 to Ch. 7.2
Warrego Highway (18A)	Ch. 7.2 to Ch. 15.1
Warrego Highway (18A)	Ch. 15.1 to Ch. 18.9
Warrego Highway (18A)	Ch. 18.9 to Ch. 28.9
Warrego Highway (18A)	Ch. 28.9 to Ch. 36.6
Warrego Highway (18A)	Ch. 36.6 to Ch. 55.5
Warrego Highway (18A)	Ch. 55.5 to 75.4
Warrego Highway (18A)	Ch. 75.4 to Ch. 79.6
Toowoomba Bypass Off-ramp (319B)	Toowoomba Bypass to Warrego Highway
Warrego Highway Off-ramp (18B)	Warrego Highway to Kingsthorpe Overpass

-2%	0	4 lane divided sealed
-3%	0	4 lane divided sealed
-3%	0	4 lane divided sealed
-3%	0	4 lane divided sealed
-3%	2	4 lane divided sealed
-1%	2	4 lane divided sealed
-2%	5	4 lane divided sealed
-2%	3	4 lane divided sealed
-2%	0	4 lane divided sealed
-3%	0	4 lane divided sealed
-3%	3	4 lane divided sealed
-3%	0	4 lane divided sealed
-3%	2	4 lane divided sealed
-1%	0	4 lane divided sealed
-2%	5	4 lane divided sealed
-2%	3	4 lane divided sealed
2%	0	Narrow seal <= 4.5m
3%	0	Narrow seal <= 4.5m

8000	3464	12.4%	4066	0.51
8000	3464	12.4%	4066	0.51
8000	1583	17.1%	1962	0.25
8000	1421	17.4%	1766	0.22
8000	792	27.0%	1091	0.14
8000	1014	19.6%	1292	0.16
8000	1014	19.6%	1292	0.16
8000	915	19.0%	1158	0.14
8000	3069	12.4%	3604	0.45
8000	3069	12.4%	3604	0.45
8000	1238	17.1%	1534	0.19
8000	1171	17.4%	1455	0.18
8000	849	27.0%	1169	0.15
8000	1156	19.6%	1473	0.18
8000	1156	19.6%	1473	0.18
8000	901	19.0%	1140	0.14
1500	97	57.2%	175	0.12
1500	8	7.1%	9	0.01

APPENDIX AA

Traffic Impact Assessment

Appendix AL Existing year SIDRA results

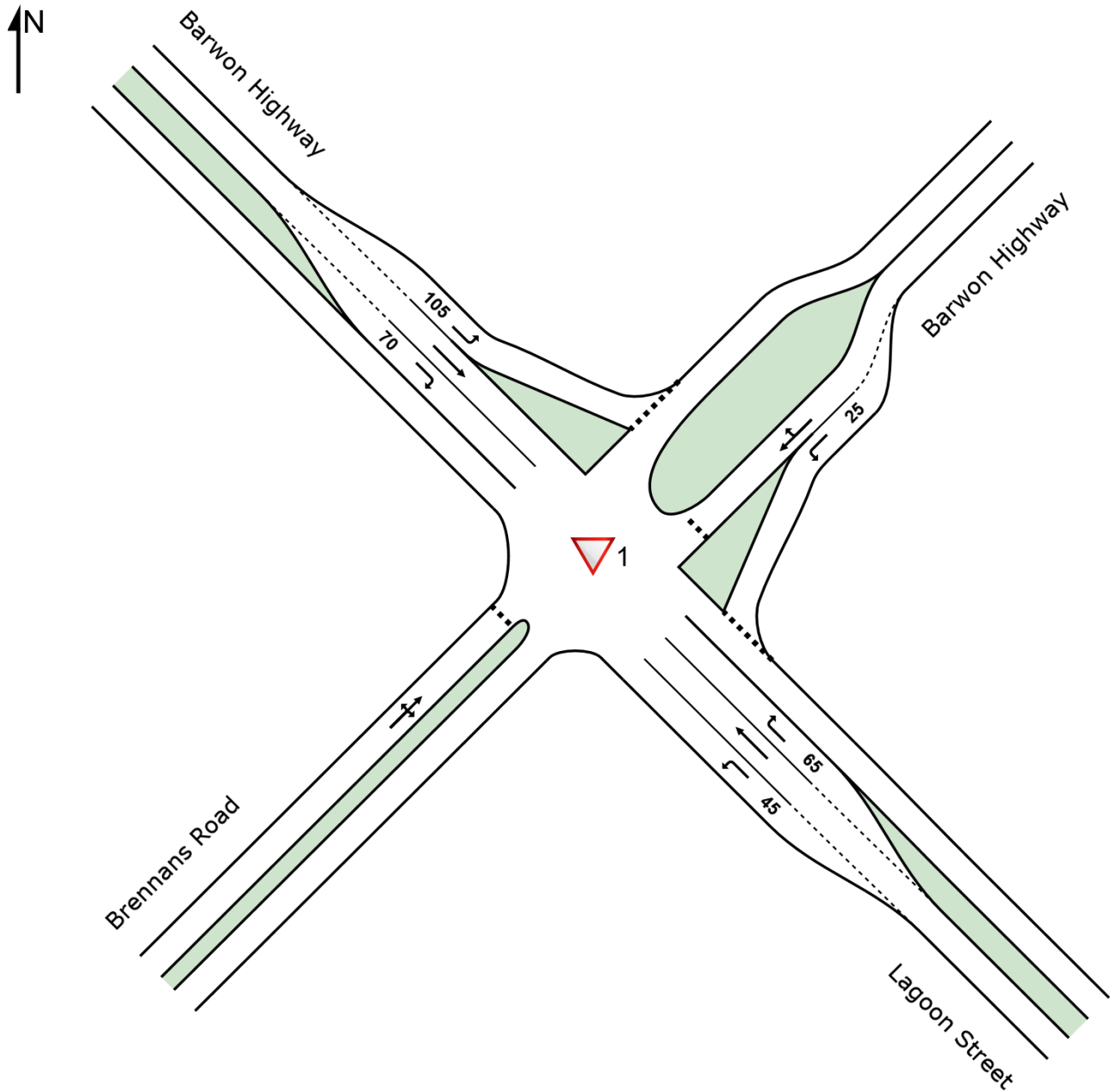
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

SITE LAYOUT

▽ Site: 1 [Barwon Highway / Barwon Highway 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	84	21	84	25.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.19	0.48	0.19	49.1
Approach		86	21	86	24.4	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
NorthEast: Barwon Highway														
24	L2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.18	0.46	0.18	46.8
25	T1	84	21	84	25.0	0.311	7.4	LOS A	1.5	12.2	0.53	0.73	0.57	44.3
26	R2	78	16	78	20.5	0.311	10.5	LOS B	1.5	12.2	0.53	0.73	0.57	47.1
Approach		163	37	163	22.7	0.311	8.9	LOS A	1.5	12.2	0.52	0.73	0.57	45.6
NorthWest: Barwon Highway														
27	L2	84	21	84	25.0	0.063	6.2	LOS A	0.3	2.2	0.19	0.51	0.19	52.7
28	T1	84	21	84	25.0	0.050	1.2	LOS A	0.0	0.0	0.00	0.19	0.00	59.3
29	R2	1	0	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.19	0.54	0.19	49.0
Approach		169	42	169	24.9	0.063	3.7	LOS A	0.3	2.2	0.10	0.36	0.10	55.7
SouthWest: Brennans Road														
30	L2	1	0	1	0.0	0.120	4.9	LOS A	0.5	4.0	0.38	0.55	0.38	53.3
31	T1	78	16	78	20.5	0.120	5.9	LOS A	0.5	4.0	0.38	0.55	0.38	48.8
32	R2	1	0	1	0.0	0.120	7.8	LOS A	0.5	4.0	0.38	0.55	0.38	46.0
Approach		80	16	80	20.0	0.120	5.9	LOS A	0.5	4.0	0.38	0.55	0.38	48.8
All Vehicles		498	116	498	23.3	0.311	5.1	NA	1.5	12.2	0.27	0.45	0.28	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 9:27:08 AM

Project: c:\pw_work\dms33849\1. Barwon Highway_Barwon Highway.sip9

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	81	20	81	24.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.19	0.48	0.19	49.1
Approach		83	20	83	24.1	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
NorthEast: Barwon Highway														
24	L2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.18	0.46	0.18	46.8
25	T1	81	20	81	24.7	0.301	7.2	LOS A	1.4	11.5	0.52	0.71	0.54	44.5
26	R2	78	16	78	20.5	0.301	10.2	LOS B	1.4	11.5	0.52	0.71	0.54	47.3
Approach		160	36	160	22.5	0.301	8.6	LOS A	1.4	11.5	0.51	0.71	0.54	45.8
NorthWest: Barwon Highway														
27	L2	81	20	81	24.7	0.060	6.2	LOS A	0.2	2.1	0.19	0.51	0.19	52.7
28	T1	81	20	81	24.7	0.048	1.2	LOS A	0.0	0.0	0.00	0.19	0.00	59.3
29	R2	1	0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.19	0.54	0.19	49.0
Approach		163	40	163	24.5	0.060	3.7	LOS A	0.2	2.1	0.10	0.36	0.10	55.7
SouthWest: Brennans Road														
30	L2	1	0	1	0.0	0.119	4.9	LOS A	0.5	3.9	0.38	0.54	0.38	53.3
31	T1	78	16	78	20.5	0.119	5.8	LOS A	0.5	3.9	0.38	0.54	0.38	48.8
32	R2	1	0	1	0.0	0.119	7.6	LOS A	0.5	3.9	0.38	0.54	0.38	46.0
Approach		80	16	80	20.0	0.119	5.8	LOS A	0.5	3.9	0.38	0.54	0.38	48.9
All Vehicles		486	112	486	23.0	0.301	5.1	NA	1.4	11.5	0.26	0.44	0.27	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 9:27:09 AM

Project: c:\pw_work\dms33849\1. Barwon Highway_Barwon Highway.sip9

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	84	21	84	25.0	0.053	4.8	LOS A	0.2	2.1	0.01	0.53	0.01	48.6
Approach		86	21	86	24.4	0.053	4.7	NA	0.2	2.1	0.01	0.53	0.01	48.6
NorthEast: Barwon Highway														
24	L2	84	21	84	25.0	0.071	4.7	LOS A	0.3	2.2	0.02	0.48	0.02	46.9
25	T1	1	0	1	0.0	0.172	5.9	LOS A	0.6	5.3	0.51	0.72	0.51	44.3
26	R2	78	16	78	20.5	0.172	9.5	LOS A	0.6	5.3	0.51	0.72	0.51	46.8
Approach		163	37	163	22.7	0.172	7.0	LOS A	0.6	5.3	0.26	0.59	0.26	46.8
NorthWest: Barwon Highway														
27	L2	84	21	84	25.0	0.063	6.2	LOS A	0.3	2.2	0.20	0.52	0.20	52.6
28	T1	1	0	1	0.0	0.001	1.1	LOS A	0.0	0.0	0.00	0.20	0.00	59.5
29	R2	84	21	84	25.0	0.066	5.8	LOS A	0.3	2.3	0.02	0.59	0.02	49.0
Approach		169	42	169	24.9	0.066	6.0	LOS A	0.3	2.3	0.11	0.55	0.11	50.8
SouthWest: Brennans Road														
30	L2	78	16	78	20.5	0.067	4.7	LOS A	0.3	2.1	0.01	0.52	0.01	49.7
31	T1	1	0	1	0.0	0.067	5.3	LOS A	0.3	2.1	0.01	0.52	0.01	50.2
32	R2	1	0	1	0.0	0.067	6.5	LOS A	0.3	2.1	0.01	0.52	0.01	46.7
Approach		80	16	80	20.0	0.067	4.8	LOS A	0.3	2.1	0.01	0.52	0.01	49.7
All Vehicles		498	116	498	23.3	0.172	5.9	NA	0.6	5.3	0.13	0.56	0.13	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 9:27:10 AM

Project: c:\pw_work\dms33849\1. Barwon Highway_Barwon Highway.sip9

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	81	20	81	24.7	0.051	4.8	LOS A	0.2	2.0	0.01	0.53	0.01	48.6
Approach		83	20	83	24.1	0.051	4.7	NA	0.2	2.0	0.01	0.53	0.01	48.6
NorthEast: Barwon Highway														
24	L2	81	20	81	24.7	0.068	4.7	LOS A	0.3	2.2	0.02	0.48	0.02	46.9
25	T1	1	0	1	0.0	0.169	5.8	LOS A	0.6	5.3	0.50	0.71	0.50	44.4
26	R2	78	16	78	20.5	0.169	9.4	LOS A	0.6	5.3	0.50	0.71	0.50	46.9
Approach		160	36	160	22.5	0.169	7.0	LOS A	0.6	5.3	0.26	0.59	0.26	46.9
NorthWest: Barwon Highway														
27	L2	81	20	81	24.7	0.061	6.2	LOS A	0.2	2.1	0.20	0.51	0.20	52.6
28	T1	1	0	1	0.0	0.001	1.1	LOS A	0.0	0.0	0.00	0.20	0.00	59.5
29	R2	81	20	81	24.7	0.063	5.8	LOS A	0.3	2.2	0.02	0.59	0.02	49.0
Approach		163	40	163	24.5	0.063	6.0	LOS A	0.3	2.2	0.11	0.55	0.11	50.8
SouthWest: Brennans Road														
30	L2	78	16	78	20.5	0.067	4.7	LOS A	0.2	2.0	0.01	0.52	0.01	49.7
31	T1	1	0	1	0.0	0.067	5.2	LOS A	0.2	2.0	0.01	0.52	0.01	50.2
32	R2	1	0	1	0.0	0.067	6.4	LOS A	0.2	2.0	0.01	0.52	0.01	46.7
Approach		80	16	80	20.0	0.067	4.8	LOS A	0.2	2.0	0.01	0.52	0.01	49.7
All Vehicles		486	112	486	23.0	0.169	5.9	NA	0.6	5.3	0.13	0.56	0.13	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 9:27:11 AM

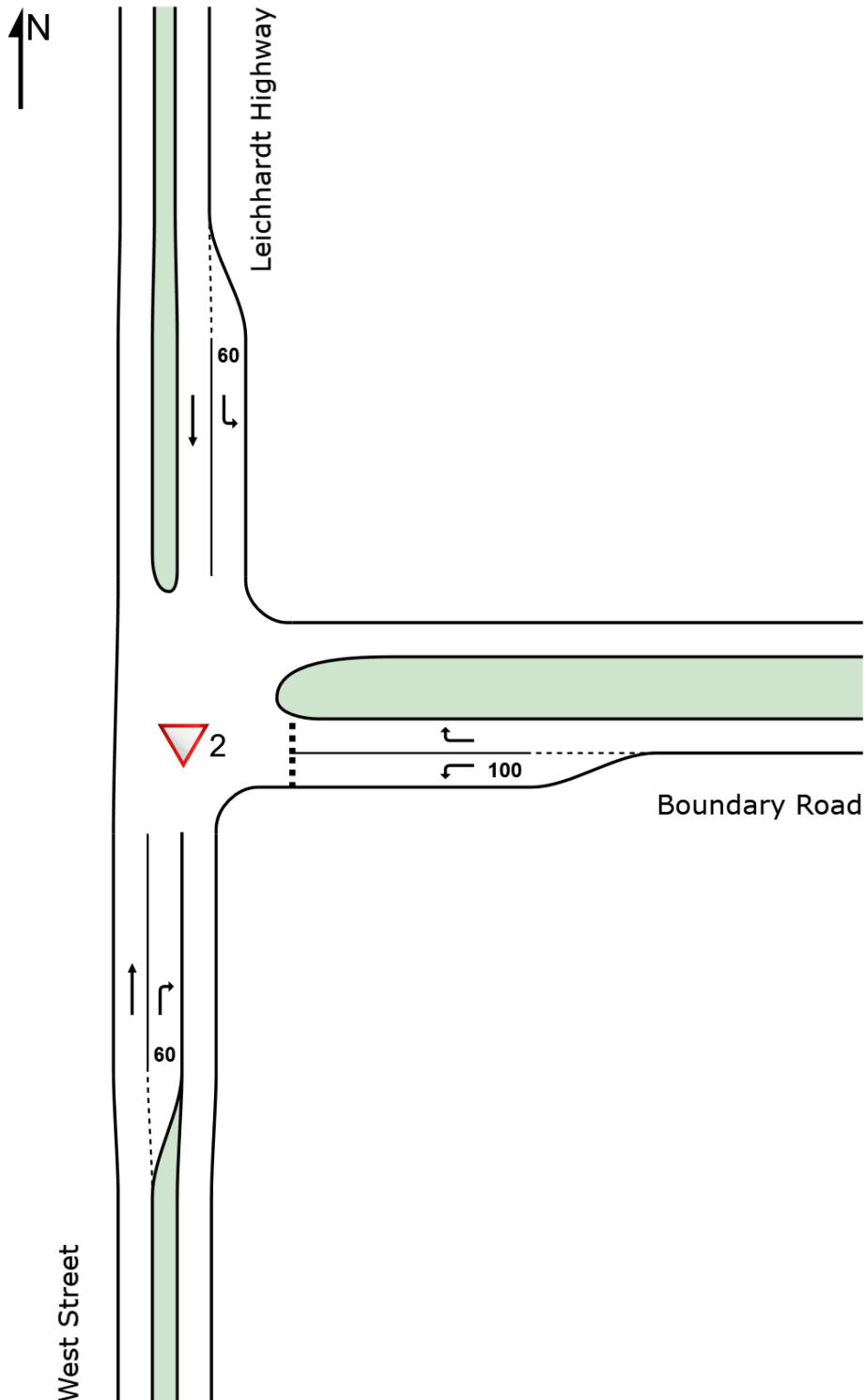
Project: c:\pw_work\dms33849\1. Barwon Highway_Barwon Highway.sip9

SITE LAYOUT

▽ Site: 2 [Barwon Highway / Leichhardt Highway 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: West Street														
2	T1	78	16	78	20.5	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	1	0	1	0.0	0.001	6.2	LOS A	0.0	0.0	0.29	0.52	0.29	57.5
Approach		79	16	79	20.3	0.045	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
East: Boundary Road														
4	L2	1	0	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.18	0.52	0.18	53.1
6	R2	89	32	89	36.0	0.135	8.4	LOS A	0.5	5.0	0.42	0.66	0.42	50.1
Approach		90	32	90	35.6	0.135	8.4	LOS A	0.5	5.0	0.42	0.66	0.42	50.1
North: Leichhardt Highway														
7	L2	93	35	93	37.6	0.064	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
8	T1	84	21	84	25.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		177	56	177	31.6	0.064	3.2	NA	0.0	0.0	0.00	0.30	0.00	55.5
All Vehicles		346	104	346	30.1	0.135	3.8	NA	0.5	5.0	0.11	0.33	0.11	54.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 1:57:55 PM

Project: c:\pw_work\dms33894\2. Barwon Highway_Leichhardt Highway.sip9

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: West Street														
2	T1	78	16	78	20.5	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	1	0	1	0.0	0.001	6.2	LOS A	0.0	0.0	0.30	0.52	0.30	57.5
Approach		79	16	79	20.3	0.045	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
East: Boundary Road														
4	L2	1	0	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.17	0.52	0.17	53.1
6	R2	95	34	95	35.8	0.144	8.4	LOS A	0.6	5.4	0.43	0.66	0.43	50.1
Approach		96	34	96	35.4	0.144	8.4	LOS A	0.6	5.4	0.42	0.66	0.42	50.1
North: Leichhardt Highway														
7	L2	100	38	100	38.0	0.068	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
8	T1	81	20	81	24.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		181	58	181	32.0	0.068	3.3	NA	0.0	0.0	0.00	0.31	0.00	55.3
All Vehicles		356	108	356	30.3	0.144	4.0	NA	0.6	5.4	0.12	0.34	0.12	54.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 1:57:56 PM

Project: c:\pw_work\dms33894\2. Barwon Highway_Leichhardt Highway.sip9

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: West Street														
2	T1	78	16	78	20.5	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	93	35	93	37.6	0.085	6.5	LOS A	0.4	3.3	0.22	0.56	0.22	49.0
Approach		171	51	171	29.8	0.085	3.5	NA	0.4	3.3	0.12	0.30	0.12	53.5
East: Boundary Road														
4	L2	89	32	89	36.0	0.087	6.5	LOS A	0.3	3.0	0.21	0.55	0.21	51.5
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.40	0.55	0.40	52.0
Approach		90	32	90	35.6	0.087	6.5	LOS A	0.3	3.0	0.21	0.55	0.21	51.5
North: Leichhardt Highway														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	84	21	84	25.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		85	21	85	24.7	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		346	104	346	30.1	0.087	3.4	NA	0.4	3.3	0.12	0.30	0.12	54.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 1:57:57 PM

Project: c:\pw_work\dms33894\2. Barwon Highway_Leichhardt Highway.sip9

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: West Street														
2	T1	78	16	78	20.5	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	100	38	100	38.0	0.092	6.5	LOS A	0.4	3.5	0.22	0.56	0.22	49.0
Approach		178	54	178	30.3	0.092	3.6	NA	0.4	3.5	0.12	0.31	0.12	53.2
East: Boundary Road														
4	L2	95	34	95	35.8	0.093	6.4	LOS A	0.3	3.2	0.21	0.55	0.21	51.5
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.40	0.55	0.40	52.0
Approach		96	34	96	35.4	0.093	6.5	LOS A	0.3	3.2	0.21	0.55	0.21	51.5
North: Leichhardt Highway														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	81	20	81	24.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		82	20	82	24.4	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		356	108	356	30.3	0.093	3.6	NA	0.4	3.5	0.12	0.31	0.12	54.1

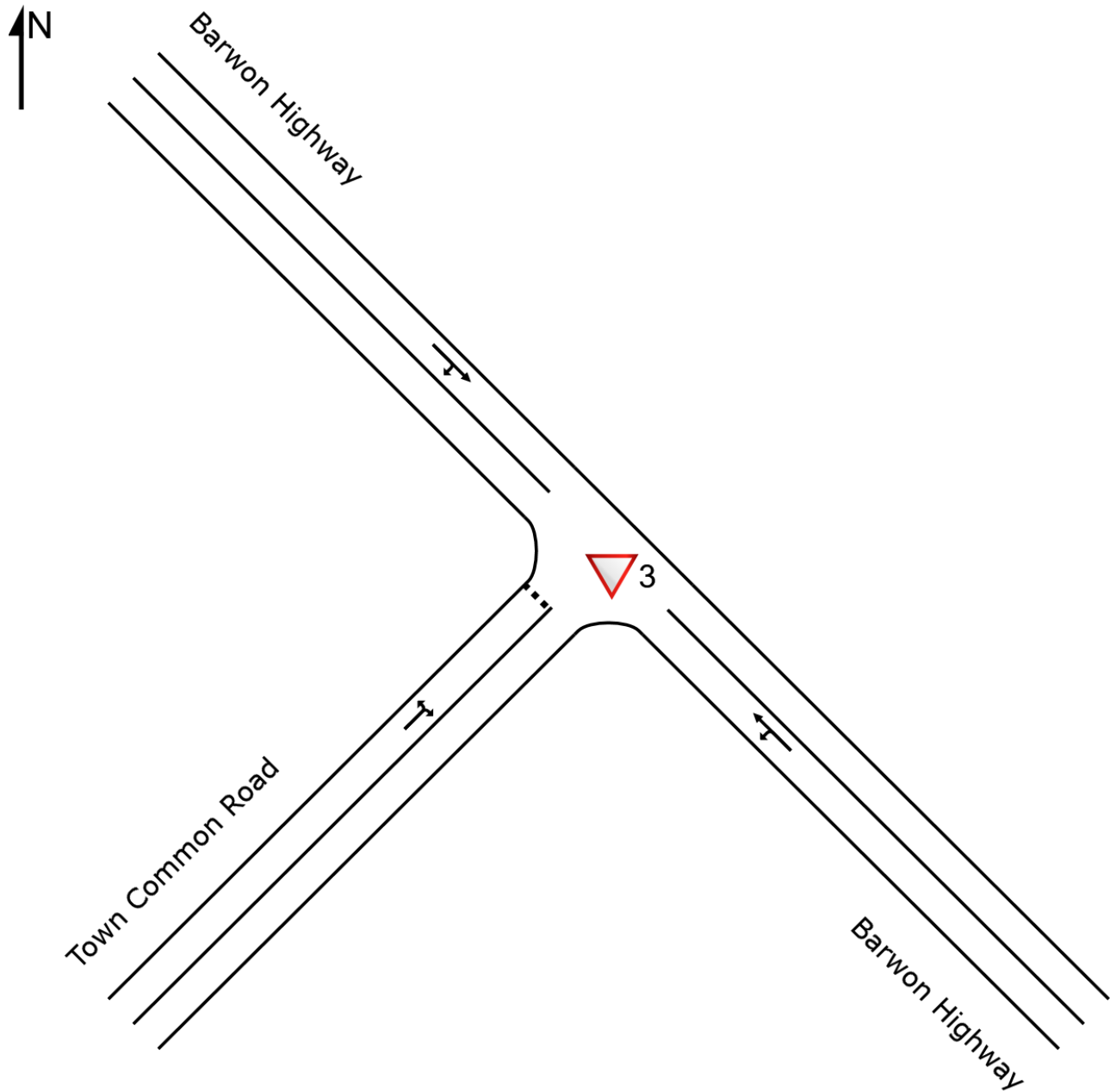
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 3 [Barwon Highway / Town Common Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 3 [Barwon Highway / Town Common Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Barwon Highway														
21	L2	15	4	15	26.7	0.055	8.5	LOS A	0.0	0.0	0.00	0.11	0.00	74.4
22	T1	78	16	78	20.5	0.055	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	96.8
Approach		93	20	93	21.5	0.055	1.4	NA	0.0	0.0	0.00	0.11	0.00	92.3
NorthWest: Barwon Highway														
28	T1	84	21	84	25.0	0.051	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
29	R2	1	0	1	0.0	0.051	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	65.0
Approach		85	21	85	24.7	0.051	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
SouthWest: Town Common Road														
30	L2	1	0	1	0.0	0.015	4.8	LOS A	0.0	0.4	0.25	0.54	0.25	56.0
32	R2	13	4	13	30.8	0.015	5.7	LOS A	0.0	0.4	0.25	0.54	0.25	49.6
Approach		14	4	14	28.6	0.015	5.6	LOS A	0.0	0.4	0.25	0.54	0.25	50.0
All Vehicles		192	45	192	23.4	0.055	1.1	NA	0.0	0.4	0.02	0.10	0.02	89.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 3 [Barwon Highway / Town Common Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
SouthEast: Barwon Highway														
21	L2	14	4	14	28.6	0.054	8.6	LOS A	0.0	0.0	0.00	0.10	0.00	73.8
22	T1	78	16	78	20.5	0.054	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	97.1
Approach		92	20	92	21.7	0.054	1.3	NA	0.0	0.0	0.00	0.10	0.00	92.6
NorthWest: Barwon Highway														
28	T1	81	20	81	24.7	0.049	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
29	R2	1	0	1	0.0	0.049	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	65.0
Approach		82	20	82	24.4	0.049	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.9
SouthWest: Town Common Road														
30	L2	1	0	1	0.0	0.016	4.8	LOS A	0.0	0.4	0.25	0.54	0.25	56.1
32	R2	14	4	14	28.6	0.016	5.6	LOS A	0.0	0.4	0.25	0.54	0.25	50.0
Approach		15	4	15	26.7	0.016	5.6	LOS A	0.0	0.4	0.25	0.54	0.25	50.4
All Vehicles		189	44	189	23.3	0.054	1.1	NA	0.0	0.4	0.02	0.10	0.02	89.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 2:51:57 PM

Project: c:\pw_work\dms33898\3. Barwon Highway_Town Common Road.sip9

MOVEMENT SUMMARY

▼ Site: 3 [Barwon Highway / Town Common Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Barwon Highway														
21	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
22	T1	78	16	78	20.5	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		79	16	79	20.3	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
NorthWest: Barwon Highway														
28	T1	84	21	84	25.0	0.061	0.1	LOS A	0.1	0.9	0.07	0.10	0.07	96.2
29	R2	15	4	15	26.7	0.061	8.5	LOS A	0.1	0.9	0.07	0.10	0.07	62.7
Approach		99	25	99	25.3	0.061	1.3	NA	0.1	0.9	0.07	0.10	0.07	89.0
SouthWest: Town Common Road														
30	L2	13	4	13	30.8	0.011	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.2
32	R2	1	0	1	0.0	0.011	5.2	LOS A	0.0	0.4	0.18	0.49	0.18	56.0
Approach		14	4	14	28.6	0.011	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.6
All Vehicles		192	45	192	23.4	0.061	1.1	NA	0.1	0.9	0.05	0.09	0.05	87.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 2:51:57 PM

Project: c:\pw_work\dms33898\3. Barwon Highway_Town Common Road.sip9

MOVEMENT SUMMARY

▼ Site: 3 [Barwon Highway / Town Common Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Barwon Highway														
21	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
22	T1	78	16	78	20.5	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		79	16	79	20.3	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
NorthWest: Barwon Highway														
28	T1	81	20	81	24.7	0.059	0.1	LOS A	0.1	0.8	0.07	0.10	0.07	96.3
29	R2	14	4	14	28.6	0.059	8.5	LOS A	0.1	0.8	0.07	0.10	0.07	62.7
Approach		95	24	95	25.3	0.059	1.3	NA	0.1	0.8	0.07	0.10	0.07	89.3
SouthWest: Town Common Road														
30	L2	14	4	14	28.6	0.012	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.6
32	R2	1	0	1	0.0	0.012	5.2	LOS A	0.0	0.4	0.18	0.49	0.18	56.0
Approach		15	4	15	26.7	0.012	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.9
All Vehicles		189	44	189	23.3	0.059	1.1	NA	0.1	0.8	0.05	0.09	0.05	87.8

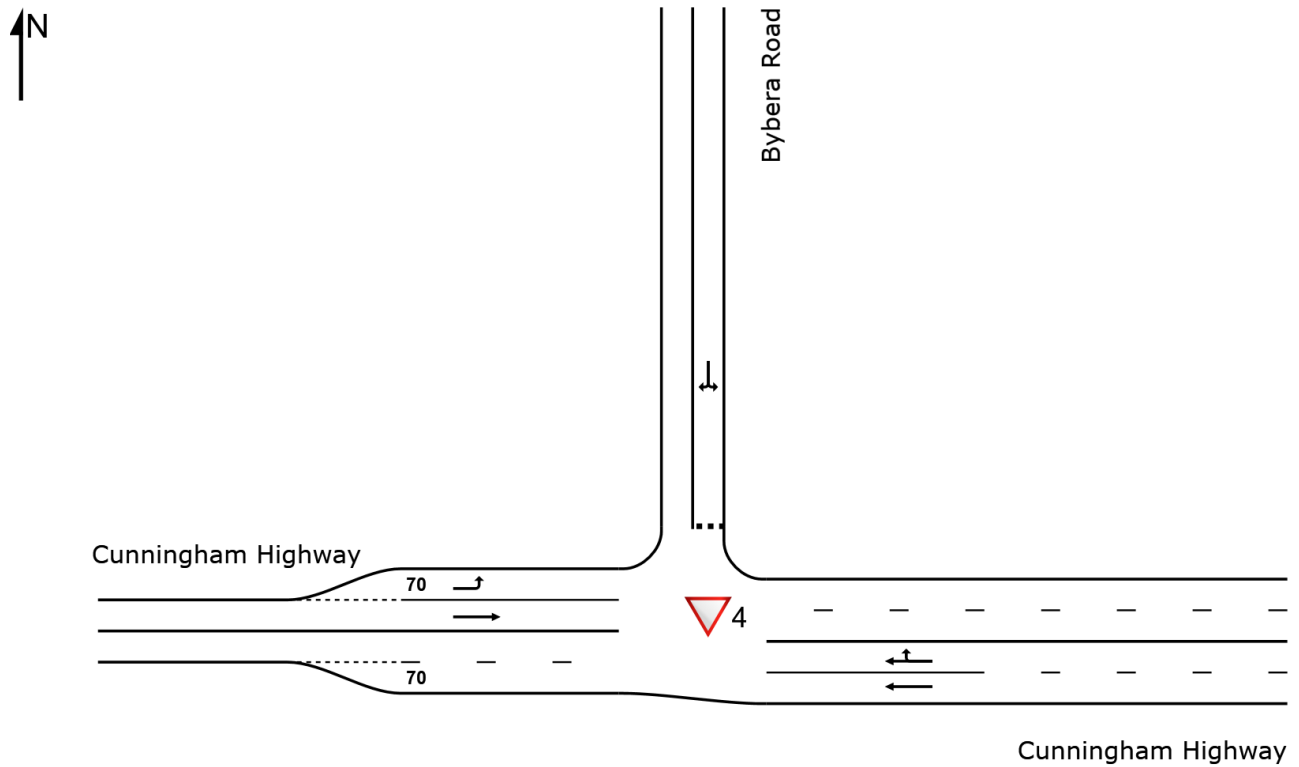
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 4 [Cunningham Highway / Bybera Road 2022 AM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 24 November 2022 1:43:27 PM

Project: c:\pw_work\dms33614\4. Cunningham Highway_Bybera Road.sip9

MOVEMENT SUMMARY

▼ Site: 4 [Cunningham Highway / Bybera Road 2022 AM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	47	12	47	25.5	0.021	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.0
6	R2	2	0	2	0.0	0.021	3.7	LOS A	0.0	0.1	0.02	0.04	0.02	80.2
Approach		49	12	49	24.5	0.021	0.2	NA	0.0	0.1	0.01	0.03	0.01	98.1
North: Bybera Road														
7	L2	2	0	2	0.0	0.003	8.0	LOS A	0.0	0.1	0.16	0.60	0.16	63.0
9	R2	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.16	0.60	0.16	74.1
Approach		3	0	3	0.0	0.003	8.1	LOS A	0.0	0.1	0.16	0.60	0.16	67.8
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	57	17	57	29.8	0.035	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		58	17	58	29.3	0.035	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		110	29	110	26.4	0.035	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 4 [Cunningham Highway / Bybera Road 2022 PM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	37	13	37	35.1	0.017	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
6	R2	1	0	1	0.0	0.017	3.8	LOS A	0.0	0.1	0.01	0.02	0.01	80.5
Approach		38	13	38	34.2	0.017	0.1	NA	0.0	0.1	0.01	0.02	0.01	98.7
North: Bybera Road														
7	L2	3	0	3	0.0	0.003	8.1	LOS A	0.0	0.1	0.16	0.60	0.16	63.0
9	R2	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.16	0.60	0.16	74.2
Approach		4	0	4	0.0	0.003	8.1	LOS A	0.0	0.1	0.16	0.60	0.16	66.7
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	57	20	57	35.1	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		58	20	58	34.5	0.036	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		100	33	100	33.0	0.036	0.4	NA	0.0	0.1	0.01	0.04	0.01	96.7

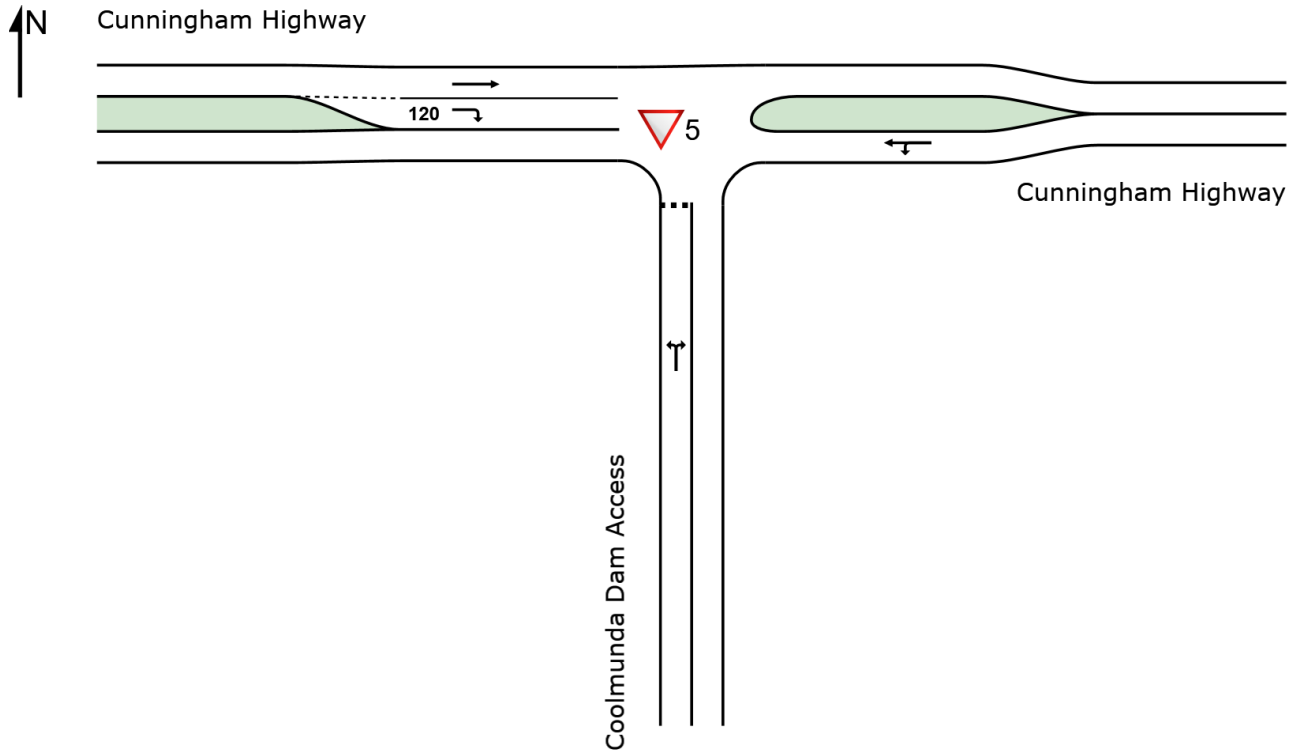
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 5 [Cunningham Highway / Coolmunda Dam Access 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 5 [Cunningham Highway / Coolmunda Dam Access 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Dam Access														
1	L2	1	0	1	0.0	0.004	8.0	LOS A	0.0	0.1	0.24	0.61	0.24	73.5
3	R2	3	1	3	33.3	0.004	9.4	LOS A	0.0	0.1	0.24	0.61	0.24	62.1
Approach		4	1	4	25.0	0.004	9.0	LOS A	0.0	0.1	0.24	0.61	0.24	64.6
East: Cunningham Highway														
4	L2	3	1	3	33.3	0.041	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.0
5	T1	60	26	60	43.3	0.041	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.8
Approach		63	27	63	42.9	0.041	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.2
West: Cunningham Highway														
11	T1	67	31	67	46.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.17	0.60	0.17	74.4
Approach		68	31	68	45.6	0.045	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		135	59	135	43.7	0.045	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:15:28 PM

Project: c:\pw_work\dms33905\5. Cunningham Highway_Coolmunda Dam Access.sip9

MOVEMENT SUMMARY

▼ Site: 5 [Cunningham Highway / Coolmunda Dam Access 2022
PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Dam Access														
1	L2	1	0	1	0.0	0.004	8.0	LOS A	0.0	0.1	0.24	0.61	0.24	73.5
3	R2	3	1	3	33.3	0.004	9.4	LOS A	0.0	0.1	0.24	0.61	0.24	62.1
Approach		4	1	4	25.0	0.004	9.0	LOS A	0.0	0.1	0.24	0.61	0.24	64.6
East: Cunningham Highway														
4	L2	3	1	3	33.3	0.043	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.0
5	T1	63	27	63	42.9	0.043	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		66	28	66	42.4	0.043	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.3
West: Cunningham Highway														
11	T1	66	31	66	47.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.17	0.60	0.17	74.4
Approach		67	31	67	46.3	0.044	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		137	60	137	43.8	0.044	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:15:29 PM

Project: c:\pw_work\dms33905\5. Cunningham Highway_Coolmunda Dam Access.sip9

MOVEMENT SUMMARY

▼ Site: 5 [Cunningham Highway / Coolmunda Dam Access 2022
AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Dam Access														
1	L2	3	1	3	33.3	0.003	9.0	LOS A	0.0	0.1	0.18	0.60	0.18	63.0
3	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.18	0.60	0.18	73.3
Approach		4	1	4	25.0	0.003	8.8	LOS A	0.0	0.1	0.18	0.60	0.18	65.3
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.040	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.1
5	T1	60	26	60	43.3	0.040	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		61	26	61	42.6	0.040	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
West: Cunningham Highway														
11	T1	67	31	67	46.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	3	1	3	33.3	0.002	8.6	LOS A	0.0	0.1	0.18	0.61	0.18	62.5
Approach		70	32	70	45.7	0.045	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.5
All Vehicles		135	59	135	43.7	0.045	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:15:30 PM

Project: c:\pw_work\dms33905\5. Cunningham Highway_Coolmunda Dam Access.sip9

MOVEMENT SUMMARY

▼ Site: 5 [Cunningham Highway / Coolmunda Dam Access 2022
PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Dam Access														
1	L2	3	1	3	33.3	0.003	9.0	LOS A	0.0	0.1	0.18	0.60	0.18	63.0
3	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.18	0.60	0.18	73.3
Approach		4	1	4	25.0	0.003	8.8	LOS A	0.0	0.1	0.18	0.60	0.18	65.3
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.042	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
5	T1	63	27	63	42.9	0.042	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		64	27	64	42.2	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
West: Cunningham Highway														
11	T1	66	31	66	47.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	3	1	3	33.3	0.002	8.6	LOS A	0.0	0.1	0.19	0.61	0.19	62.5
Approach		69	32	69	46.4	0.044	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.4
All Vehicles		137	60	137	43.8	0.044	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:15:30 PM

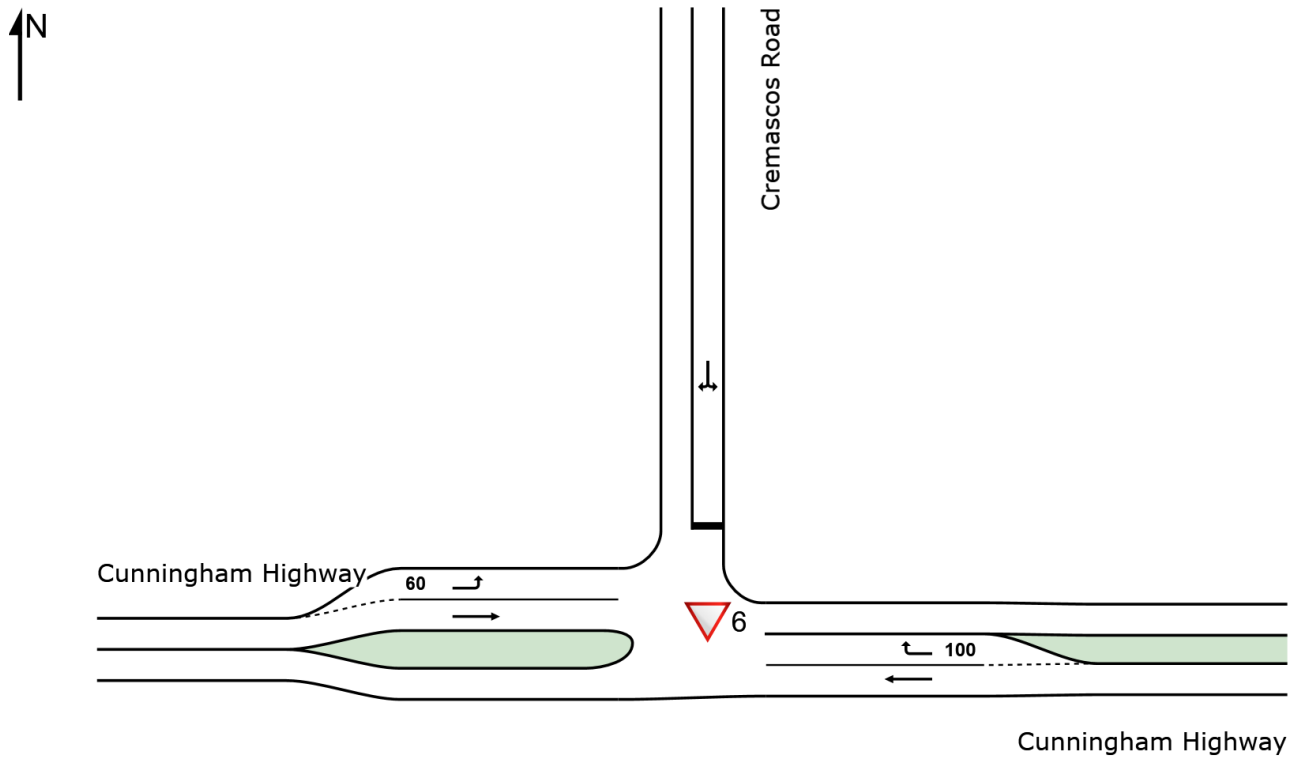
Project: c:\pw_work\dms33905\5. Cunningham Highway_Coolmunda Dam Access.sip9

SITE LAYOUT

▼ Site: 6 [Cunningham Highway / Cremascos Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 24 November 2022 11:30:31 AM
Project: c:\pw_work\dms33908\6. Cunningham Highway_Cremascos Road.sip9

MOVEMENT SUMMARY

▼ Site: 6 [Cunningham Highway / Cremascos Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
North: Cremascos Road														
7	L2	1	0	1	0.0	0.006	9.8	LOS A	0.0	0.2	0.23	0.88	0.23	71.7
9	R2	4	1	4	25.0	0.006	11.7	LOS B	0.0	0.2	0.23	0.88	0.23	63.6
Approach		5	1	5	20.0	0.006	11.3	LOS B	0.0	0.2	0.23	0.88	0.23	65.0
West: Cunningham Highway														
10	L2	4	1	4	25.0	0.003	8.5	LOS A	0.0	0.0	0.00	0.66	0.00	66.1
11	T1	48	23	48	47.9	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		52	24	52	46.2	0.032	0.7	NA	0.0	0.0	0.00	0.05	0.00	96.2
All Vehicles		106	49	106	46.2	0.033	0.9	NA	0.0	0.2	0.01	0.07	0.01	95.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 6 [Cunningham Highway / Cremascos Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
North: Cremascos Road														
7	L2	1	0	1	0.0	0.006	9.8	LOS A	0.0	0.2	0.24	0.88	0.24	71.7
9	R2	4	1	4	25.0	0.006	11.7	LOS B	0.0	0.2	0.24	0.88	0.24	63.6
Approach		5	1	5	20.0	0.006	11.3	LOS B	0.0	0.2	0.24	0.88	0.24	65.0
West: Cunningham Highway														
10	L2	5	2	5	40.0	0.003	8.9	LOS A	0.0	0.0	0.00	0.66	0.00	61.9
11	T1	48	23	48	47.9	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		53	25	53	47.2	0.032	0.8	NA	0.0	0.0	0.00	0.06	0.00	94.5
All Vehicles		107	50	107	46.7	0.033	1.0	NA	0.0	0.2	0.01	0.08	0.01	94.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 6 [Cunningham Highway / Cremascos Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	4	1	4	25.0	0.003	8.3	LOS A	0.0	0.1	0.16	0.62	0.16	65.1
Approach		52	25	52	48.1	0.033	0.6	NA	0.0	0.1	0.01	0.05	0.01	96.0
North: Cremascos Road														
7	L2	4	1	4	25.0	0.005	11.2	LOS B	0.0	0.2	0.16	0.91	0.16	64.1
9	R2	1	0	1	0.0	0.005	10.1	LOS B	0.0	0.2	0.16	0.91	0.16	71.9
Approach		5	1	5	20.0	0.005	11.0	LOS B	0.0	0.2	0.16	0.91	0.16	65.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	48	23	48	47.9	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		49	23	49	46.9	0.032	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		106	49	106	46.2	0.033	0.9	NA	0.0	0.2	0.01	0.07	0.01	95.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 6 [Cunningham Highway / Cremascos Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	5	2	5	40.0	0.004	8.8	LOS A	0.0	0.2	0.16	0.62	0.16	60.7
Approach		53	26	53	49.1	0.033	0.8	NA	0.0	0.2	0.02	0.06	0.02	94.2
North: Cremascos Road														
7	L2	4	1	4	25.0	0.005	11.2	LOS B	0.0	0.2	0.16	0.91	0.16	64.1
9	R2	1	0	1	0.0	0.005	10.1	LOS B	0.0	0.2	0.16	0.91	0.16	71.9
Approach		5	1	5	20.0	0.005	11.0	LOS B	0.0	0.2	0.16	0.91	0.16	65.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	48	23	48	47.9	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		49	23	49	46.9	0.032	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		107	50	107	46.7	0.033	1.0	NA	0.0	0.2	0.02	0.08	0.02	94.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 1:43:00 PM

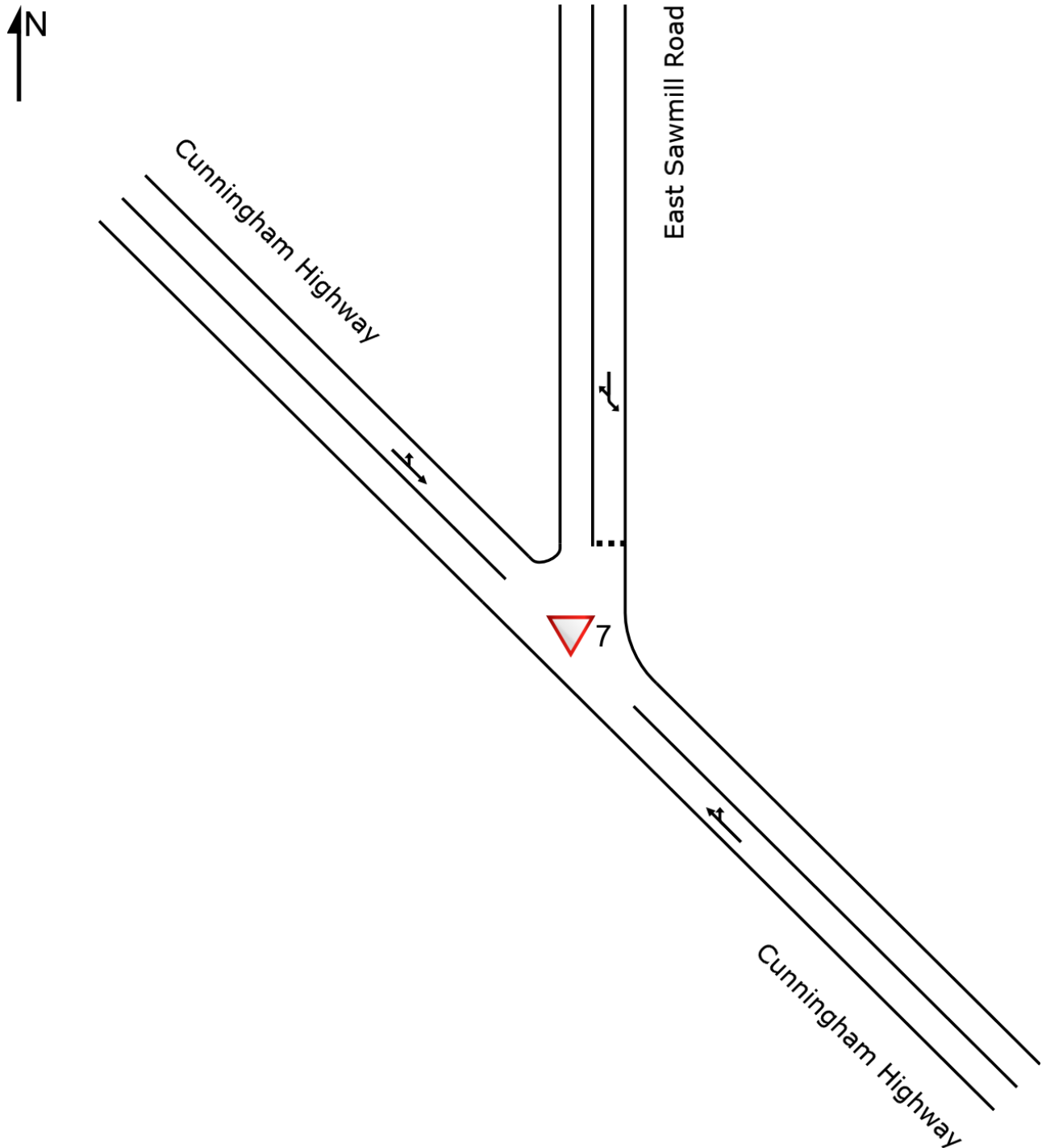
Project: c:\pw_work\dms33908\6. Cunningham Highway_Cremascos Road.sip9

SITE LAYOUT

▼ Site: 7 [Cunningham Highway / East Sawmill Road 2022 AM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 7 [Cunningham Highway / East Sawmill Road 2022 AM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Cunningham Highway														
22	T1	52	18	52	34.6	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.6
23a	R1	1	0	1	0.0	0.033	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	72.9
Approach		53	18	53	34.0	0.033	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
North: East Sawmill Road														
7a	L1	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.15	0.57	0.15	49.7
9b	R3	1	0	1	0.0	0.002	6.4	LOS A	0.0	0.0	0.15	0.57	0.15	52.6
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.15	0.57	0.15	51.2
NorthWest: Cunningham Highway														
27b	L3	1	0	1	0.0	0.035	6.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
28	T1	54	19	54	35.2	0.035	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.5
Approach		55	19	55	34.5	0.035	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles		110	37	110	33.6	0.035	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 7 [Cunningham Highway / East Sawmill Road 2022 PM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Cunningham Highway														
22	T1	46	20	46	43.5	0.031	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.5
23a	R1	1	0	1	0.0	0.031	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	72.8
Approach		47	20	47	42.6	0.031	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
North: East Sawmill Road														
7a	L1	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.15	0.57	0.15	49.7
9b	R3	1	0	1	0.0	0.002	6.4	LOS A	0.0	0.0	0.15	0.57	0.15	52.6
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.15	0.57	0.15	51.2
NorthWest: Cunningham Highway														
27b	L3	1	0	1	0.0	0.036	6.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
28	T1	56	21	56	37.5	0.036	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.5
Approach		57	21	57	36.8	0.036	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles		106	41	106	38.7	0.036	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.4

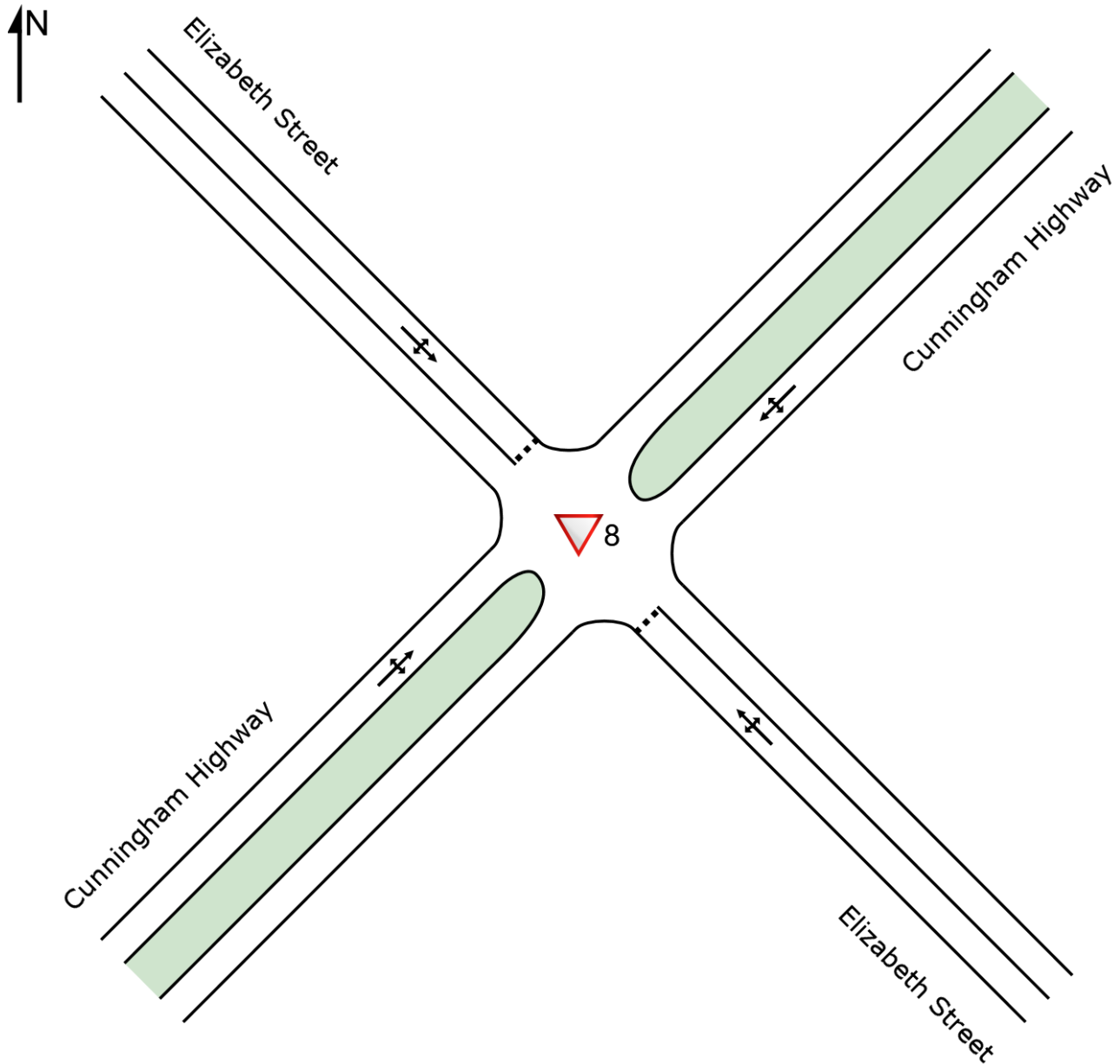
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 8 [Cunningham Highway / Elizabeth Street 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 24 November 2022 12:12:15 PM
Project: c:\pw_work\dms33988\8. Cunningham Highway_ Elizabeth Street.sip9

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.24	0.49	0.24	42.4
22	T1	1	0	1	0.0	0.003	3.9	LOS A	0.0	0.1	0.24	0.49	0.24	40.9
23	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.24	0.49	0.24	41.6
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.24	0.49	0.24	41.7
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.063	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	86	53	86	61.6	0.063	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.063	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.7
Approach		88	53	88	60.2	0.063	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.8	LOS A	0.0	0.1	0.23	0.49	0.23	40.7
28	T1	1	0	1	0.0	0.003	3.9	LOS A	0.0	0.1	0.23	0.49	0.23	41.0
29	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.23	0.49	0.23	39.8
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.23	0.49	0.23	40.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.056	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.2
31	T1	84	36	84	42.9	0.056	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.7
32	R2	1	0	1	0.0	0.056	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	47.5
Approach		86	36	86	41.9	0.056	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.6
All Vehicles		180	89	180	49.4	0.063	0.3	NA	0.0	0.1	0.01	0.03	0.01	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:50:58 PM

Project: c:\pw_work\dms33988\8. Cunningham Highway_ Elizabeth Street.sip9

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.25	0.49	0.25	42.4
22	T1	1	0	1	0.0	0.003	4.0	LOS A	0.0	0.1	0.25	0.49	0.25	40.9
23	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.25	0.49	0.25	41.6
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.25	0.49	0.25	41.7
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.063	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	87	53	87	60.9	0.063	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.063	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.7
Approach		89	53	89	59.6	0.063	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.25	0.49	0.25	40.6
28	T1	1	0	1	0.0	0.003	4.0	LOS A	0.0	0.1	0.25	0.49	0.25	40.9
29	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.25	0.49	0.25	39.7
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.25	0.49	0.25	40.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.064	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.2
31	T1	96	41	96	42.7	0.064	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.7
32	R2	1	0	1	0.0	0.064	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	47.6
Approach		98	41	98	41.8	0.064	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.7
All Vehicles		193	94	193	48.7	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:51:00 PM

Project: c:\pw_work\dms33988\8. Cunningham Highway_ Elizabeth Street.sip9

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.24	0.49	0.24	42.4
22	T1	1	0	1	0.0	0.003	3.9	LOS A	0.0	0.1	0.24	0.49	0.24	40.9
23	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.24	0.49	0.24	41.6
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.24	0.49	0.24	41.7
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.063	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	86	53	86	61.6	0.063	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.063	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.7
Approach		88	53	88	60.2	0.063	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.8	LOS A	0.0	0.1	0.23	0.49	0.23	40.7
28	T1	1	0	1	0.0	0.003	3.9	LOS A	0.0	0.1	0.23	0.49	0.23	41.0
29	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.23	0.49	0.23	39.8
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.23	0.49	0.23	40.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.056	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.2
31	T1	84	36	84	42.9	0.056	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.7
32	R2	1	0	1	0.0	0.056	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	47.5
Approach		86	36	86	41.9	0.056	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.6
All Vehicles		180	89	180	49.4	0.063	0.3	NA	0.0	0.1	0.01	0.03	0.01	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:51:00 PM

Project: c:\pw_work\dms33988\8. Cunningham Highway_ Elizabeth Street.sip9

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.25	0.49	0.25	42.4
22	T1	1	0	1	0.0	0.003	4.0	LOS A	0.0	0.1	0.25	0.49	0.25	40.9
23	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.25	0.49	0.25	41.6
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.25	0.49	0.25	41.7
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.063	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	87	53	87	60.9	0.063	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.063	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.7
Approach		89	53	89	59.6	0.063	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.25	0.49	0.25	40.6
28	T1	1	0	1	0.0	0.003	4.0	LOS A	0.0	0.1	0.25	0.49	0.25	40.9
29	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.25	0.49	0.25	39.7
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.25	0.49	0.25	40.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.064	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.2
31	T1	96	41	96	42.7	0.064	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.7
32	R2	1	0	1	0.0	0.064	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	47.6
Approach		98	41	98	41.8	0.064	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.7
All Vehicles		193	94	193	48.7	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 4:51:01 PM

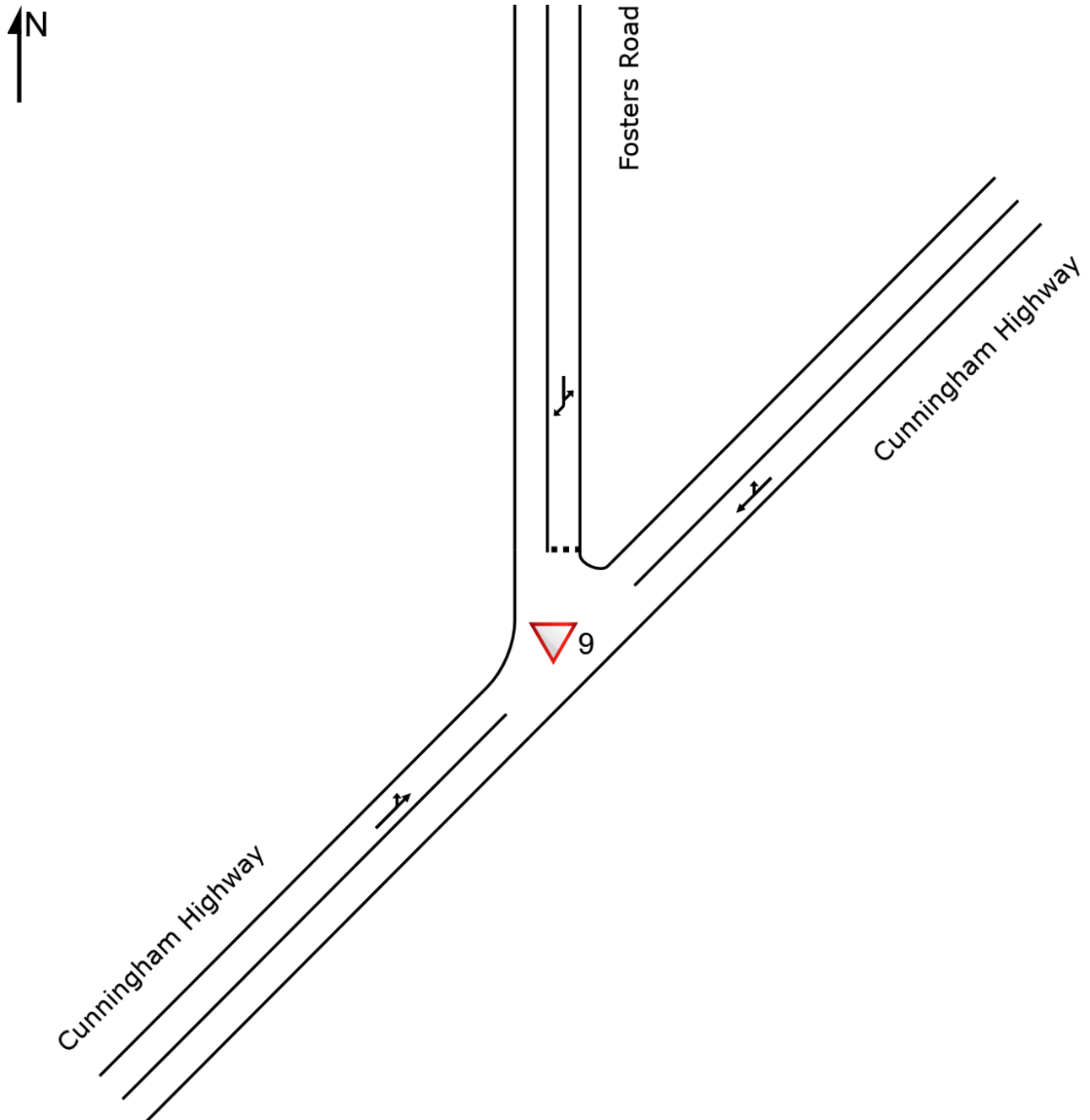
Project: c:\pw_work\dms33988\8. Cunningham Highway_ Elizabeth Street.sip9

SITE LAYOUT

▽ Site: 9 [Cunningham Highway / Fosters Road 2022 AM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 9 [Cunningham Highway / Fosters Road 2022 AM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	44	15	44	34.1	0.028	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.2
26b	R3	1	0	1	0.0	0.028	8.1	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		45	15	45	33.3	0.028	0.2	NA	0.0	0.1	0.01	0.02	0.01	98.9
North: Fosters Road														
7b	L3	1	0	1	0.0	0.001	9.1	LOS A	0.0	0.0	0.15	0.61	0.15	74.6
9a	R1	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.15	0.61	0.15	73.8
Approach		2	0	2	0.0	0.001	8.3	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
SouthWest: Cunningham Highway														
30a	L1	1	0	1	0.0	0.033	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.7
31	T1	52	17	52	32.7	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		53	17	53	32.1	0.033	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
All Vehicles		100	32	100	32.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 9 [Cunningham Highway / Fosters Road 2022 PM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	49	17	49	34.7	0.031	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.2
26b	R3	1	0	1	0.0	0.031	8.1	LOS A	0.0	0.1	0.01	0.02	0.01	87.7
Approach		50	17	50	34.0	0.031	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0
North: Fosters Road														
7b	L3	1	0	1	0.0	0.002	9.1	LOS A	0.0	0.0	0.15	0.61	0.15	74.6
9a	R1	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.15	0.61	0.15	73.8
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
SouthWest: Cunningham Highway														
30a	L1	1	0	1	0.0	0.033	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.7
31	T1	51	18	51	35.3	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		52	18	52	34.6	0.033	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.1
All Vehicles		104	35	104	33.7	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.4

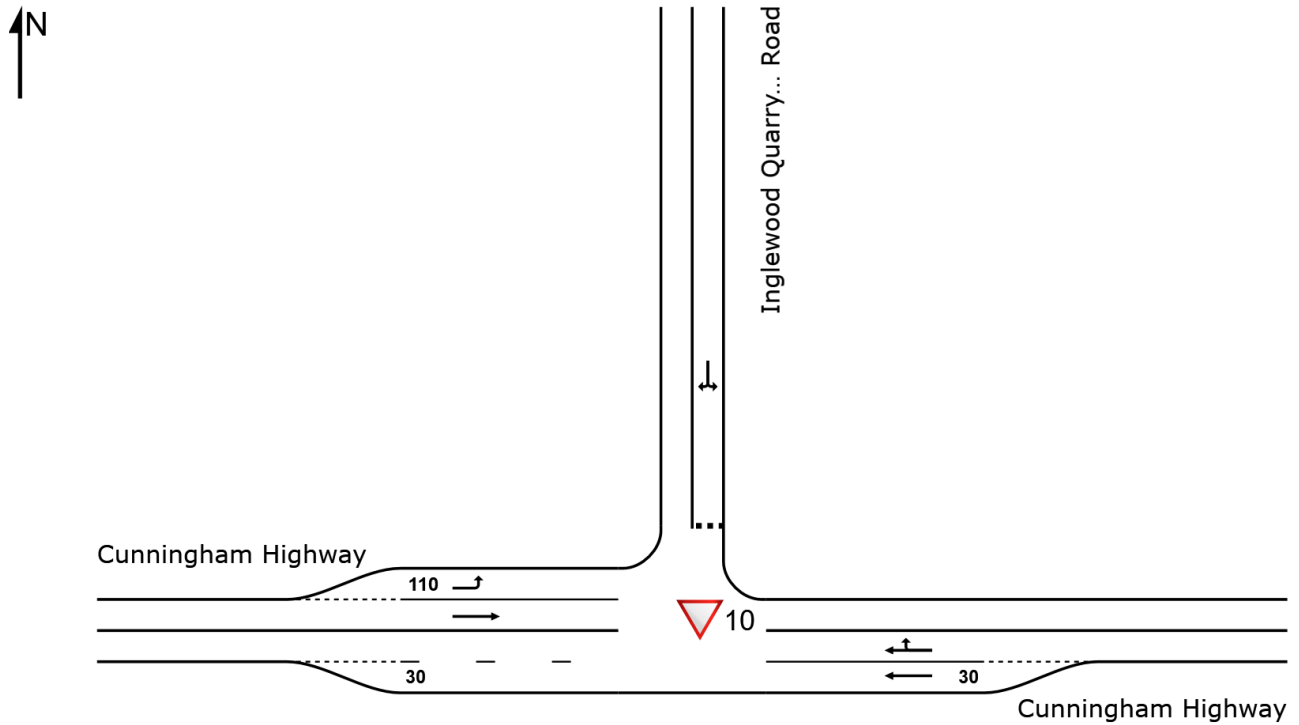
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	42	13	42	31.0	0.023	0.0	LOS A	0.0	0.2	0.02	0.03	0.02	97.9
6	R2	2	2	2	100.0	0.023	10.6	LOS B	0.0	0.2	0.03	0.04	0.03	61.0
Approach		44	15	44	34.1	0.023	0.5	NA	0.0	0.2	0.02	0.03	0.02	95.3
North: Inglewood Quarry Access Road														
7	L2	2	2	2	100.0	0.006	5.9	LOS A	0.0	0.3	0.22	0.49	0.22	43.2
9	R2	2	2	2	100.0	0.006	6.9	LOS A	0.0	0.3	0.22	0.49	0.22	42.9
Approach		4	4	4	100.0	0.006	6.4	LOS A	0.0	0.3	0.22	0.49	0.22	43.1
West: Cunningham Highway														
10	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
11	T1	51	16	51	31.4	0.031	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		53	17	53	32.1	0.031	0.3	NA	0.0	0.0	0.00	0.03	0.00	97.5
All Vehicles		101	36	101	35.6	0.031	0.7	NA	0.0	0.3	0.02	0.05	0.02	91.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	46	15	46	32.6	0.026	0.0	LOS A	0.0	0.2	0.02	0.03	0.02	98.1
6	R2	2	2	2	100.0	0.026	10.6	LOS B	0.0	0.2	0.03	0.04	0.03	61.1
Approach		48	17	48	35.4	0.026	0.5	NA	0.0	0.2	0.02	0.03	0.02	95.7
North: Inglewood Quarry Access Road														
7	L2	1	1	1	100.0	0.005	5.9	LOS A	0.0	0.2	0.24	0.50	0.24	43.2
9	R2	2	2	2	100.0	0.005	7.0	LOS A	0.0	0.2	0.24	0.50	0.24	42.8
Approach		3	3	3	100.0	0.005	6.6	LOS A	0.0	0.2	0.24	0.50	0.24	43.0
West: Cunningham Highway														
10	L2	1	1	1	100.0	0.001	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	52.3
11	T1	50	17	50	34.0	0.031	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		51	18	51	35.3	0.031	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.2
All Vehicles		102	38	102	37.3	0.031	0.5	NA	0.0	0.2	0.02	0.03	0.02	93.5

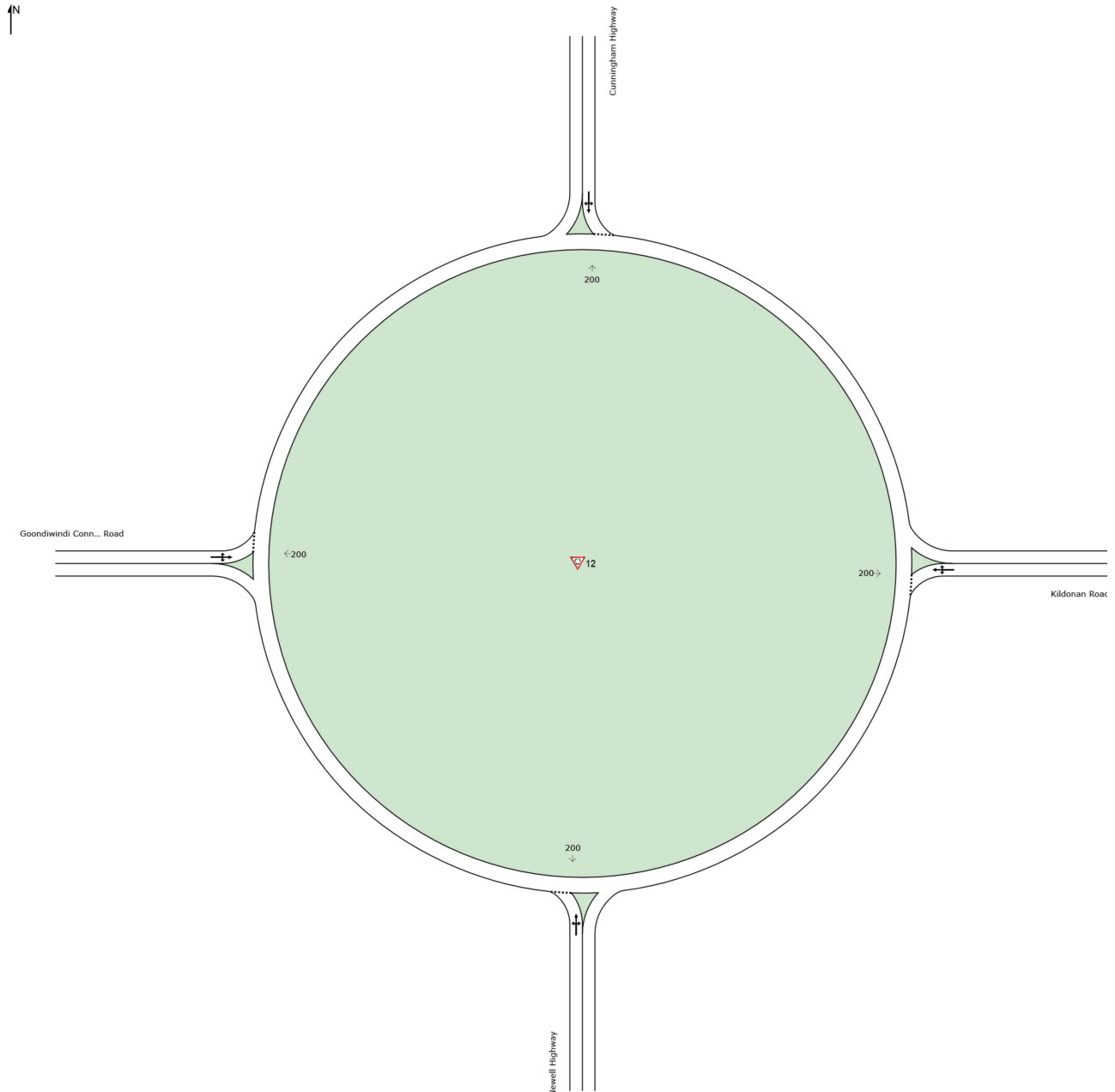
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 **Site: 12 [2022 AM Peak - Cunningham Highway / Kildonan Road - Existing Conditions (Site Folder: Existing Conditions)]**

Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 12 [2022 AM Peak - Cunningham Highway / Kildonan Road - Existing Conditions (Site Folder: Existing Conditions)]**

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Newell Highway														
1	L2	30	1	30	3.3	0.120	6.1	LOS A	0.6	5.5	0.29	0.44	0.29	71.1
2	T1	90	42	90	46.7	0.120	5.5	LOS A	0.6	5.5	0.29	0.44	0.29	59.7
3	R2	3	1	3	33.3	0.120	16.0	LOS B	0.6	5.5	0.29	0.44	0.29	62.6
Approach		123	44	123	35.8	0.120	5.9	LOS A	0.6	5.5	0.29	0.44	0.29	61.8
East: Kildonan Road														
4	L2	3	1	3	33.3	0.049	6.4	LOS A	0.2	1.8	0.35	0.49	0.35	57.7
5	T1	37	2	37	5.4	0.049	4.9	LOS A	0.2	1.8	0.35	0.49	0.35	59.8
6	R2	14	1	14	7.1	0.049	15.6	LOS B	0.2	1.8	0.35	0.49	0.35	51.5
Approach		54	4	54	7.4	0.049	7.8	LOS A	0.2	1.8	0.35	0.49	0.35	56.8
North: Cunningham Highway														
7	L2	14	2	14	14.3	0.137	6.0	LOS A	0.7	6.3	0.23	0.47	0.23	46.9
8	T1	90	38	90	42.2	0.137	5.2	LOS A	0.7	6.3	0.23	0.47	0.23	59.2
9	R2	54	4	54	7.4	0.137	15.4	LOS B	0.7	6.3	0.23	0.47	0.23	50.8
Approach		158	44	158	27.8	0.137	8.7	LOS A	0.7	6.3	0.23	0.47	0.23	55.3
West: Goondiwindi Connection Road														
10	L2	66	4	66	6.1	0.111	6.2	LOS A	0.6	4.2	0.31	0.47	0.31	67.4
11	T1	40	3	40	7.5	0.111	5.1	LOS A	0.6	4.2	0.31	0.47	0.31	57.1
12	R2	22	1	22	4.5	0.111	15.7	LOS B	0.6	4.2	0.31	0.47	0.31	69.6
Approach		128	8	128	6.3	0.111	7.5	LOS A	0.6	4.2	0.31	0.47	0.31	65.2
All Vehicles		463	100	463	21.6	0.137	7.5	LOS A	0.7	6.3	0.28	0.47	0.28	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 4:40:19 PM

Project: c:\pw_work\dms33614\12. Cunningham Highway_Kildonan Road.sip9

MOVEMENT SUMMARY

 Site: 12 [2022 PM Peak - Cunningham Highway / Kildonan Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Newell Highway														
1	L2	37	3	37	8.1	0.141	6.3	LOS A	0.7	6.9	0.35	0.46	0.35	69.3
2	T1	93	54	93	58.1	0.141	6.0	LOS A	0.7	6.9	0.35	0.46	0.35	57.1
3	R2	4	1	4	25.0	0.141	16.1	LOS B	0.7	6.9	0.35	0.46	0.35	62.1
Approach		134	58	134	43.3	0.141	6.4	LOS A	0.7	6.9	0.35	0.46	0.35	59.7
East: Kildonan Road														
4	L2	3	1	3	33.3	0.066	6.6	LOS A	0.3	2.5	0.38	0.51	0.38	57.9
5	T1	49	3	49	6.1	0.066	5.1	LOS A	0.3	2.5	0.38	0.51	0.38	60.1
6	R2	16	5	16	31.3	0.066	16.0	LOS B	0.3	2.5	0.38	0.51	0.38	49.4
Approach		68	9	68	13.2	0.066	7.7	LOS A	0.3	2.5	0.38	0.51	0.38	56.4
North: Cunningham Highway														
7	L2	20	4	20	20.0	0.158	6.1	LOS A	0.9	7.6	0.26	0.49	0.26	46.7
8	T1	88	45	88	51.1	0.158	5.4	LOS A	0.9	7.6	0.26	0.49	0.26	57.2
9	R2	69	5	69	7.2	0.158	15.4	LOS B	0.9	7.6	0.26	0.49	0.26	50.6
Approach		177	54	177	30.5	0.158	9.4	LOS A	0.9	7.6	0.26	0.49	0.26	53.6
West: Goondiwindi Connection Road														
10	L2	81	2	81	2.5	0.133	6.2	LOS A	0.7	5.2	0.33	0.49	0.33	68.1
11	T1	41	3	41	7.3	0.133	5.2	LOS A	0.7	5.2	0.33	0.49	0.33	56.8
12	R2	30	4	30	13.3	0.133	15.9	LOS B	0.7	5.2	0.33	0.49	0.33	68.0
Approach		152	9	152	5.9	0.133	7.9	LOS A	0.7	5.2	0.33	0.49	0.33	65.6
All Vehicles		531	130	531	24.5	0.158	8.0	LOS A	0.9	7.6	0.32	0.48	0.32	58.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 4:40:20 PM

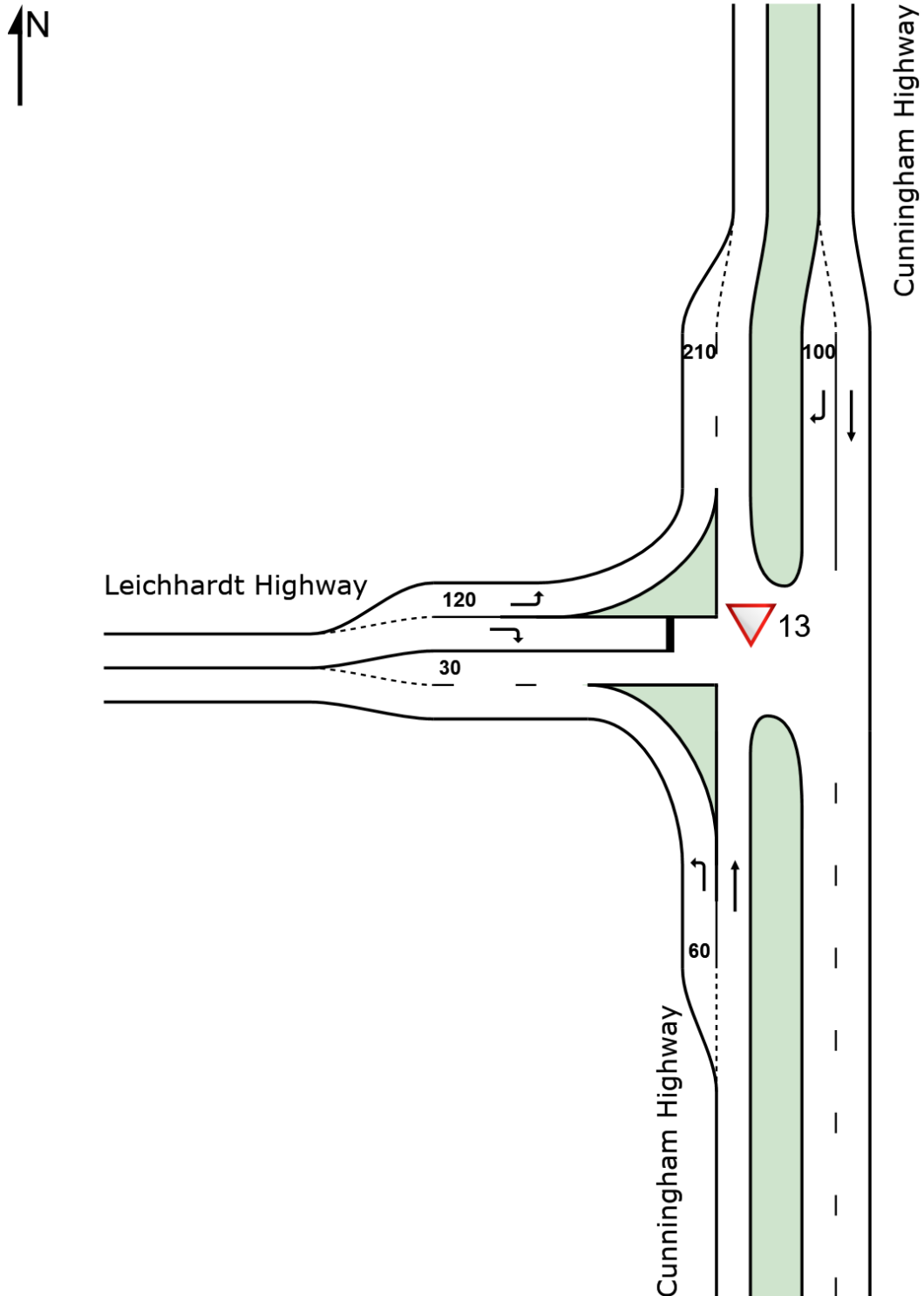
Project: c:\pw_work\dms33614\12. Cunningham Highway_Kildonan Road.sip9

SITE LAYOUT

▽ Site: 13 [Cunningham Highway / Leichhardt Highway 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Cunningham Highway														
1	L2	89	32	89	36.0	0.060	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.7
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		228	94	228	41.2	0.092	2.4	NA	0.0	0.0	0.00	0.20	0.00	57.3
North: Cunningham Highway														
8	T1	116	59	116	50.9	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.35	0.52	0.35	52.5
Approach		117	59	117	50.4	0.079	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
12	R2	93	35	93	37.6	0.176	14.0	LOS B	0.7	6.5	0.53	0.98	0.53	48.1
Approach		94	35	94	37.2	0.176	13.9	LOS B	0.7	6.5	0.53	0.98	0.53	48.1
All Vehicles		439	188	439	42.8	0.176	4.2	NA	0.7	6.5	0.11	0.31	0.11	55.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 5:00:16 PM

Project: c:\pw_work\dms33874\13. Cunningham Highway_Leichhardt Highway.sip9

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2022
PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Cunningham Highway														
1	L2	95	34	95	35.8	0.064	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.7
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		246	102	246	41.5	0.100	2.3	NA	0.0	0.0	0.00	0.20	0.00	57.3
North: Cunningham Highway														
8	T1	122	62	122	50.8	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	1	0	1	0.0	0.001	6.8	LOS A	0.0	0.0	0.36	0.52	0.36	52.5
Approach		123	62	123	50.4	0.083	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
12	R2	100	38	100	38.0	0.199	14.6	LOS B	0.8	7.4	0.56	1.00	0.56	47.8
Approach		101	38	101	37.6	0.199	14.5	LOS B	0.8	7.4	0.55	0.99	0.55	47.8
All Vehicles		470	202	470	43.0	0.199	4.4	NA	0.8	7.4	0.12	0.32	0.12	55.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 5:00:17 PM

Project: c:\pw_work\dms33874\13. Cunningham Highway_Leichhardt Highway.sip9

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2022
AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Cunningham Highway														
1	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		140	62	140	44.3	0.092	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Cunningham Highway														
8	T1	116	59	116	50.9	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	89	32	89	36.0	0.089	6.9	LOS A	0.4	3.3	0.31	0.58	0.31	51.2
Approach		205	91	205	44.4	0.089	3.0	NA	0.4	3.3	0.14	0.25	0.14	55.8
West: Leichhardt Highway														
10	L2	93	35	93	37.6	0.064	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	1	0	1	0.0	0.002	10.9	LOS B	0.0	0.0	0.48	0.79	0.48	50.4
Approach		94	35	94	37.2	0.064	6.3	LOS A	0.0	0.0	0.01	0.51	0.01	53.6
All Vehicles		439	188	439	42.8	0.092	2.8	NA	0.4	3.3	0.06	0.23	0.06	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 5:00:18 PM

Project: c:\pw_work\dms33874\13. Cunningham Highway_Leichhardt Highway.sip9

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2022
PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Cunningham Highway														
1	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		152	68	152	44.7	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Cunningham Highway														
8	T1	122	62	122	50.8	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	95	34	95	35.8	0.096	7.0	LOS A	0.4	3.6	0.33	0.59	0.33	51.1
Approach		217	96	217	44.2	0.096	3.1	NA	0.4	3.6	0.14	0.26	0.14	55.7
West: Leichhardt Highway														
10	L2	100	38	100	38.0	0.068	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	1	0	1	0.0	0.002	11.2	LOS B	0.0	0.0	0.49	0.79	0.49	50.2
Approach		101	38	101	37.6	0.068	6.4	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
All Vehicles		470	202	470	43.0	0.100	2.8	NA	0.4	3.6	0.07	0.23	0.07	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 10 October 2022 5:00:18 PM

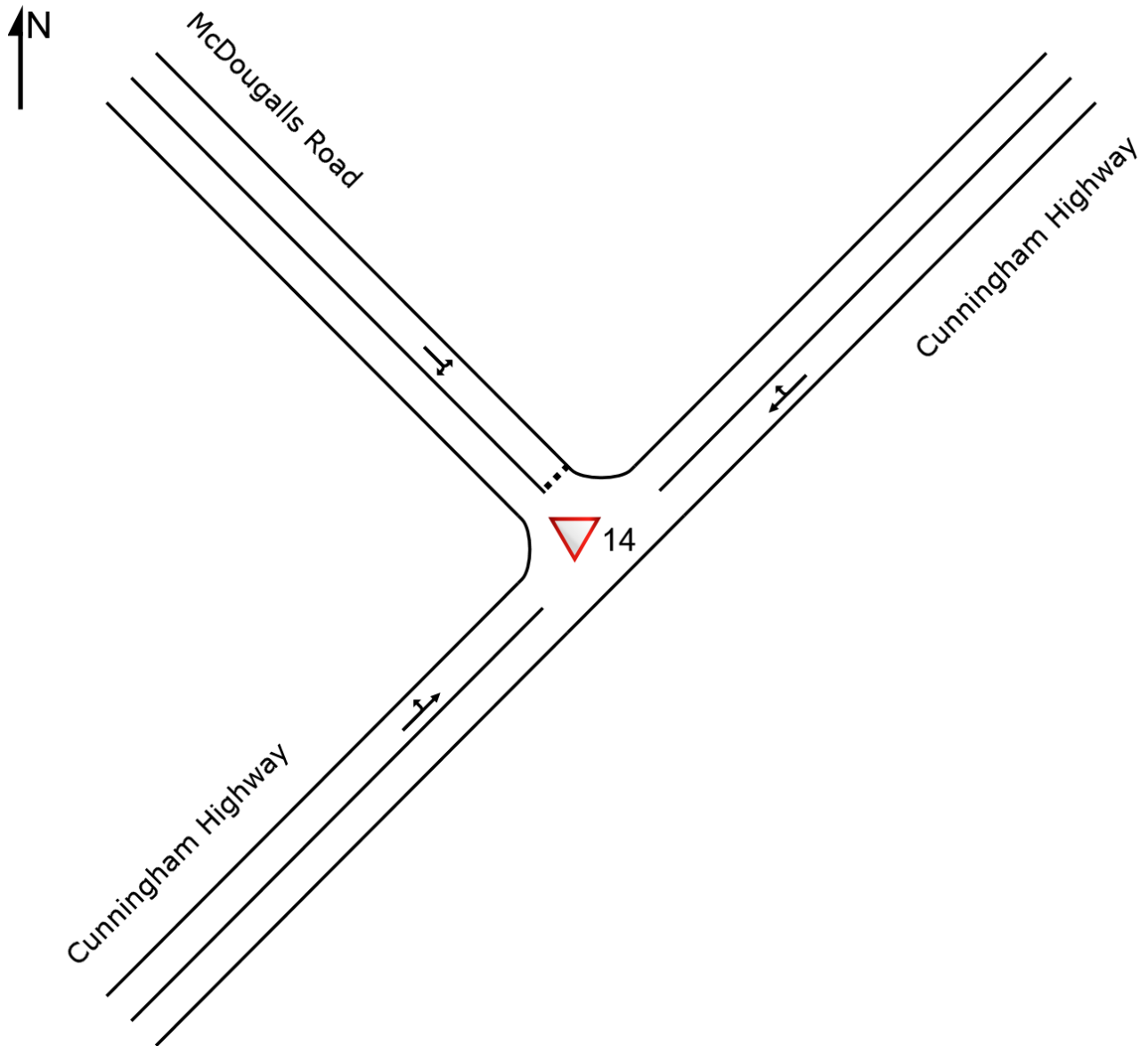
Project: c:\pw_work\dms33874\13. Cunningham Highway_Leichhardt Highway.sip9

SITE LAYOUT

▼ Site: 14 [Cunningham Highway / McDougalls Crossing Road
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 14 [Cunningham Highway / McDougalls Crossing Road
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 9:27:01 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33884\14. Cunningham Highway_McDougalls Crossing Road.sip9

MOVEMENT SUMMARY

▼ Site: 14 [Cunningham Highway / McDougalls Crossing Road
2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 9:27:02 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33884\14. Cunningham Highway_McDougalls Crossing Road.sip9

MOVEMENT SUMMARY

▼ Site: 14 [Cunningham Highway / McDougalls Crossing Road
2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 9:27:02 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33884\14. Cunningham Highway_McDougalls Crossing Road.sip9

MOVEMENT SUMMARY

▼ Site: 14 [Cunningham Highway / McDougalls Crossing Road
2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 9:27:03 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33884\14. Cunningham Highway_McDougalls Crossing Road.sip9

MOVEMENT SUMMARY

▼ Site: 14 [Cunningham Highway / McDougalls Crossing Road
2025 PM Scenario 2 - With Development Traffic (Site Folder:
Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	63	38	63	60.3	0.047	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	98.9
26	R2	2	1	2	50.0	0.047	9.4	LOS A	0.0	0.2	0.02	0.02	0.02	66.1
Approach		65	39	65	60.0	0.047	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.5
NorthWest: McDougalls Road														
27	L2	5	1	5	20.0	0.009	8.8	LOS A	0.0	0.3	0.25	0.61	0.25	66.4
29	R2	4	3	4	75.0	0.009	10.9	LOS B	0.0	0.3	0.25	0.61	0.25	52.0
Approach		9	4	9	44.4	0.009	9.7	LOS A	0.0	0.3	0.25	0.61	0.25	59.2
SouthWest: Cunningham Highway														
30	L2	4	3	4	75.0	0.072	9.8	LOS A	0.0	0.0	0.00	0.02	0.00	60.6
31	T1	108	40	108	37.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.7
Approach		112	43	112	38.4	0.072	0.4	NA	0.0	0.0	0.00	0.02	0.00	97.4
All Vehicles		186	86	186	46.2	0.072	0.8	NA	0.0	0.3	0.02	0.05	0.02	94.5

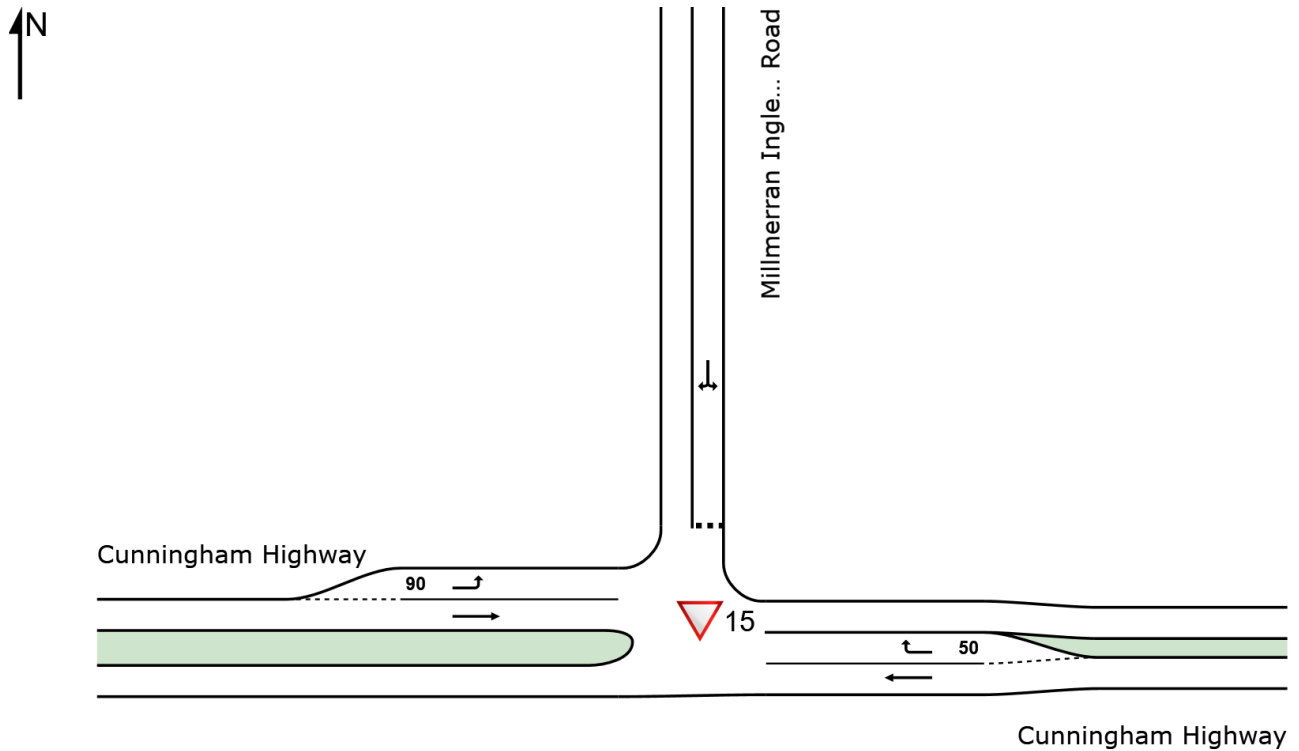
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 15 [Cunningham Highway / Millmerran Inglewood Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 24 November 2022 2:07:57 PM
Project: c:\pw_work\dms33614\15. Cunningham Highway_Millmerran Inglewood Road.sip9

MOVEMENT SUMMARY

 Site: 15 [Cunningham Highway / Millmerran Inglewood Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	44	12	44	27.3	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	2	1	2	50.0	0.002	8.0	LOS A	0.0	0.1	0.20	0.59	0.20	50.6
Approach		46	13	46	28.3	0.027	0.4	NA	0.0	0.1	0.01	0.03	0.01	77.6
North: Millmerran Inglewood Road														
7	L2	3	0	3	0.0	0.021	7.1	LOS A	0.1	0.7	0.23	0.59	0.23	64.5
9	R2	15	4	15	26.7	0.021	8.2	LOS A	0.1	0.7	0.23	0.59	0.23	55.6
Approach		18	4	18	22.2	0.021	8.1	LOS A	0.1	0.7	0.23	0.59	0.23	57.2
West: Cunningham Highway														
10	L2	22	7	22	31.8	0.015	7.5	LOS A	0.0	0.0	0.00	0.63	0.00	52.2
11	T1	50	16	50	32.0	0.031	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		72	23	72	31.9	0.031	2.3	NA	0.0	0.0	0.00	0.19	0.00	68.7
All Vehicles		136	40	136	29.4	0.031	2.4	NA	0.1	0.7	0.03	0.19	0.03	69.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 4:57:10 PM

Project: c:\pw_work\dms33614\15. Cunningham Highway_Millmerran Inglewood Road.sip9

MOVEMENT SUMMARY

Site: 15 [Cunningham Highway / Millmerran Inglewood Road
2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	49	20	49	40.8	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	2	1	2	50.0	0.002	8.1	LOS A	0.0	0.1	0.21	0.59	0.21	50.6
Approach		51	21	51	41.2	0.032	0.3	NA	0.0	0.1	0.01	0.02	0.01	77.8
North: Millmerran Inglewood Road														
7	L2	3	1	3	33.3	0.020	7.8	LOS A	0.1	0.6	0.24	0.60	0.24	54.9
9	R2	15	2	15	13.3	0.020	8.0	LOS A	0.1	0.6	0.24	0.60	0.24	58.3
Approach		18	3	18	16.7	0.020	8.0	LOS A	0.1	0.6	0.24	0.60	0.24	57.6
West: Cunningham Highway														
10	L2	25	4	25	16.0	0.015	7.2	LOS A	0.0	0.0	0.00	0.63	0.00	56.9
11	T1	52	21	52	40.4	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		77	25	77	32.5	0.034	2.4	NA	0.0	0.0	0.00	0.20	0.00	70.6
All Vehicles		146	49	146	33.6	0.034	2.3	NA	0.1	0.6	0.03	0.19	0.03	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 4:57:11 PM

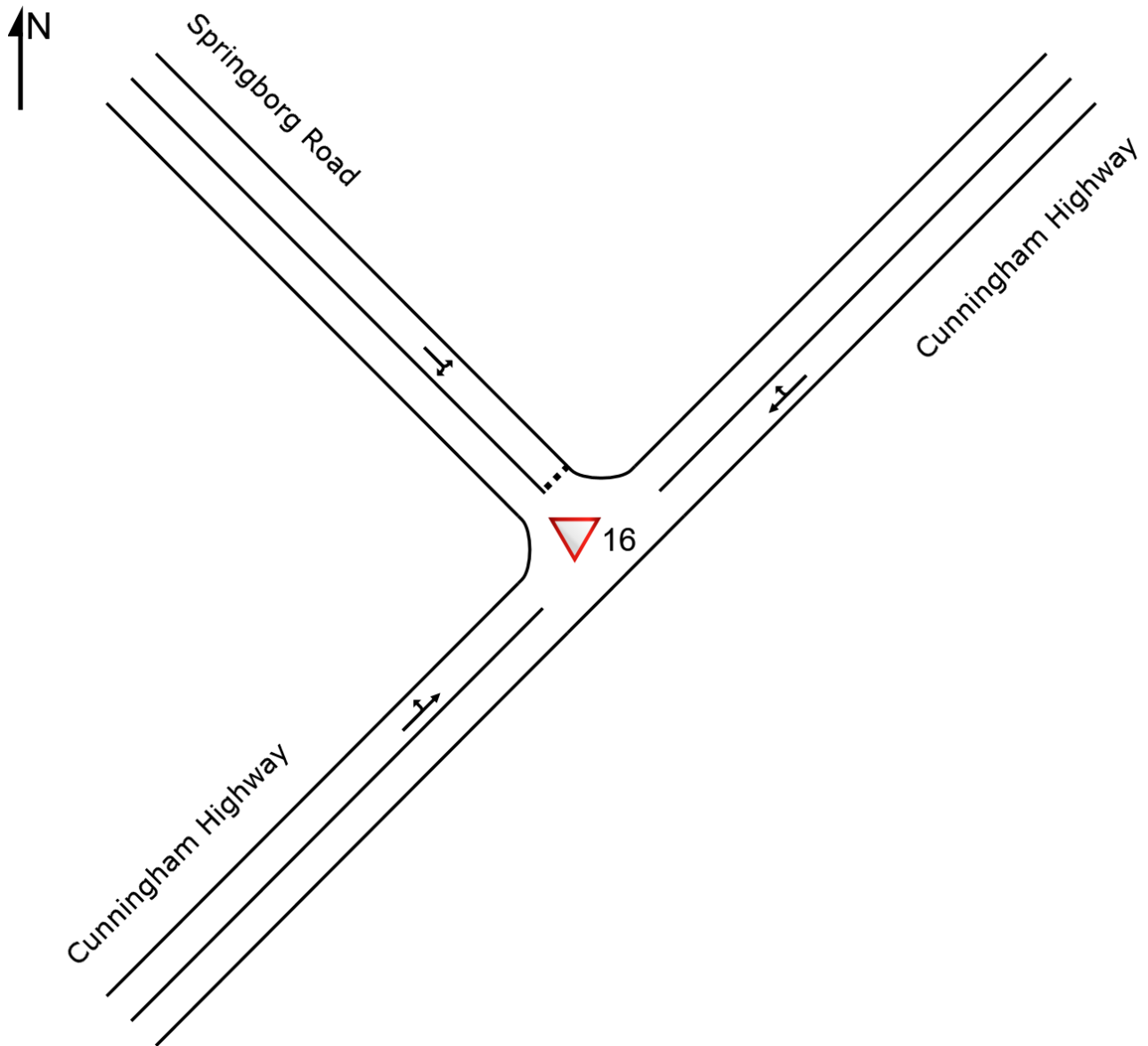
Project: c:\pw_work\dms33614\15. Cunningham Highway_Millmerran Inglewood Road.sip9

SITE LAYOUT

▼ Site: 16 [Cunningham Highway / Springborg Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:10:40 AM

Project: c:\pw_work\dms33890\16. Cunningham Highway_Springborg Road.sip9

MOVEMENT SUMMARY

▼ Site: 16 [Cunningham Highway / Springborg Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:10:41 AM

Project: c:\pw_work\dms33890\16. Cunningham Highway_Springborg Road.sip9

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:10:41 AM

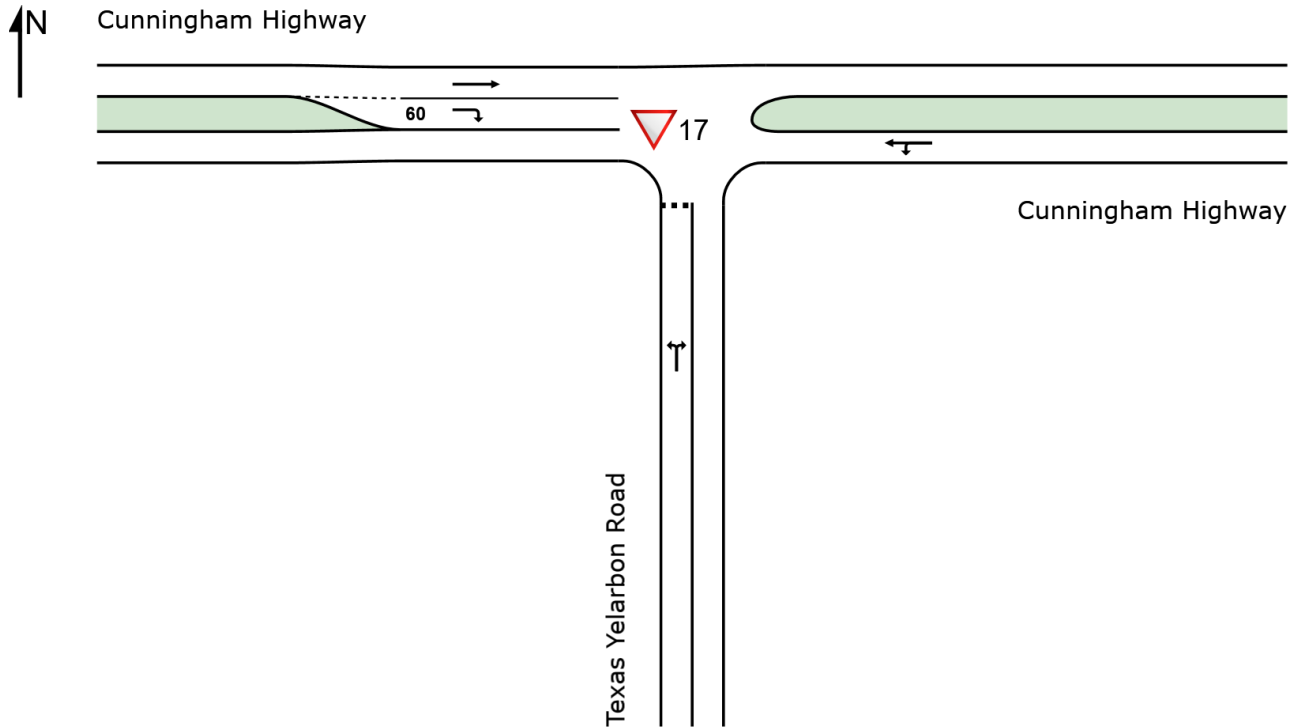
Project: c:\pw_work\dms33890\16. Cunningham Highway_Springborg Road.sip9

SITE LAYOUT

▽ Site: 17 [Cunningham Highway / Texas Yelarbon Road 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
1	L2	1	0	1	0.0	0.010	8.0	LOS A	0.0	0.3	0.24	0.62	0.24	73.7
3	R2	9	2	9	22.2	0.010	8.8	LOS A	0.0	0.3	0.24	0.62	0.24	65.5
Approach		10	2	10	20.0	0.010	8.7	LOS A	0.0	0.3	0.24	0.62	0.24	66.3
East: Cunningham Highway														
4	L2	11	3	11	27.3	0.040	8.5	LOS A	0.0	0.0	0.00	0.13	0.00	73.0
5	T1	48	24	48	50.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	94.9
Approach		59	27	59	45.8	0.040	1.6	NA	0.0	0.0	0.00	0.13	0.00	89.9
West: Cunningham Highway														
11	T1	48	23	48	47.9	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.16	0.60	0.16	74.5
Approach		49	23	49	46.9	0.032	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		118	52	118	44.1	0.040	1.6	NA	0.0	0.3	0.02	0.12	0.02	90.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:18:37 AM

Project: c:\pw_work\dms33891\17. Cunningham Highway_Texas Yelarbon Road.sip9

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2022
PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
1	L2	1	0	1	0.0	0.010	8.0	LOS A	0.0	0.3	0.24	0.62	0.24	73.7
3	R2	9	2	9	22.2	0.010	8.8	LOS A	0.0	0.3	0.24	0.62	0.24	65.5
Approach		10	2	10	20.0	0.010	8.7	LOS A	0.0	0.3	0.24	0.62	0.24	66.3
East: Cunningham Highway														
4	L2	9	2	9	22.2	0.038	8.4	LOS A	0.0	0.0	0.00	0.11	0.00	75.2
5	T1	48	24	48	50.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	95.3
Approach		57	26	57	45.6	0.038	1.3	NA	0.0	0.0	0.00	0.11	0.00	91.5
West: Cunningham Highway														
11	T1	54	26	54	48.1	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.16	0.60	0.16	74.5
Approach		55	26	55	47.3	0.036	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		122	54	122	44.3	0.038	1.4	NA	0.0	0.3	0.02	0.11	0.02	91.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2022
AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
1	L2	9	2	9	22.2	0.007	8.6	LOS A	0.0	0.2	0.15	0.61	0.15	66.2
3	R2	1	0	1	0.0	0.007	8.0	LOS A	0.0	0.2	0.15	0.61	0.15	73.4
Approach		10	2	10	20.0	0.007	8.5	LOS A	0.0	0.2	0.15	0.61	0.15	66.9
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	87.9
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.1
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
West: Cunningham Highway														
11	T1	48	23	48	47.9	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	11	3	11	27.3	0.007	8.4	LOS A	0.0	0.3	0.16	0.62	0.16	64.4
Approach		59	26	59	44.1	0.032	1.6	NA	0.0	0.3	0.03	0.12	0.03	90.6
All Vehicles		118	52	118	44.1	0.033	1.6	NA	0.0	0.3	0.03	0.11	0.03	91.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:18:39 AM

Project: c:\pw_work\dms33891\17. Cunningham Highway_Texas Yelarbon Road.sip9

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2022
PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
1	L2	9	2	9	22.2	0.007	8.6	LOS A	0.0	0.2	0.15	0.61	0.15	66.2
3	R2	1	0	1	0.0	0.007	8.1	LOS A	0.0	0.2	0.15	0.61	0.15	73.4
Approach		10	2	10	20.0	0.007	8.6	LOS A	0.0	0.2	0.15	0.61	0.15	66.9
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	87.9
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.1
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
West: Cunningham Highway														
11	T1	54	26	54	48.1	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	9	2	9	22.2	0.006	8.2	LOS A	0.0	0.2	0.16	0.62	0.16	66.0
Approach		63	28	63	44.4	0.036	1.2	NA	0.0	0.2	0.02	0.09	0.02	93.1
All Vehicles		122	54	122	44.3	0.036	1.4	NA	0.0	0.2	0.02	0.10	0.02	92.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:18:40 AM

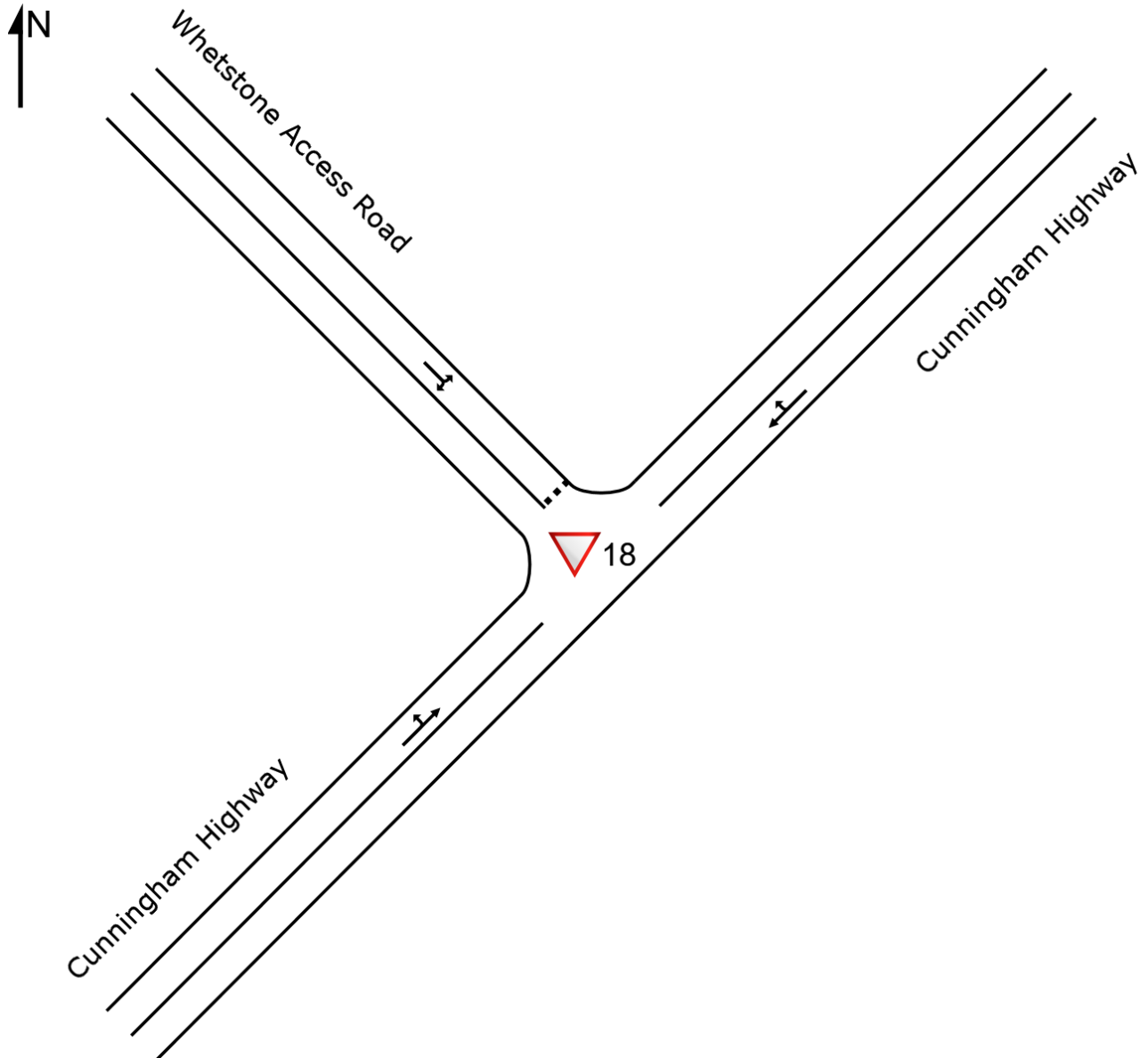
Project: c:\pw_work\dms33891\17. Cunningham Highway_Texas Yelarbon Road.sip9

SITE LAYOUT

▽ Site: 18 [Cunningham Highway / Whetstone Access Road
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 18 [Cunningham Highway / Whetstone Access Road
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 12:05:37 PM

Project: c:\pw_work\dms33892\18. Cunningham Highway_Whetstone Access Road.sip9

MOVEMENT SUMMARY

▼ Site: 18 [Cunningham Highway / Whetstone Access Road
2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 12:05:38 PM

Project: c:\pw_work\dms33892\18. Cunningham Highway_Whetstone Access Road.sip9

MOVEMENT SUMMARY

▼ Site: 18 [Cunningham Highway / Whetstone Access Road
2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 12:05:38 PM

Project: c:\pw_work\dms33892\18. Cunningham Highway_Whetstone Access Road.sip9

MOVEMENT SUMMARY

▼ Site: 18 [Cunningham Highway / Whetstone Access Road
2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 12:05:39 PM

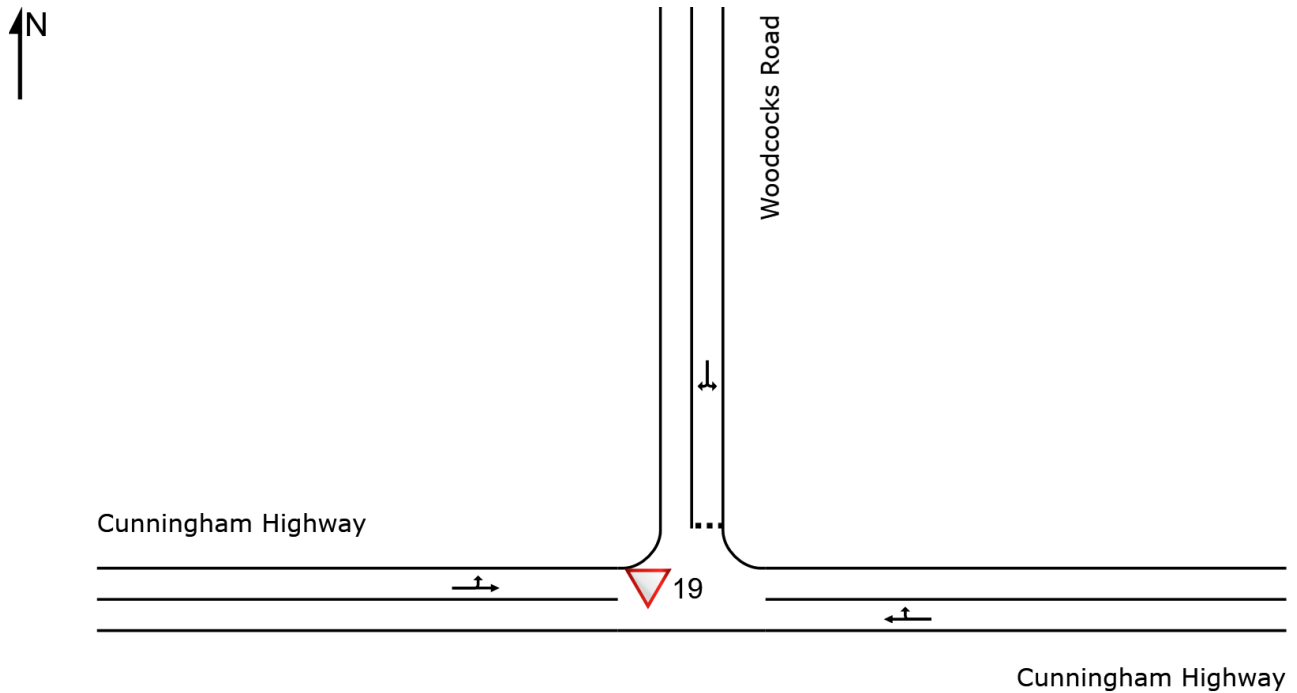
Project: c:\pw_work\dms33892\18. Cunningham Highway_Whetstone Access Road.sip9

SITE LAYOUT

▼ Site: 19 [Cunningham Highway / Woodcocks Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 19 [Cunningham Highway / Woodcocks Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:37:29 AM

Project: c:\pw_work\dms33893\19. Cunningham Highway_Woodcocks Road.sip9

MOVEMENT SUMMARY

 Site: 19 [Cunningham Highway / Woodcocks Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:37:31 AM

Project: c:\pw_work\dms33893\19. Cunningham Highway_Woodcocks Road.sip9

MOVEMENT SUMMARY

 Site: 19 [Cunningham Highway / Woodcocks Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	48	23	48	47.9	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		49	23	49	46.9	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		100	47	100	47.0	0.033	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:37:31 AM

Project: c:\pw_work\dms33893\19. Cunningham Highway_Woodcocks Road.sip9

MOVEMENT SUMMARY

 Site: 19 [Cunningham Highway / Woodcocks Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:37:32 AM

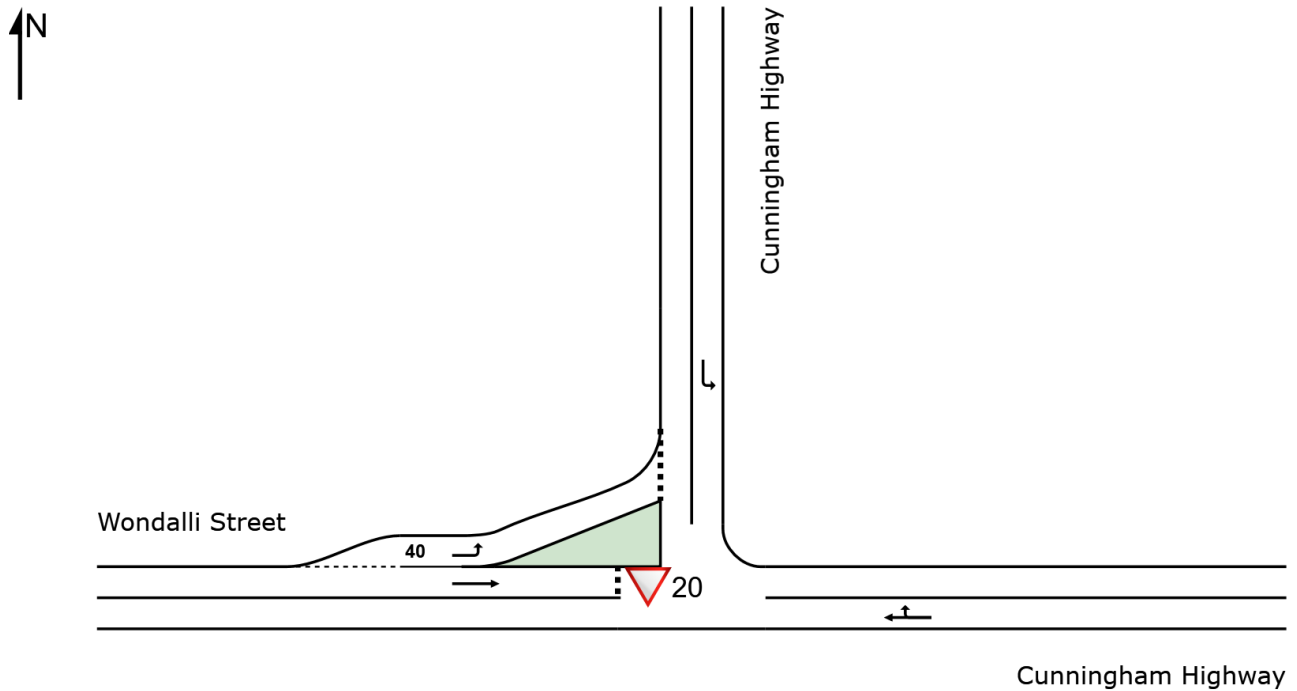
Project: c:\pw_work\dms33893\19. Cunningham Highway_Woodcocks Road.sip9

SITE LAYOUT

▽ Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	10	2	11	20.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	46.4
6	R2	50	17	53	34.0	0.041	4.9	LOS A	0.0	0.0	0.00	0.47	0.00	35.4
Approach		60	19	63	31.7	0.041	4.1	NA	0.0	0.0	0.00	0.47	0.00	39.3
North: Cunningham Highway														
7	L2	50	18	53	36.0	0.036	2.5	LOS A	0.0	0.0	0.00	0.47	0.00	33.7
Approach		50	18	53	36.0	0.036	2.5	NA	0.0	0.0	0.00	0.47	0.00	33.7
West: Wondalli Street														
10	L2	2	0	2	0.0	0.001	4.7	LOS A	0.0	0.0	0.14	0.46	0.14	43.2
11	T1	4	1	4	25.0	0.004	3.9	LOS A	0.0	0.1	0.23	0.45	0.23	45.2
Approach		6	1	6	16.7	0.004	4.2	LOS A	0.0	0.1	0.20	0.45	0.20	44.6
All Vehicles		116	38	122	32.8	0.041	3.4	NA	0.0	0.1	0.01	0.47	0.01	37.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2022
PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Cunningham Highway														
5	T1	9	2	9	22.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	46.4
6	R2	48	19	51	39.6	0.040	4.9	LOS A	0.0	0.0	0.00	0.47	0.00	35.3
Approach		57	21	60	36.8	0.040	4.2	NA	0.0	0.0	0.00	0.47	0.00	39.1
North: Cunningham Highway														
7	L2	49	21	52	42.9	0.036	2.5	LOS A	0.0	0.0	0.00	0.47	0.00	32.7
Approach		49	21	52	42.9	0.036	2.5	NA	0.0	0.0	0.00	0.47	0.00	32.7
West: Wondalli Street														
10	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.14	0.46	0.14	43.2
11	T1	3	0	3	0.0	0.003	3.6	LOS A	0.0	0.1	0.21	0.44	0.21	45.6
Approach		4	0	4	0.0	0.003	3.9	LOS A	0.0	0.1	0.19	0.44	0.19	45.1
All Vehicles		110	42	116	38.2	0.040	3.4	NA	0.0	0.1	0.01	0.47	0.01	37.1

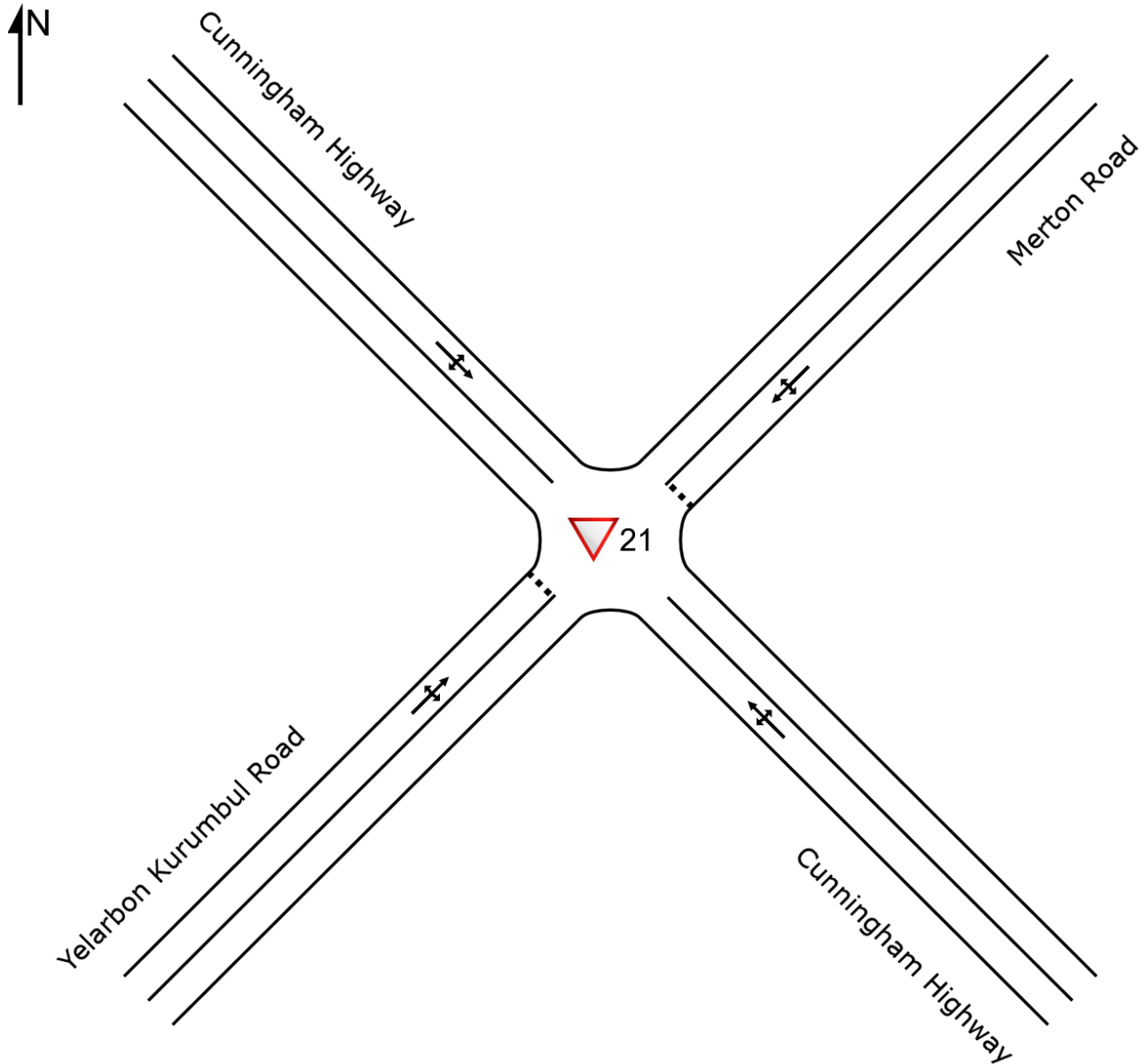
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Monday, 7 November 2022 4:09:33 PM

Project: c:\pw_work\dms33614\21. Cunningham Highway_Yelarbon Kurumbul Road.sip9

MOVEMENT SUMMARY

Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Cunningham Highway														
21	L2	2	0	2	0.0	0.031	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	72.4
22	T1	47	16	47	34.0	0.031	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	69.5
23	R2	1	0	1	0.0	0.031	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	72.0
Approach		50	16	50	32.0	0.031	0.3	NA	0.0	0.1	0.01	0.04	0.01	69.7
NorthEast: Merton Road														
24	L2	3	1	3	33.3	0.006	8.9	LOS A	0.0	0.2	0.16	0.61	0.16	59.7
25	T1	1	0	1	0.0	0.006	7.0	LOS A	0.0	0.2	0.16	0.61	0.16	73.9
26	R2	2	1	2	50.0	0.006	9.5	LOS A	0.0	0.2	0.16	0.61	0.16	58.1
Approach		6	2	6	33.3	0.006	8.8	LOS A	0.0	0.2	0.16	0.61	0.16	61.4
NorthWest: Cunningham Highway														
27	L2	1	0	1	0.0	0.029	5.6	LOS A	0.0	0.1	0.01	0.03	0.01	67.8
28	T1	45	16	45	35.6	0.029	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	59.4
29	R2	1	0	1	0.0	0.029	5.6	LOS A	0.0	0.1	0.01	0.03	0.01	67.5
Approach		47	16	47	34.0	0.029	0.2	NA	0.0	0.1	0.01	0.03	0.01	59.9
SouthWest: Yelarbon Kurumbul Road														
30	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.1	0.16	0.60	0.16	75.2
31	T1	1	0	1	0.0	0.002	7.0	LOS A	0.0	0.1	0.16	0.60	0.16	75.2
32	R2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.16	0.60	0.16	63.2
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.16	0.60	0.16	71.8
All Vehicles		106	34	106	32.1	0.031	1.0	NA	0.0	0.2	0.02	0.08	0.02	64.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 4 October 2022 9:31:16 AM

Project: c:\pw_work\dms33614\21. Cunningham Highway_Yelarbon Kurumbul Road.sip9

MOVEMENT SUMMARY

Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road
2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
SouthEast: Cunningham Highway														
21	L2	1	0	1	0.0	0.031	5.7	LOS A	0.0	0.2	0.02	0.04	0.02	72.6
22	T1	45	17	45	37.8	0.031	0.0	LOS A	0.0	0.2	0.02	0.04	0.02	68.9
23	R2	2	1	2	50.0	0.031	6.3	LOS A	0.0	0.2	0.02	0.04	0.02	51.3
Approach		48	18	48	37.5	0.031	0.4	NA	0.0	0.2	0.02	0.04	0.02	68.0
NorthEast: Merton Road														
24	L2	2	0	2	0.0	0.003	8.0	LOS A	0.0	0.1	0.14	0.61	0.14	64.3
25	T1	1	0	1	0.0	0.003	7.0	LOS A	0.0	0.1	0.14	0.61	0.14	75.0
26	R2	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.14	0.61	0.14	74.5
Approach		4	0	4	0.0	0.003	7.7	LOS A	0.0	0.1	0.14	0.61	0.14	70.2
NorthWest: Cunningham Highway														
27	L2	1	1	1	100.0	0.030	6.7	LOS A	0.0	0.1	0.01	0.03	0.01	44.9
28	T1	44	19	44	43.2	0.030	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	59.3
29	R2	1	0	1	0.0	0.030	5.6	LOS A	0.0	0.1	0.01	0.03	0.01	67.4
Approach		46	20	46	43.5	0.030	0.3	NA	0.0	0.1	0.01	0.03	0.01	58.9
SouthWest: Yelarbon Kurumbul Road														
30	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.1	0.16	0.60	0.16	75.2
31	T1	1	0	1	0.0	0.002	7.0	LOS A	0.0	0.1	0.16	0.60	0.16	75.2
32	R2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.16	0.60	0.16	63.2
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.16	0.60	0.16	71.8
All Vehicles		101	38	101	37.6	0.031	0.8	NA	0.0	0.2	0.02	0.07	0.02	63.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 4 October 2022 9:31:17 AM

Project: c:\pw_work\dms33614\21. Cunningham Highway_Yelarbon Kurumbul Road.sip9

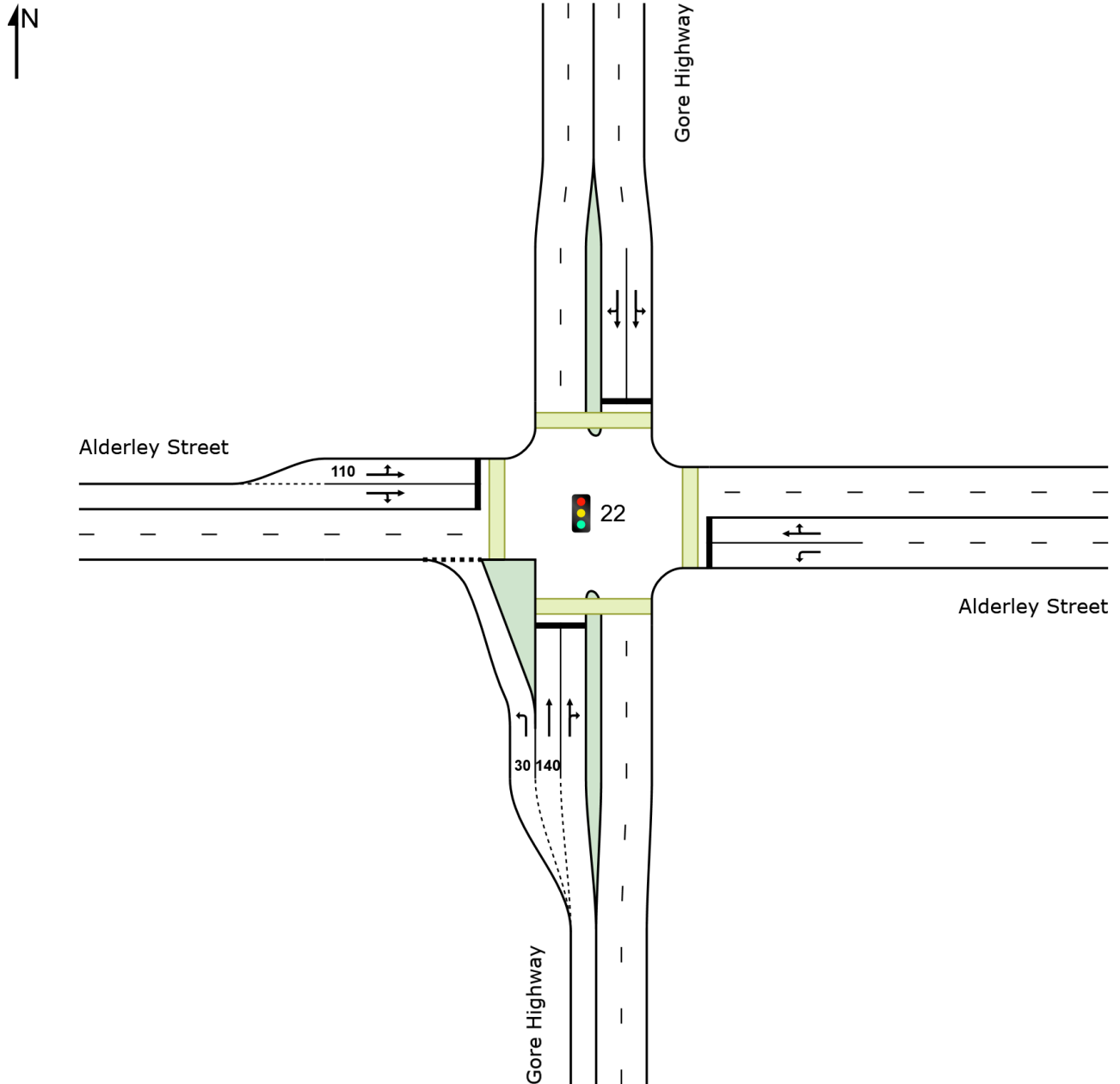
SITE LAYOUT

 Site: 22 [Gore Highway / Alderley Street 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Monday, 7 November 2022 9:10:53 AM

Project: c:\pw_work\dms33895\22. Gore Highway_Alderley Street (Signalised).sip9

MOVEMENT SUMMARY

 **Site: 22 [Gore Highway / Alderley Street 2022 AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
1	L2	155	19	155	12.3	0.138	7.7	LOS A	1.0	7.8	0.37	0.64	0.37	52.2
2	T1	439	55	439	12.5	* 0.678	16.4	LOS B	10.3	79.6	0.84	0.75	0.88	47.2
3	R2	171	21	171	12.3	0.678	30.8	LOS C	5.5	42.4	0.95	0.88	1.10	33.2
Approach		765	95	765	12.4	0.678	17.9	LOS B	10.3	79.6	0.77	0.76	0.82	45.1
East: Alderley Street														
4	L2	94	11	94	11.7	0.470	34.5	LOS C	2.8	21.4	0.98	0.77	0.98	31.7
5	T1	46	5	46	10.9	* 0.677	28.8	LOS C	5.4	41.4	0.99	0.87	1.13	33.4
6	R2	131	15	131	11.5	0.677	34.5	LOS C	5.4	41.4	0.99	0.87	1.13	32.3
Approach		271	31	271	11.4	0.677	33.5	LOS C	5.4	41.4	0.99	0.83	1.08	32.3
North: Gore Highway														
7	L2	146	16	146	11.0	0.572	21.1	LOS C	9.2	70.7	0.83	0.75	0.83	40.2
8	T1	269	30	269	11.2	0.572	16.0	LOS B	9.2	70.7	0.84	0.76	0.84	46.2
9	R2	133	15	133	11.3	0.572	29.4	LOS C	4.3	32.8	0.93	0.81	0.96	39.8
Approach		548	61	548	11.1	0.572	20.6	LOS C	9.2	70.7	0.86	0.77	0.87	43.1
West: Alderley Street														
10	L2	142	16	142	11.3	* 0.708	36.9	LOS D	4.5	34.6	1.00	0.88	1.21	36.6
11	T1	55	6	55	10.9	0.592	27.6	LOS C	4.6	35.1	0.98	0.81	1.03	34.2
12	R2	101	11	101	10.9	0.592	33.3	LOS C	4.6	35.1	0.98	0.81	1.03	38.9
Approach		298	33	298	11.1	0.708	34.0	LOS C	4.6	35.1	0.99	0.84	1.11	37.0
All Vehicles		1882	220	1882	11.7	0.708	23.5	LOS C	10.3	79.6	0.86	0.79	0.92	41.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Gore Highway												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Alderley Street												
P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13

North: Gore Highway												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Alderley Street												
P4	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
All		200	200	24.4	LOS C	0.1	0.1	0.90	0.90	190.7	216.2	1.13
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 14 October 2022 3:53:54 PM

Project: c:\pw_work\dms33895\22. Gore Highway_Alderley Street (Signalised).sip9

MOVEMENT SUMMARY

 Site: 22 [Gore Highway / Alderley Street 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
1	L2	109	14	109	12.8	0.098	7.1	LOS A	0.6	4.5	0.30	0.62	0.30	52.7
2	T1	294	38	294	12.9	0.392	13.4	LOS B	6.1	47.5	0.74	0.63	0.74	49.2
3	R2	173	23	173	13.3	0.896	48.2	LOS D	6.9	53.8	1.00	1.17	1.87	26.8
Approach		576	75	576	13.0	0.896	22.6	LOS C	6.9	53.8	0.74	0.79	1.00	41.9
East: Alderley Street														
4	L2	111	12	111	10.8	* 0.644	37.0	LOS D	3.5	26.7	1.00	0.83	1.15	30.7
5	T1	28	3	28	10.7	0.441	27.6	LOS C	3.0	22.7	0.96	0.77	0.96	33.9
6	R2	75	8	75	10.7	0.441	33.3	LOS C	3.0	22.7	0.96	0.77	0.96	32.9
Approach		214	23	214	10.7	0.644	34.5	LOS C	3.5	26.7	0.98	0.80	1.06	31.9
North: Gore Highway														
7	L2	206	23	206	11.2	* 0.690	22.0	LOS C	12.4	94.9	0.88	0.82	0.90	39.5
8	T1	523	58	523	11.1	0.690	17.6	LOS B	12.4	94.9	0.89	0.83	0.93	45.3
9	R2	130	14	130	10.8	0.690	24.8	LOS C	9.8	74.9	0.90	0.84	0.97	43.4
Approach		859	95	859	11.1	0.690	19.7	LOS B	12.4	94.9	0.89	0.83	0.93	43.9
West: Alderley Street														
10	L2	109	12	109	11.0	* 0.698	35.9	LOS D	4.8	37.1	1.00	0.88	1.18	37.6
11	T1	64	7	64	10.9	0.698	29.9	LOS C	5.6	42.8	1.00	0.88	1.18	32.8
12	R2	163	18	163	11.0	0.698	34.9	LOS C	5.6	42.8	1.00	0.88	1.16	37.7
Approach		336	37	336	11.0	0.698	34.3	LOS C	5.6	42.8	1.00	0.88	1.17	36.9
All Vehicles		1985	230	1985	11.6	0.896	24.6	LOS C	12.4	94.9	0.87	0.82	1.00	40.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Gore Highway												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Alderley Street												
P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13

North: Gore Highway												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Alderley Street												
P4	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
All		200	200	24.4	LOS C	0.1	0.1	0.90	0.90	190.7	216.2	1.13
Pedestrians												

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 14 October 2022 3:53:55 PM

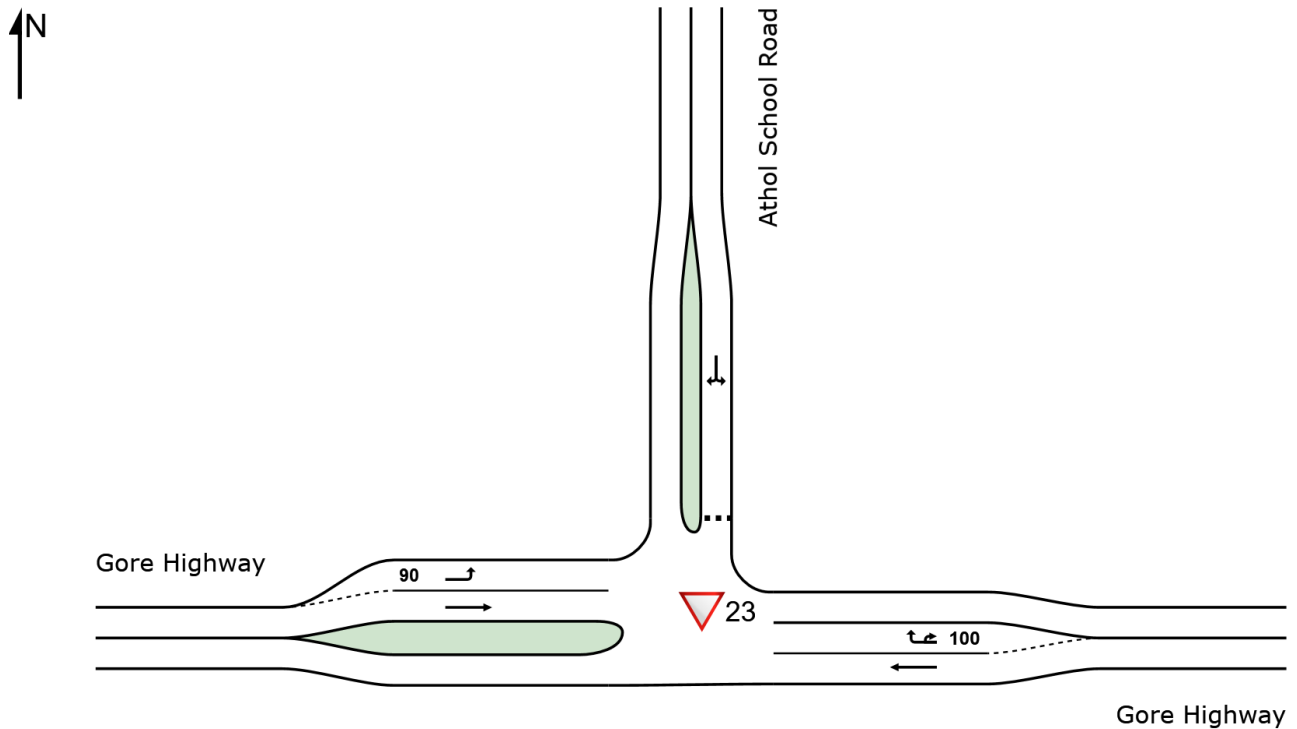
Project: c:\pw_work\dms33895\22. Gore Highway_Alderley Street (Signalised).sip9

SITE LAYOUT

▽ Site: 23 [Gore Highway / Athol School Road 2022 AM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 16 November 2022 11:37:36 AM

Project: c:\pw_work\dms33614\23. Gore Highway_Athol School Road.sip9

MOVEMENT SUMMARY

▼ Site: 23 [Gore Highway / Athol School Road 2022 AM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	232	42	232	18.1	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	8	2	8	25.0	0.011	9.8	LOS A	0.0	0.4	0.44	0.65	0.44	61.3
6u	U	1	1	1	100.0	0.011	13.3	LOS B	0.0	0.4	0.44	0.65	0.44	53.4
Approach		241	45	241	18.7	0.133	0.4	NA	0.0	0.4	0.02	0.02	0.02	97.5
North: Athol School Road														
7	L2	14	3	14	21.4	0.019	10.1	LOS B	0.1	0.5	0.41	0.67	0.41	64.9
9	R2	1	0	1	0.0	0.019	12.8	LOS B	0.1	0.5	0.41	0.67	0.41	71.6
Approach		15	3	15	20.0	0.019	10.3	LOS B	0.1	0.5	0.41	0.67	0.41	65.3
West: Gore Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	308	40	308	13.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		309	40	309	12.9	0.171	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		565	88	565	15.6	0.171	0.5	NA	0.1	0.5	0.02	0.03	0.02	97.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 23 [Gore Highway / Athol School Road 2022 PM Peak
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	282	42	282	14.9	0.159	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	9	0	9	0.0	0.012	8.6	LOS A	0.0	0.3	0.40	0.63	0.40	70.8
6u	U	2	1	2	50.0	0.012	10.5	LOS B	0.0	0.3	0.40	0.63	0.40	57.0
Approach		293	43	293	14.7	0.159	0.4	NA	0.0	0.3	0.02	0.02	0.02	98.2
North: Athol School Road														
7	L2	6	1	6	16.7	0.009	9.7	LOS A	0.0	0.2	0.40	0.64	0.40	66.2
9	R2	1	0	1	0.0	0.009	13.0	LOS B	0.0	0.2	0.40	0.64	0.40	71.5
Approach		7	1	7	14.3	0.009	10.2	LOS B	0.0	0.2	0.40	0.64	0.40	66.9
West: Gore Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	280	51	280	18.2	0.161	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		281	51	281	18.1	0.161	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		581	95	581	16.4	0.161	0.3	NA	0.0	0.3	0.01	0.02	0.01	98.4

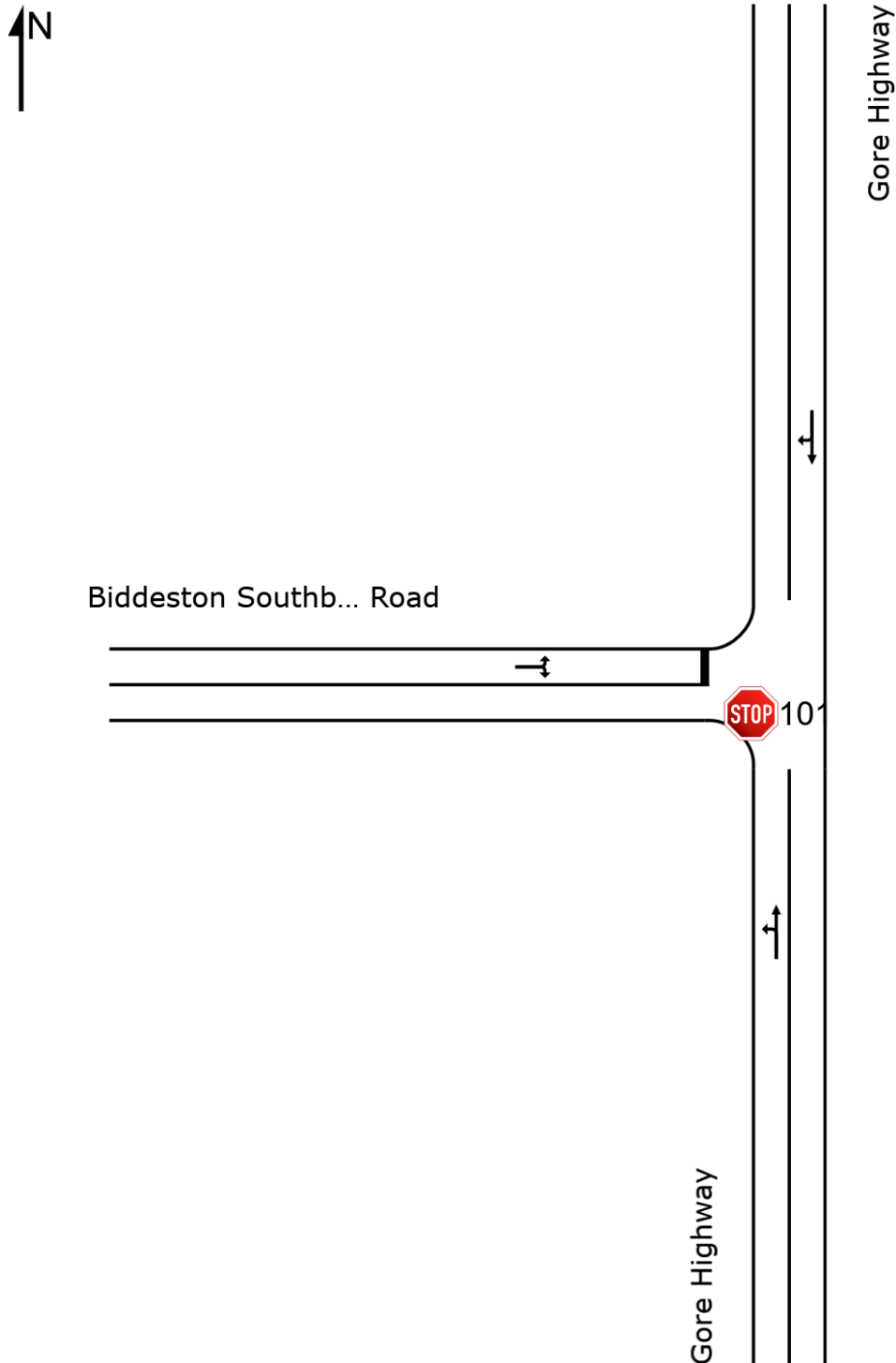
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 **Site: 24 [Gore Highway / Biddeston Southbrook Road 2022
AM Peak (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 101 [Gore Highway / Biddeston Southbrook Road 2022
AM Peak (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
1	L2	5	1	5	20.0	0.157	8.4	LOS A	0.0	0.0	0.00	0.01	0.00	78.7
2	T1	280	30	280	10.7	0.157	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		285	31	285	10.9	0.157	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.1
North: Gore Highway														
8	T1	200	36	200	18.0	0.115	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
9	R2	1	0	1	0.0	0.115	8.5	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		201	36	201	17.9	0.115	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
West: Biddeston Southbrook Road														
10	L2	3	0	3	0.0	0.012	10.7	LOS B	0.0	0.3	0.42	0.86	0.42	71.4
12	R2	6	0	6	0.0	0.012	11.5	LOS B	0.0	0.3	0.42	0.86	0.42	70.9
Approach		9	0	9	0.0	0.012	11.2	LOS B	0.0	0.3	0.42	0.86	0.42	71.1
All Vehicles		495	67	495	13.5	0.157	0.3	NA	0.0	0.3	0.01	0.02	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 4:18:12 PM

Project: c:\pw_work\dms33614\24e. Gore Highway_Biddeston Southbrook Road.sip9

MOVEMENT SUMMARY

 **Site: 101 [Gore Highway / Biddeston Southbrook Road 2022 PM Peak (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
1	L2	5	0	5	0.0	0.136	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
2	T1	237	35	237	14.8	0.136	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		242	35	242	14.5	0.136	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.2
North: Gore Highway														
8	T1	262	24	262	9.2	0.144	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.6
9	R2	3	0	3	0.0	0.144	8.4	LOS A	0.0	0.2	0.01	0.01	0.01	87.8
Approach		265	24	265	9.1	0.144	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.4
West: Biddeston Southbrook Road														
10	L2	1	0	1	0.0	0.010	10.5	LOS B	0.0	0.2	0.44	0.87	0.44	71.1
12	R2	6	0	6	0.0	0.010	11.6	LOS B	0.0	0.2	0.44	0.87	0.44	70.7
Approach		7	0	7	0.0	0.010	11.5	LOS B	0.0	0.2	0.44	0.87	0.44	70.7
All Vehicles		514	59	514	11.5	0.144	0.3	NA	0.0	0.2	0.01	0.02	0.01	98.8

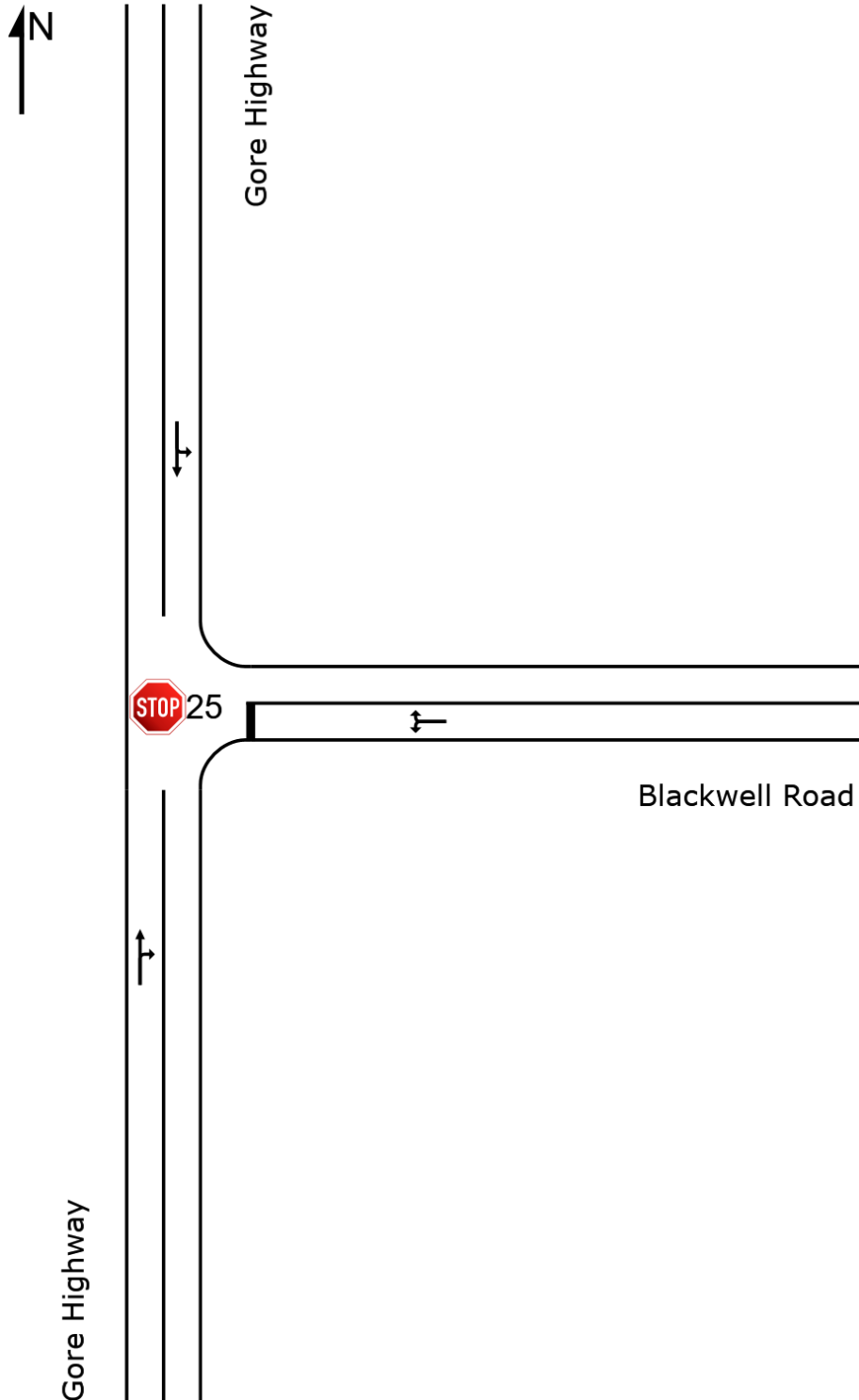
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 **Site: 25 [Gore Highway / Blackwell Road 2022 AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 25 [Gore Highway / Blackwell Road 2022 AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
2	T1	98	28	98	28.6	0.060	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.6
3	R2	1	0	1	0.0	0.060	7.7	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		99	28	99	28.3	0.060	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.5
East: Blackwell Road														
4	L2	1	0	1	0.0	0.002	9.8	LOS A	0.0	0.0	0.21	0.87	0.21	73.0
6	R2	1	0	1	0.0	0.002	9.7	LOS A	0.0	0.0	0.21	0.87	0.21	72.5
Approach		2	0	2	0.0	0.002	9.7	LOS A	0.0	0.0	0.21	0.87	0.21	72.8
North: Gore Highway														
7	L2	1	0	1	0.0	0.051	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
8	T1	82	26	82	31.7	0.051	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		83	26	83	31.3	0.051	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		184	54	184	29.3	0.060	0.2	NA	0.0	0.1	0.00	0.02	0.00	99.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 25 [Gore Highway / Blackwell Road 2022 PM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
2	T1	83	33	83	39.8	0.054	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
3	R2	1	0	1	0.0	0.054	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		84	33	84	39.3	0.054	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
East: Blackwell Road														
4	L2	1	0	1	0.0	0.003	9.9	LOS A	0.0	0.1	0.23	0.86	0.23	73.1
6	R2	2	0	2	0.0	0.003	9.6	LOS A	0.0	0.1	0.23	0.86	0.23	72.6
Approach		3	0	3	0.0	0.003	9.7	LOS A	0.0	0.1	0.23	0.86	0.23	72.8
North: Gore Highway														
7	L2	1	0	1	0.0	0.055	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
8	T1	90	25	90	27.8	0.055	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		91	25	91	27.5	0.055	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		178	58	178	32.6	0.055	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.8

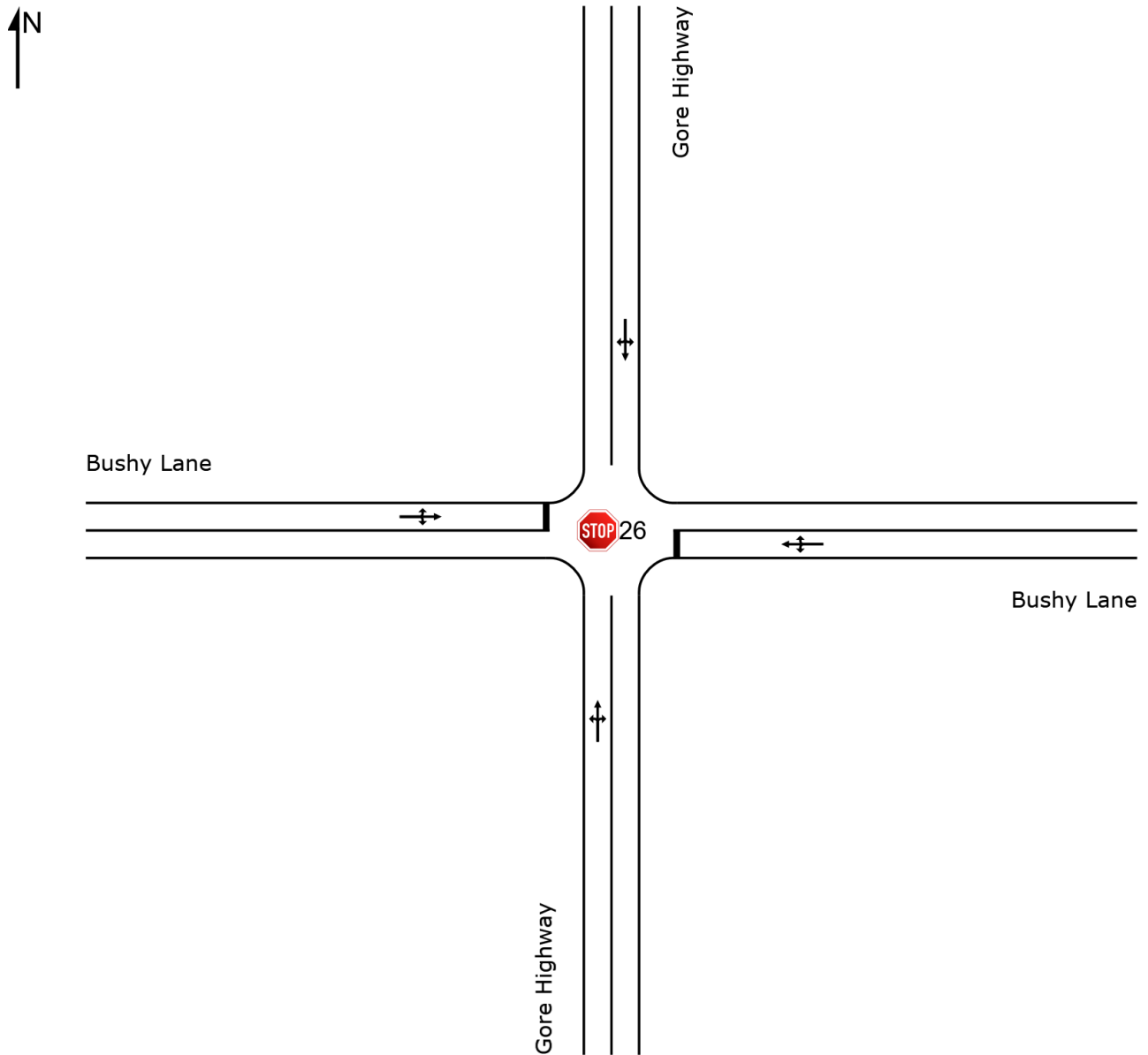
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 **Site: 26 [Gore Highway / Bushy Lane 2022 AM Peak (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 26 [Gore Highway / Bushy Lane 2022 AM Peak (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Gore Highway														
1	L2	1	0	1	0.0	0.129	5.9	LOS A	0.0	0.1	0.00	0.01	0.00	58.3
2	T1	230	29	230	12.6	0.129	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
3	R2	1	0	1	0.0	0.129	6.2	LOS A	0.0	0.1	0.00	0.01	0.00	57.1
Approach		232	29	232	12.5	0.129	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
East: Bushy Lane														
4	L2	1	0	1	0.0	0.004	8.8	LOS A	0.0	0.1	0.39	0.85	0.39	49.1
5	T1	1	0	1	0.0	0.004	10.1	LOS B	0.0	0.1	0.39	0.85	0.39	48.8
6	R2	1	0	1	0.0	0.004	10.5	LOS B	0.0	0.1	0.39	0.85	0.39	48.5
Approach		3	0	3	0.0	0.004	9.8	LOS A	0.0	0.1	0.39	0.85	0.39	48.8
North: Gore Highway														
7	L2	1	0	1	0.0	0.110	6.2	LOS A	0.0	0.1	0.01	0.01	0.01	57.8
8	T1	189	34	189	18.0	0.110	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
9	R2	2	0	2	0.0	0.110	6.3	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		192	34	192	17.7	0.110	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
West: Bushy Lane														
10	L2	10	0	10	0.0	0.012	8.9	LOS A	0.0	0.3	0.35	0.85	0.35	51.4
11	T1	1	0	1	0.0	0.012	10.1	LOS B	0.0	0.3	0.35	0.85	0.35	49.2
12	R2	1	0	1	0.0	0.012	10.5	LOS B	0.0	0.3	0.35	0.85	0.35	50.9
Approach		12	0	12	0.0	0.012	9.2	LOS A	0.0	0.3	0.35	0.85	0.35	51.2
All Vehicles		439	63	439	14.4	0.129	0.4	NA	0.0	0.3	0.02	0.04	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 4:26:46 PM

Project: c:\pw_work\dms33614\26d. Gore Highway_Bushy Lane West.sip9

MOVEMENT SUMMARY

 **Site: 26 [Gore Highway / Bushy Lane 2022 PM Peak (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
1	L2	1	0	1	0.0	0.128	6.0	LOS A	0.0	0.1	0.00	0.01	0.00	58.3
2	T1	226	34	226	15.0	0.128	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
3	R2	1	0	1	0.0	0.128	6.3	LOS A	0.0	0.1	0.00	0.01	0.00	57.1
Approach		228	34	228	14.9	0.128	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
East: Bushy Lane														
4	L2	1	0	1	0.0	0.004	8.9	LOS A	0.0	0.1	0.41	0.85	0.41	48.9
5	T1	1	0	1	0.0	0.004	10.3	LOS B	0.0	0.1	0.41	0.85	0.41	48.6
6	R2	1	0	1	0.0	0.004	10.7	LOS B	0.0	0.1	0.41	0.85	0.41	48.4
Approach		3	0	3	0.0	0.004	10.0	LOS A	0.0	0.1	0.41	0.85	0.41	48.7
North: Gore Highway														
7	L2	1	0	1	0.0	0.126	6.3	LOS A	0.1	0.4	0.02	0.02	0.02	57.6
8	T1	222	24	222	10.8	0.126	0.0	LOS A	0.1	0.4	0.02	0.02	0.02	59.7
9	R2	6	0	6	0.0	0.126	6.3	LOS A	0.1	0.4	0.02	0.02	0.02	57.5
Approach		229	24	229	10.5	0.126	0.2	NA	0.1	0.4	0.02	0.02	0.02	59.6
West: Bushy Lane														
10	L2	5	0	5	0.0	0.008	8.9	LOS A	0.0	0.2	0.36	0.85	0.36	51.3
11	T1	1	0	1	0.0	0.008	10.3	LOS B	0.0	0.2	0.36	0.85	0.36	49.1
12	R2	1	0	1	0.0	0.008	10.7	LOS B	0.0	0.2	0.36	0.85	0.36	50.8
Approach		7	0	7	0.0	0.008	9.4	LOS A	0.0	0.2	0.36	0.85	0.36	50.9
All Vehicles		467	58	467	12.4	0.128	0.3	NA	0.1	0.4	0.02	0.03	0.02	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 4:26:47 PM

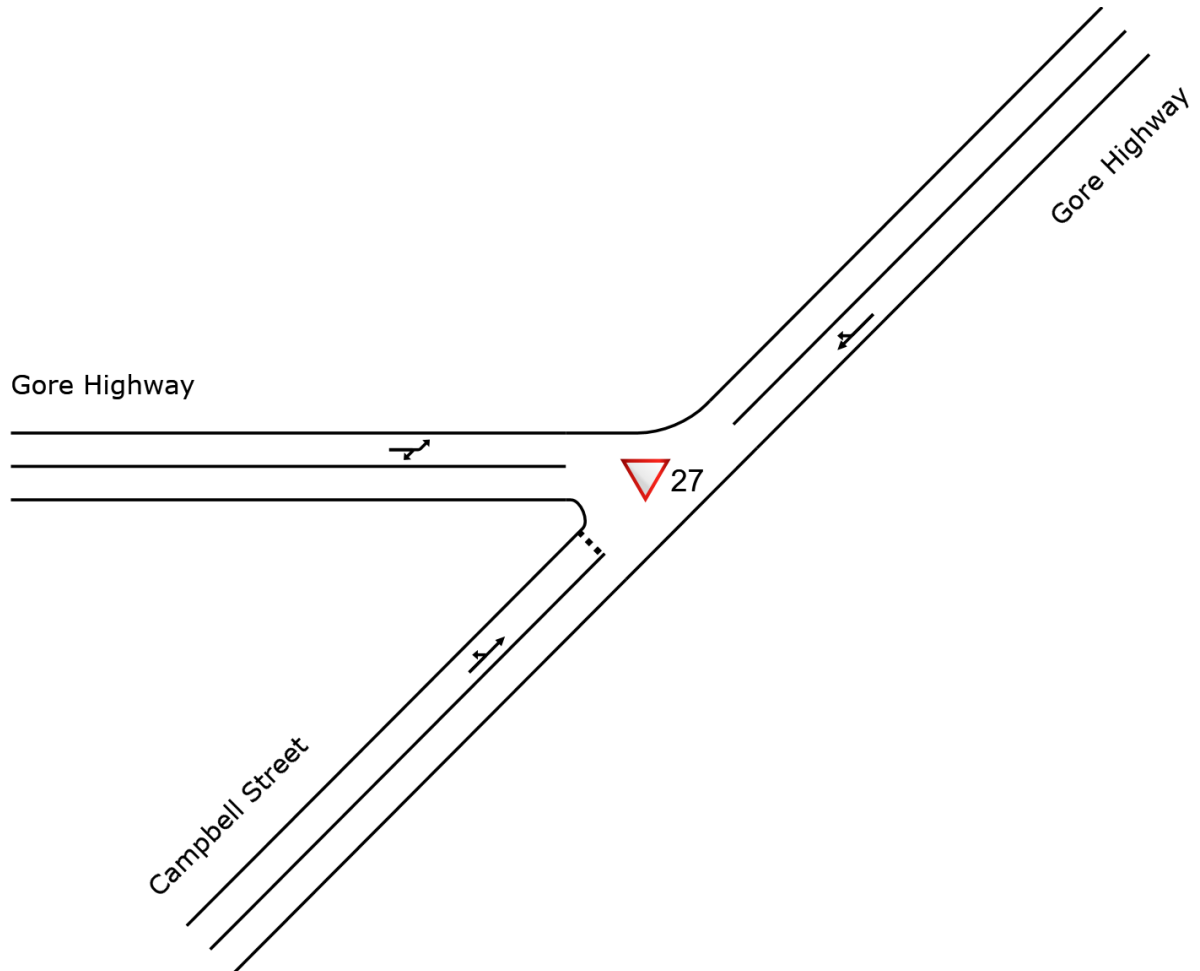
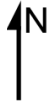
Project: c:\pw_work\dms33614\26d. Gore Highway_Bushy Lane West.sip9

SITE LAYOUT

▼ Site: 27 [Gore Highway / Campbell Street 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 7 December 2022 11:01:41 AM
Project: c:\pw_work\dms33614\27. Gore Highway_Campbell Street.sip9

MOVEMENT SUMMARY

▼ Site: 27 [Gore Highway / Campbell Street 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
2	T1	45	5	45	11.1	0.062	2.3	LOS A	0.0	0.0	0.00	0.47	0.00	54.0
3a	R1	61	16	61	26.2	0.062	4.8	LOS A	0.0	0.0	0.00	0.47	0.00	50.3
Approach		106	21	106	19.8	0.062	3.8	NA	0.0	0.0	0.00	0.47	0.00	51.7
West: Gore Highway														
24a	L1	91	10	91	11.0	0.061	5.5	LOS A	0.1	0.7	0.06	0.57	0.06	49.9
26b	R3	13	1	13	7.7	0.061	6.5	LOS A	0.1	0.7	0.06	0.57	0.06	40.1
Approach		104	11	104	10.6	0.061	5.6	NA	0.1	0.7	0.06	0.57	0.06	49.1
SouthWest: Campbell Street														
7b	L3	13	1	13	7.7	0.056	4.4	LOS A	0.2	1.5	0.23	0.42	0.23	40.6
8	T1	50	3	50	6.0	0.056	2.9	LOS A	0.2	1.5	0.23	0.42	0.23	48.0
Approach		63	4	63	6.3	0.056	3.2	LOS A	0.2	1.5	0.23	0.42	0.23	46.9
All Vehicles		273	36	273	13.2	0.062	4.4	NA	0.2	1.5	0.08	0.50	0.08	49.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 7 December 2022 9:57:01 AM
Project: c:\pw_work\dms33614\27. Gore Highway_Campbell Street.sip9

MOVEMENT SUMMARY

▼ Site: 27 [Gore Highway / Campbell Street 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
2	T1	18	2	18	11.1	0.026	2.3	LOS A	0.0	0.0	0.00	0.47	0.00	54.0
3a	R1	26	7	26	26.9	0.026	4.8	LOS A	0.0	0.0	0.00	0.47	0.00	50.2
Approach		44	9	44	20.5	0.026	3.8	NA	0.0	0.0	0.00	0.47	0.00	51.6
West: Gore Highway														
24a	L1	38	8	38	21.1	0.028	5.6	LOS A	0.0	0.3	0.05	0.58	0.05	49.4
26b	R3	7	1	7	14.3	0.028	6.4	LOS A	0.0	0.3	0.05	0.58	0.05	40.0
Approach		45	9	45	20.0	0.028	5.7	NA	0.0	0.3	0.05	0.58	0.05	48.4
SouthWest: Campbell Street														
7b	L3	5	0	5	0.0	0.015	4.2	LOS A	0.1	0.4	0.12	0.39	0.12	42.2
8	T1	14	1	14	7.1	0.015	2.4	LOS A	0.1	0.4	0.12	0.39	0.12	48.1
Approach		19	1	19	5.3	0.015	2.9	LOS A	0.1	0.4	0.12	0.39	0.12	47.0
All Vehicles		108	19	108	17.6	0.028	4.4	NA	0.1	0.4	0.04	0.50	0.04	49.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

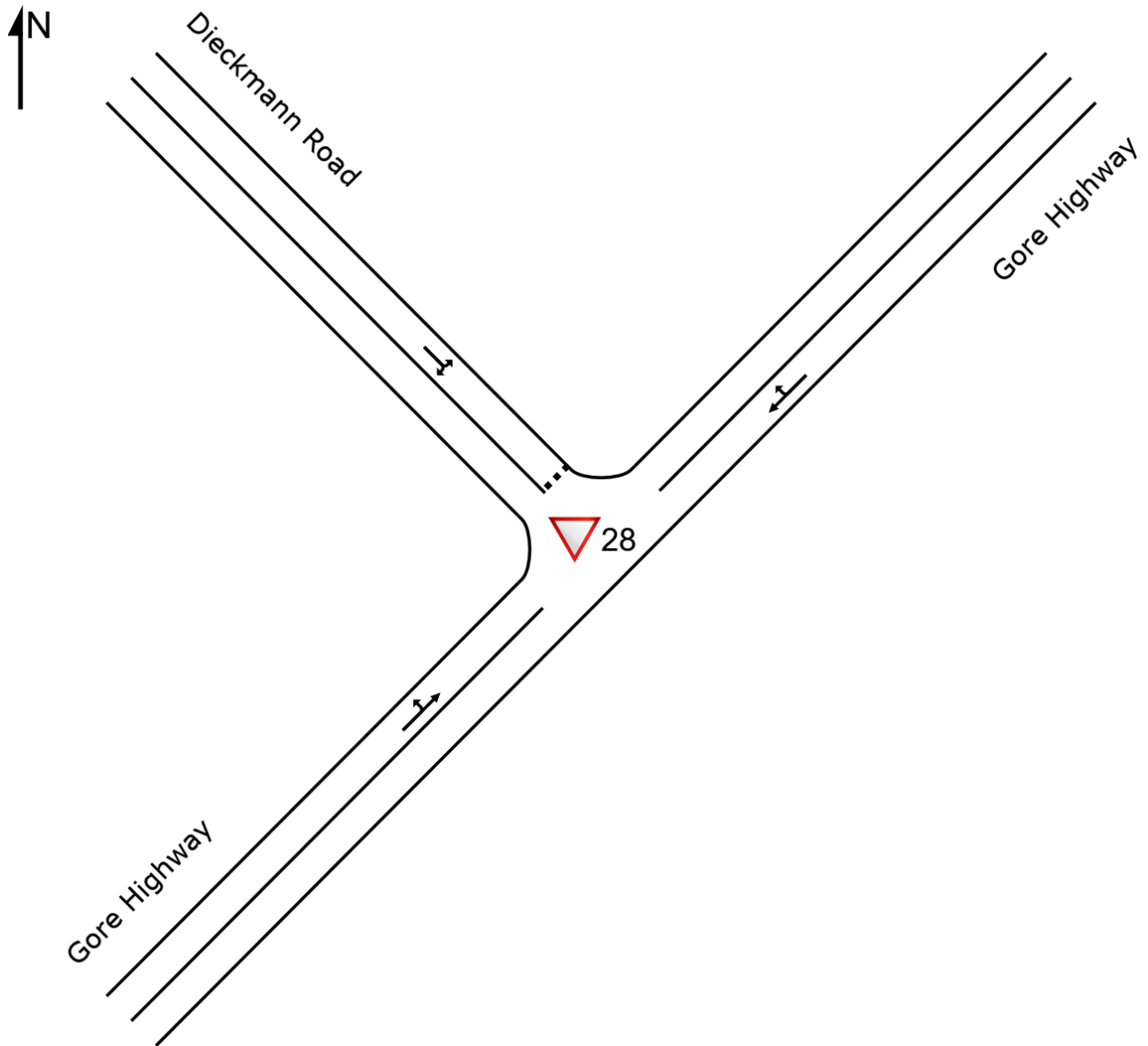
Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 7 December 2022 9:57:02 AM
Project: c:\pw_work\dms33614\27. Gore Highway_Campbell Street.sip9

SITE LAYOUT

▼ Site: 28 [Gore Highway / Dieckmann Road 2022 AM-Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2022 AM-Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Gore Highway														
25	T1	113	34	113	30.1	0.070	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.070	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		114	34	114	29.8	0.070	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.24	0.60	0.24	74.2
29	R2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.24	0.60	0.24	73.7
Approach		2	0	2	0.0	0.002	8.2	LOS A	0.0	0.0	0.24	0.60	0.24	73.9
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.074	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	122	34	122	27.9	0.074	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		123	34	123	27.6	0.074	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		239	68	239	28.5	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:50:03 AM

Project: c:\pw_work\dms33896\28. Gore Highway_Dieckmann Road.sip9

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2022 PM-Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
		v/c					sec							km/h
NorthEast: Gore Highway														
25	T1	120	36	120	30.0	0.074	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.074	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		121	36	121	29.8	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
29	R2	1	0	1	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.081	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	133	37	133	27.8	0.081	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		134	37	134	27.6	0.081	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		257	73	257	28.4	0.081	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:50:04 AM

Project: c:\pw_work\dms33896\28. Gore Highway_Dieckmann Road.sip9

MOVEMENT SUMMARY

▼ Site: 28 [Gore Highway / Dieckmann Road 2022 AM-Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
25	T1	113	34	113	30.1	0.070	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.070	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		114	34	114	29.8	0.070	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.24	0.60	0.24	74.2
29	R2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.24	0.60	0.24	73.7
Approach		2	0	2	0.0	0.002	8.2	LOS A	0.0	0.0	0.24	0.60	0.24	73.9
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.074	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	122	34	122	27.9	0.074	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		123	34	123	27.6	0.074	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		239	68	239	28.5	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:50:04 AM

Project: c:\pw_work\dms33896\28. Gore Highway_Dieckmann Road.sip9

MOVEMENT SUMMARY

▼ Site: 28 [Gore Highway / Dieckmann Road 2022 PM-Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
25	T1	120	36	120	30.0	0.074	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.074	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		121	36	121	29.8	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
29	R2	1	0	1	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.081	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	133	37	133	27.8	0.081	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		134	37	134	27.6	0.081	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		257	73	257	28.4	0.081	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:50:05 AM

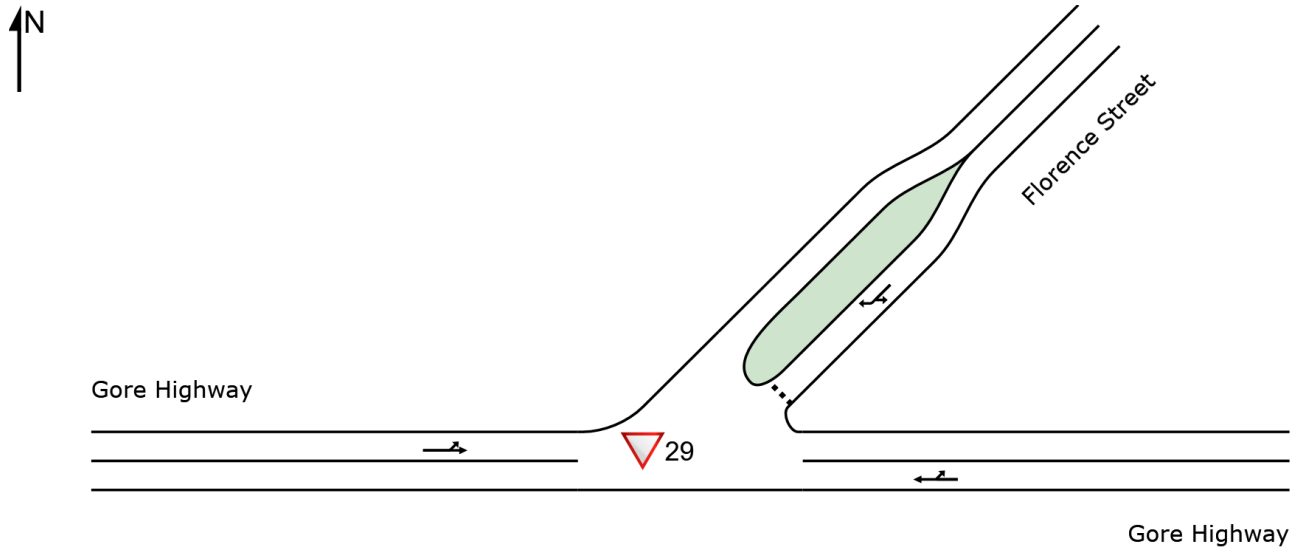
Project: c:\pw_work\dms33896\28. Gore Highway_Dieckmann Road.sip9

SITE LAYOUT

▽ Site: 29 [Gore Highway / Florence Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Friday, 4 November 2022 1:18:36 PM
Project: c:\pw_work\dms33897\29. Gore Highway_Florence Street.sip9

MOVEMENT SUMMARY

▼ Site: 29 [Gore Highway / Florence Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.9
6b	R3	1	0	1	0.0	0.052	5.5	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.8
NorthEast: Florence Street														
24b	L3	1	0	1	0.0	0.012	5.7	LOS A	0.0	0.3	0.24	0.51	0.24	41.2
26a	R1	12	0	12	0.0	0.012	4.7	LOS A	0.0	0.3	0.24	0.51	0.24	44.5
Approach		13	0	13	0.0	0.012	4.8	LOS A	0.0	0.3	0.24	0.51	0.24	44.4
West: Gore Highway														
10a	L1	13	0	13	0.0	0.058	4.5	LOS A	0.0	0.0	0.00	0.08	0.00	47.8
11	T1	80	31	80	38.8	0.058	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	49.0
Approach		93	31	93	33.3	0.058	0.6	NA	0.0	0.0	0.00	0.08	0.00	48.8
All Vehicles		188	62	188	33.0	0.058	0.7	NA	0.0	0.3	0.02	0.08	0.02	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 29 [Gore Highway / Florence Street 2022 PM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	79	30	79	38.0	0.051	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.9
6b	R3	1	0	1	0.0	0.051	5.5	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		80	30	80	37.5	0.051	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.8
NorthEast: Florence Street														
24b	L3	1	0	1	0.0	0.012	5.7	LOS A	0.0	0.3	0.24	0.51	0.24	41.2
26a	R1	12	0	12	0.0	0.012	4.7	LOS A	0.0	0.3	0.24	0.51	0.24	44.5
Approach		13	0	13	0.0	0.012	4.8	LOS A	0.0	0.3	0.24	0.51	0.24	44.4
West: Gore Highway														
10a	L1	12	0	12	0.0	0.060	4.5	LOS A	0.0	0.0	0.00	0.07	0.00	47.8
11	T1	83	32	83	38.6	0.060	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.1
Approach		95	32	95	33.7	0.060	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.9
All Vehicles		188	62	188	33.0	0.060	0.7	NA	0.0	0.3	0.02	0.07	0.02	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:59:47 AM

Project: c:\pw_work\dms33897\29. Gore Highway_Florence Street.sip9

MOVEMENT SUMMARY

▼ Site: 29 [Gore Highway / Florence Street 2022 AM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	81	31	81	38.3	0.059	0.0	LOS A	0.1	0.7	0.06	0.09	0.06	48.6
6b	R3	13	0	13	0.0	0.059	5.5	LOS A	0.1	0.7	0.06	0.09	0.06	44.8
Approach		94	31	94	33.0	0.059	0.8	NA	0.1	0.7	0.06	0.09	0.06	48.3
NorthEast: Florence Street														
24b	L3	12	0	12	0.0	0.009	5.7	LOS A	0.0	0.2	0.18	0.53	0.18	40.2
26a	R1	1	0	1	0.0	0.009	4.7	LOS A	0.0	0.2	0.18	0.53	0.18	43.9
Approach		13	0	13	0.0	0.009	5.6	LOS A	0.0	0.2	0.18	0.53	0.18	40.7
West: Gore Highway														
10a	L1	1	0	1	0.0	0.052	4.4	LOS A	0.0	0.0	0.00	0.01	0.00	48.5
11	T1	80	31	80	38.8	0.052	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		81	31	81	38.3	0.052	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Vehicles		188	62	188	33.0	0.059	0.8	NA	0.1	0.7	0.04	0.08	0.04	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 29 [Gore Highway / Florence Street 2022 PM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	79	30	79	38.0	0.058	0.0	LOS A	0.1	0.6	0.06	0.09	0.06	48.7
6b	R3	12	0	12	0.0	0.058	5.5	LOS A	0.1	0.6	0.06	0.09	0.06	44.9
Approach		91	30	91	33.0	0.058	0.8	NA	0.1	0.6	0.06	0.09	0.06	48.4
NorthEast: Florence Street														
24b	L3	12	0	12	0.0	0.009	5.7	LOS A	0.0	0.2	0.18	0.53	0.18	40.2
26a	R1	1	0	1	0.0	0.009	4.7	LOS A	0.0	0.2	0.18	0.53	0.18	43.9
Approach		13	0	13	0.0	0.009	5.6	LOS A	0.0	0.2	0.18	0.53	0.18	40.7
West: Gore Highway														
10a	L1	1	0	1	0.0	0.054	4.4	LOS A	0.0	0.0	0.00	0.01	0.00	48.5
11	T1	83	32	83	38.6	0.054	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		84	32	84	38.1	0.054	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Vehicles		188	62	188	33.0	0.058	0.8	NA	0.1	0.6	0.04	0.08	0.04	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 9:59:48 AM

Project: c:\pw_work\dms33897\29. Gore Highway_Florence Street.sip9

SITE LAYOUT

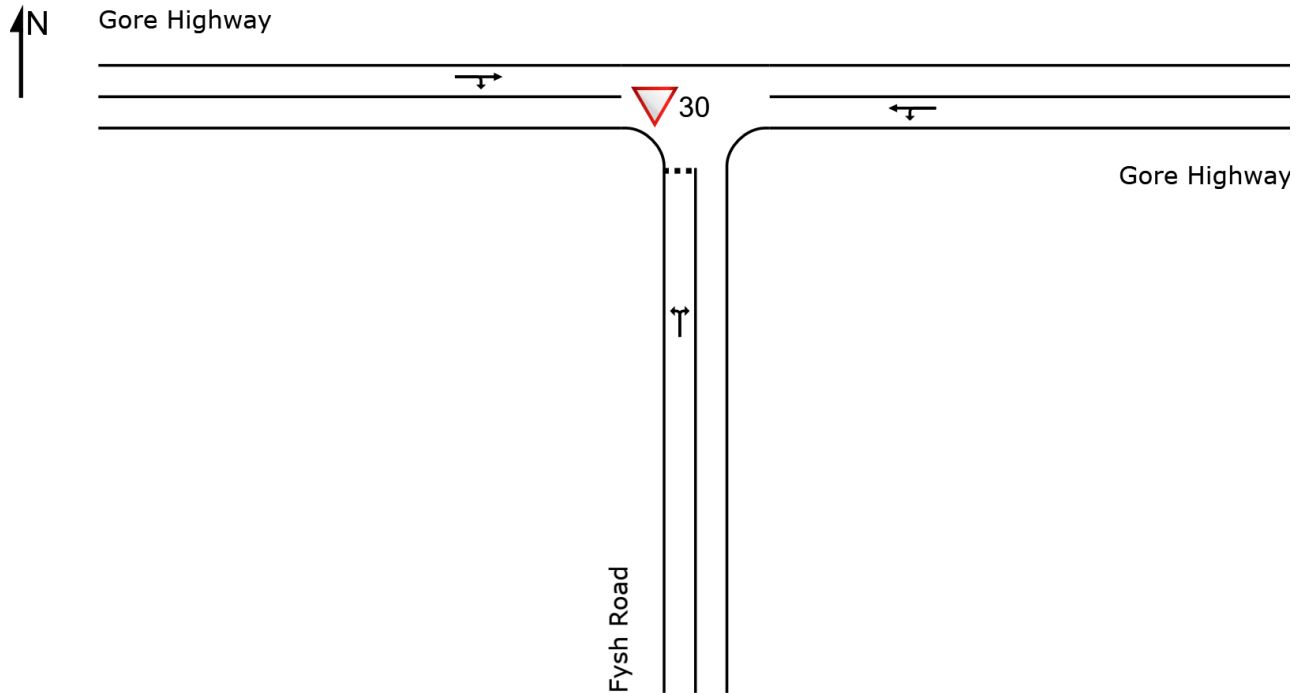
▽ Site: 30 [Gore Highway / Fysh Road 2022 AM Peak (Site
Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 16 November 2022 1:45:17 PM
Project: c:\pw_work\dms33614\30l. Gore Highway_Fysh Road.sip9

MOVEMENT SUMMARY

▼ Site: 30 [Gore Highway / Fysh Road 2022 AM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Fysh Road														
1	L2	2	0	2	0.0	0.005	4.0	LOS A	0.0	0.2	0.25	0.51	0.25	50.5
3	R2	3	2	3	66.7	0.005	4.9	LOS A	0.0	0.2	0.25	0.51	0.25	45.2
Approach		5	2	5	40.0	0.005	4.5	LOS A	0.0	0.2	0.25	0.51	0.25	47.2
East: Gore Highway														
4	L2	3	1	3	33.3	0.060	5.9	LOS A	0.0	0.0	0.00	0.02	0.00	55.1
5	T1	94	30	94	31.9	0.060	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		97	31	97	32.0	0.060	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	103	30	103	29.1	0.066	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.7
12	R2	4	1	4	25.0	0.066	6.2	LOS A	0.0	0.3	0.02	0.02	0.02	54.5
Approach		107	31	107	29.0	0.066	0.3	NA	0.0	0.3	0.02	0.02	0.02	59.6
All Vehicles		209	64	209	30.6	0.066	0.3	NA	0.0	0.3	0.02	0.03	0.02	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 30 [Gore Highway / Fysh Road 2022 PM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Fysh Road														
1	L2	3	0	3	0.0	0.005	4.0	LOS A	0.0	0.1	0.21	0.52	0.21	51.0
3	R2	3	0	3	0.0	0.005	4.4	LOS A	0.0	0.1	0.21	0.52	0.21	50.1
Approach		6	0	6	0.0	0.005	4.2	LOS A	0.0	0.1	0.21	0.52	0.21	50.5
East: Gore Highway														
4	L2	3	1	3	33.3	0.056	5.9	LOS A	0.0	0.0	0.00	0.02	0.00	55.2
5	T1	91	23	91	25.3	0.056	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		94	24	94	25.5	0.056	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	128	39	128	30.5	0.081	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.6
12	R2	5	0	5	0.0	0.081	5.8	LOS A	0.0	0.3	0.02	0.02	0.02	55.1
Approach		133	39	133	29.3	0.081	0.2	NA	0.0	0.3	0.02	0.02	0.02	59.5
All Vehicles		233	63	233	27.0	0.081	0.3	NA	0.0	0.3	0.02	0.03	0.02	59.5

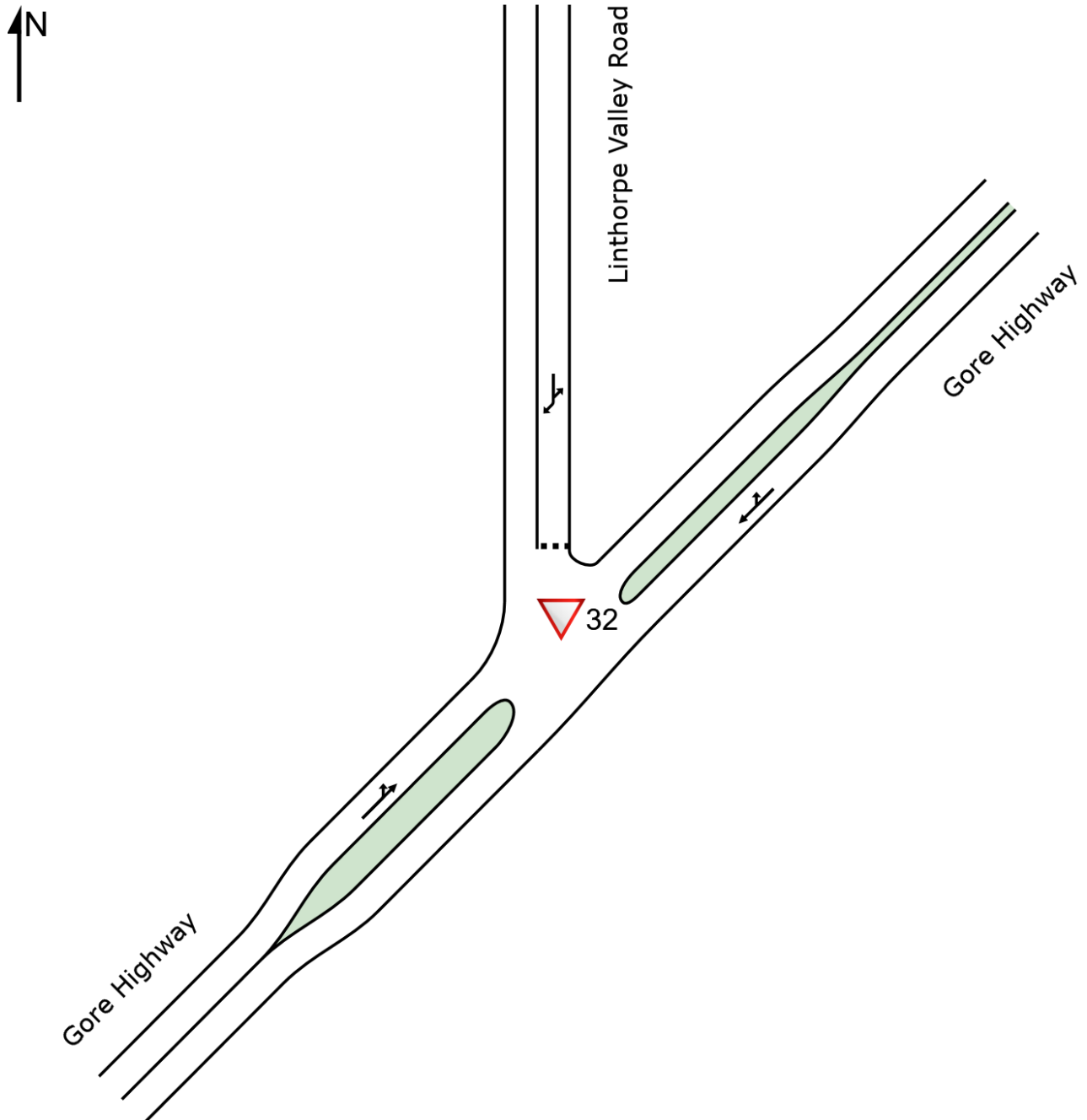
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 32 [Gore Highway / Linthorpe Valley Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
8	T1	198	43	198	21.7	0.117	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
26b	R3	1	0	1	0.0	0.117	8.9	LOS A	0.0	0.1	0.00	0.00	0.00	88.1
Approach		199	43	199	21.6	0.117	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
North: Linthorpe Valley Road														
7b	L3	1	0	1	0.0	0.007	9.7	LOS A	0.0	0.2	0.41	0.66	0.41	72.1
9a	R1	4	1	4	25.0	0.007	10.2	LOS B	0.0	0.2	0.41	0.66	0.41	63.5
Approach		5	1	5	20.0	0.007	10.1	LOS B	0.0	0.2	0.41	0.66	0.41	65.1
SouthWest: Gore Highway														
30a	L1	4	1	4	25.0	0.144	8.0	LOS A	0.0	0.0	0.00	0.01	0.00	75.7
2	T1	241	54	241	22.4	0.144	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		245	55	245	22.4	0.144	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.1
All Vehicles		449	99	449	22.0	0.144	0.2	NA	0.0	0.2	0.01	0.02	0.01	98.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
8	T1	231	50	231	21.6	0.136	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
26b	R3	1	0	1	0.0	0.136	8.9	LOS A	0.0	0.1	0.00	0.00	0.00	88.1
Approach		232	50	232	21.6	0.136	0.0	NA	0.0	0.1	0.00	0.00	0.00	99.8
North: Linthorpe Valley Road														
7b	L3	1	0	1	0.0	0.007	9.7	LOS A	0.0	0.2	0.42	0.66	0.42	72.0
9a	R1	4	1	4	25.0	0.007	10.4	LOS B	0.0	0.2	0.42	0.66	0.42	63.4
Approach		5	1	5	20.0	0.007	10.2	LOS B	0.0	0.2	0.42	0.66	0.42	65.0
SouthWest: Gore Highway														
30a	L1	4	1	4	25.0	0.135	8.0	LOS A	0.0	0.0	0.00	0.01	0.00	75.7
2	T1	226	51	226	22.6	0.135	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		230	52	230	22.6	0.135	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.1
All Vehicles		467	103	467	22.1	0.136	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
8	T1	198	43	198	21.7	0.120	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	99.3
26b	R3	4	1	4	25.0	0.120	9.9	LOS A	0.0	0.3	0.02	0.01	0.02	75.2
Approach		202	44	202	21.8	0.120	0.2	NA	0.0	0.3	0.02	0.01	0.02	98.7
North: Linthorpe Valley Road														
7b	L3	4	1	4	25.0	0.005	10.6	LOS B	0.0	0.1	0.35	0.62	0.35	64.1
9a	R1	1	0	1	0.0	0.005	9.0	LOS A	0.0	0.1	0.35	0.62	0.35	71.3
Approach		5	1	5	20.0	0.005	10.3	LOS B	0.0	0.1	0.35	0.62	0.35	65.4
SouthWest: Gore Highway														
30a	L1	1	0	1	0.0	0.142	7.3	LOS A	0.0	0.0	0.00	0.00	0.00	88.0
2	T1	241	54	241	22.4	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		242	54	242	22.3	0.142	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		449	99	449	22.0	0.142	0.2	NA	0.0	0.3	0.01	0.02	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Gore Highway														
8	T1	231	50	231	21.6	0.139	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	99.4
26b	R3	4	1	4	25.0	0.139	9.8	LOS A	0.0	0.3	0.02	0.01	0.02	75.2
Approach		235	51	235	21.7	0.139	0.2	NA	0.0	0.3	0.02	0.01	0.02	98.9
North: Linthorpe Valley Road														
7b	L3	4	1	4	25.0	0.005	10.5	LOS B	0.0	0.1	0.34	0.62	0.34	64.2
9a	R1	1	0	1	0.0	0.005	9.1	LOS A	0.0	0.1	0.34	0.62	0.34	71.4
Approach		5	1	5	20.0	0.005	10.3	LOS B	0.0	0.1	0.34	0.62	0.34	65.5
SouthWest: Gore Highway														
30a	L1	1	0	1	0.0	0.133	7.3	LOS A	0.0	0.0	0.00	0.00	0.00	88.0
2	T1	226	51	226	22.6	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		227	51	227	22.5	0.133	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		467	103	467	22.1	0.139	0.2	NA	0.0	0.3	0.01	0.01	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 10:14:50 AM

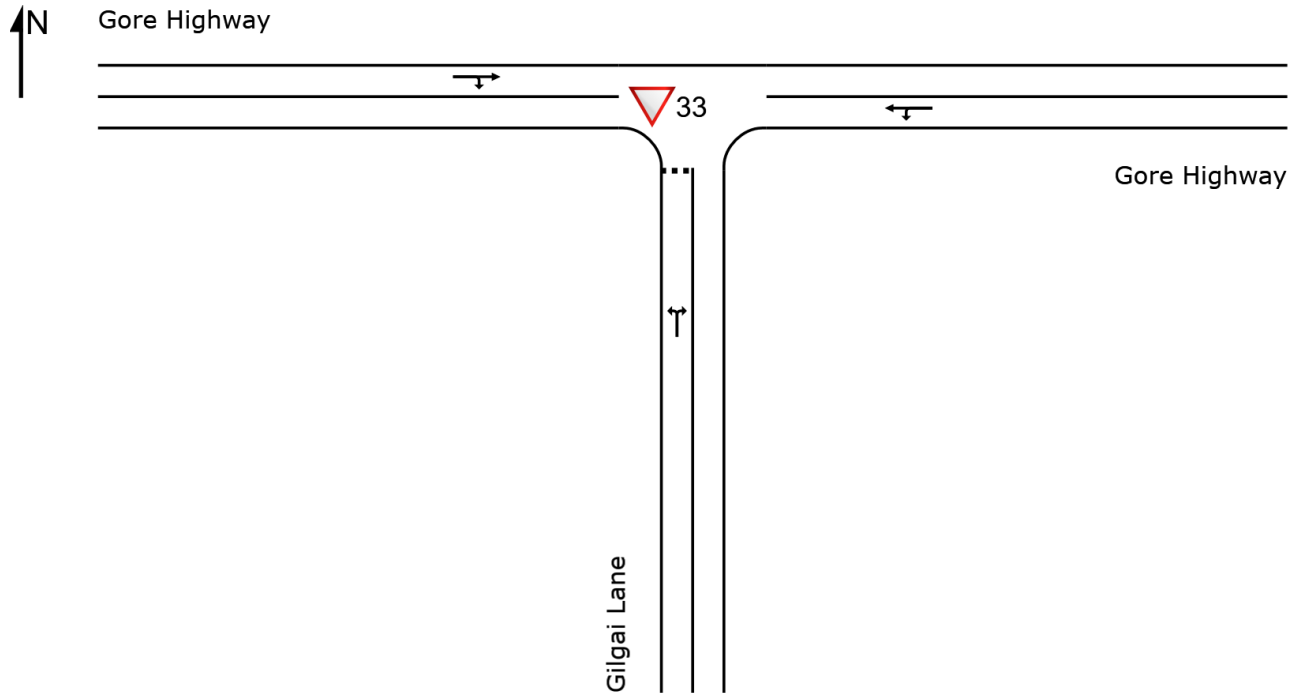
Project: c:\pw_work\dms34222\32.Gore Highway_Linthorpe Valley Road.sip9

SITE LAYOUT

▽ Site: 33 [Gore Highway / Gilgai Lane 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gilgai Lane														
1	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.23	0.60	0.23	74.2
3	R2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.23	0.60	0.23	73.7
Approach		2	0	2	0.0	0.002	8.2	LOS A	0.0	0.0	0.23	0.60	0.23	74.0
East: Gore Highway														
4	L2	1	0	1	0.0	0.070	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
5	T1	113	34	113	30.1	0.070	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		114	34	114	29.8	0.070	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
West: Gore Highway														
11	T1	122	34	122	27.9	0.074	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
12	R2	1	0	1	0.0	0.074	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		123	34	123	27.6	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
All Vehicles		239	68	239	28.5	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 3:15:08 PM

Project: c:\pw_work\dms33900\33. Gore Highway_Gilgai Lane.sip9

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2022 PM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Gilgai Lane														
1	L2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.29	0.61	0.29	73.0
3	R2	2	1	2	50.0	0.003	10.4	LOS B	0.0	0.1	0.29	0.61	0.29	57.4
Approach		3	1	3	33.3	0.003	9.6	LOS A	0.0	0.1	0.29	0.61	0.29	61.8
East: Gore Highway														
4	L2	2	1	2	50.0	0.075	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.7
5	T1	120	36	120	30.0	0.075	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		122	37	122	30.3	0.075	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
West: Gore Highway														
11	T1	133	37	133	27.8	0.081	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
12	R2	1	0	1	0.0	0.081	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		134	37	134	27.6	0.081	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
All Vehicles		259	75	259	29.0	0.081	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 3:15:08 PM

Project: c:\pw_work\dms33900\33. Gore Highway_Gilgai Lane.sip9

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2022 AM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gilgai Lane														
1	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.23	0.60	0.23	74.2
3	R2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.23	0.60	0.23	73.7
Approach		2	0	2	0.0	0.002	8.2	LOS A	0.0	0.0	0.23	0.60	0.23	74.0
East: Gore Highway														
4	L2	1	0	1	0.0	0.070	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
5	T1	113	34	113	30.1	0.070	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		114	34	114	29.8	0.070	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
West: Gore Highway														
11	T1	122	34	122	27.9	0.074	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
12	R2	1	0	1	0.0	0.074	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		123	34	123	27.6	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
All Vehicles		239	68	239	28.5	0.074	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 3:15:09 PM

Project: c:\pw_work\dms33900\33. Gore Highway_Gilgai Lane.sip9

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2022 PM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gilgai Lane														
1	L2	2	1	2	50.0	0.003	9.7	LOS A	0.0	0.1	0.26	0.61	0.26	58.6
3	R2	1	0	1	0.0	0.003	8.4	LOS A	0.0	0.1	0.26	0.61	0.26	73.0
Approach		3	1	3	33.3	0.003	9.3	LOS A	0.0	0.1	0.26	0.61	0.26	62.7
East: Gore Highway														
4	L2	1	0	1	0.0	0.074	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
5	T1	120	36	120	30.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		121	36	121	29.8	0.074	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
West: Gore Highway														
11	T1	133	37	133	27.8	0.082	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.6
12	R2	2	1	2	50.0	0.082	9.5	LOS A	0.0	0.2	0.01	0.01	0.01	66.4
Approach		135	38	135	28.1	0.082	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.9
All Vehicles		259	75	259	29.0	0.082	0.2	NA	0.0	0.2	0.01	0.02	0.01	98.6

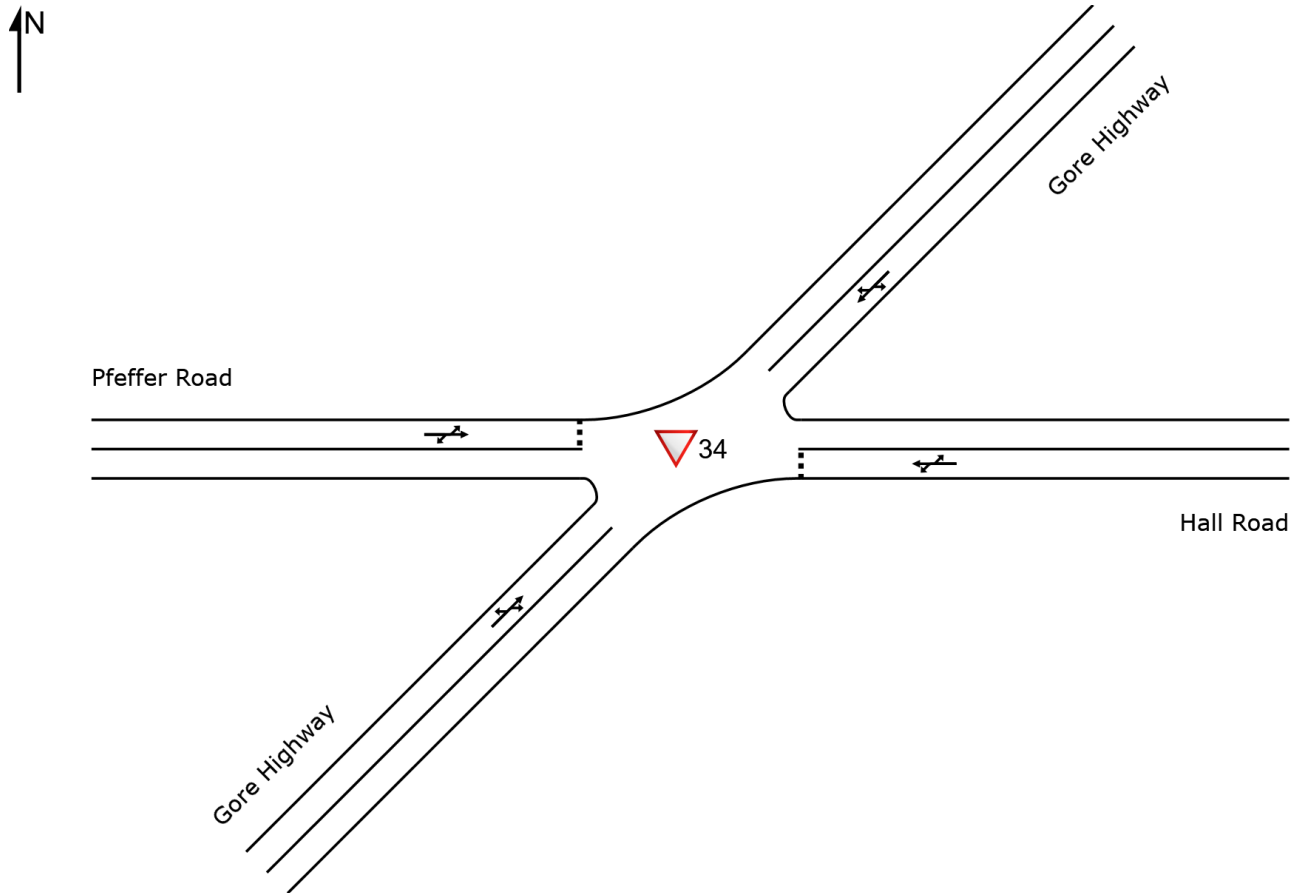
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 34 [Gore Highway / Hall Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Friday, 4 November 2022 4:58:26 PM

Project: c:\pw_work\ldms33901\34. Gore Highway_Hall Road.sip9

MOVEMENT SUMMARY

▼ Site: 34 [Gore Highway / Hall Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.6	LOSA	0.0	0.1	0.27	0.61	0.27	74.1
5	T1	1	0	1	0.0	0.003	7.6	LOSA	0.0	0.1	0.27	0.61	0.27	74.6
6b	R3	1	0	1	0.0	0.003	9.2	LOSA	0.0	0.1	0.27	0.61	0.27	74.1
Approach		3	0	3	0.0	0.003	8.1	LOSA	0.0	0.1	0.27	0.61	0.27	74.3
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.070	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.7
25	T1	113	34	113	30.1	0.070	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.4
26a	R1	1	0	1	0.0	0.070	7.3	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		115	34	115	29.6	0.070	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.28	0.61	0.28	74.1
11	T1	1	0	1	0.0	0.003	7.6	LOSA	0.0	0.1	0.28	0.61	0.28	74.6
12b	R3	1	0	1	0.0	0.003	9.2	LOSA	0.0	0.1	0.28	0.61	0.28	74.0
Approach		3	0	3	0.0	0.003	8.2	LOSA	0.0	0.1	0.28	0.61	0.28	74.2
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.075	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.8
31	T1	122	34	122	27.9	0.075	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.4
32a	R1	1	0	1	0.0	0.075	7.3	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		124	34	124	27.4	0.075	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
All Vehicles		245	68	245	27.8	0.075	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 10:49:41 AM

Project: c:\pw_work\dms33901\34. Gore Highway_Hall Road.sip9

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.28	0.61	0.28	74.0
5	T1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.28	0.61	0.28	74.5
6b	R3	1	0	1	0.0	0.003	9.3	LOSA	0.0	0.1	0.28	0.61	0.28	74.0
Approach		3	0	3	0.0	0.003	8.2	LOSA	0.0	0.1	0.28	0.61	0.28	74.2
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.075	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	120	36	120	30.0	0.075	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.4
26a	R1	1	0	1	0.0	0.075	7.4	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		122	36	122	29.5	0.075	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.29	0.61	0.29	74.0
11	T1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.29	0.61	0.29	74.5
12b	R3	1	0	1	0.0	0.003	9.3	LOSA	0.0	0.1	0.29	0.61	0.29	74.0
Approach		3	0	3	0.0	0.003	8.2	LOSA	0.0	0.1	0.29	0.61	0.29	74.1
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.082	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.8
31	T1	133	37	133	27.8	0.082	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.5
32a	R1	1	0	1	0.0	0.082	7.3	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		135	37	135	27.4	0.082	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
All Vehicles		263	73	263	27.8	0.082	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 10:49:42 AM

Project: c:\pw_work\dms33901\34. Gore Highway_Hall Road.sip9

MOVEMENT SUMMARY

▼ Site: 34 [Gore Highway / Hall Road 2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.6	LOSA	0.0	0.1	0.27	0.61	0.27	74.1
5	T1	1	0	1	0.0	0.003	7.6	LOSA	0.0	0.1	0.27	0.61	0.27	74.6
6b	R3	1	0	1	0.0	0.003	9.2	LOSA	0.0	0.1	0.27	0.61	0.27	74.1
Approach		3	0	3	0.0	0.003	8.1	LOSA	0.0	0.1	0.27	0.61	0.27	74.3
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.070	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.7
25	T1	113	34	113	30.1	0.070	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.4
26a	R1	1	0	1	0.0	0.070	7.3	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		115	34	115	29.6	0.070	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.28	0.61	0.28	74.1
11	T1	1	0	1	0.0	0.003	7.6	LOSA	0.0	0.1	0.28	0.61	0.28	74.6
12b	R3	1	0	1	0.0	0.003	9.2	LOSA	0.0	0.1	0.28	0.61	0.28	74.0
Approach		3	0	3	0.0	0.003	8.2	LOSA	0.0	0.1	0.28	0.61	0.28	74.2
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.075	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.8
31	T1	122	34	122	27.9	0.075	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.4
32a	R1	1	0	1	0.0	0.075	7.3	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		124	34	124	27.4	0.075	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
All Vehicles		245	68	245	27.8	0.075	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 10:49:43 AM

Project: c:\pw_work\dms33901\34. Gore Highway_Hall Road.sip9

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.28	0.61	0.28	74.0
5	T1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.28	0.61	0.28	74.5
6b	R3	1	0	1	0.0	0.003	9.3	LOSA	0.0	0.1	0.28	0.61	0.28	74.0
Approach		3	0	3	0.0	0.003	8.2	LOSA	0.0	0.1	0.28	0.61	0.28	74.2
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.075	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	120	36	120	30.0	0.075	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.4
26a	R1	1	0	1	0.0	0.075	7.4	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		122	36	122	29.5	0.075	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.29	0.61	0.29	74.0
11	T1	1	0	1	0.0	0.003	7.7	LOSA	0.0	0.1	0.29	0.61	0.29	74.5
12b	R3	1	0	1	0.0	0.003	9.3	LOSA	0.0	0.1	0.29	0.61	0.29	74.0
Approach		3	0	3	0.0	0.003	8.2	LOSA	0.0	0.1	0.29	0.61	0.29	74.1
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.082	9.2	LOSA	0.0	0.1	0.01	0.01	0.01	88.8
31	T1	133	37	133	27.8	0.082	0.0	LOSA	0.0	0.1	0.01	0.01	0.01	99.5
32a	R1	1	0	1	0.0	0.082	7.3	LOSA	0.0	0.1	0.01	0.01	0.01	87.8
Approach		135	37	135	27.4	0.082	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
All Vehicles		263	73	263	27.8	0.082	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 10:49:43 AM

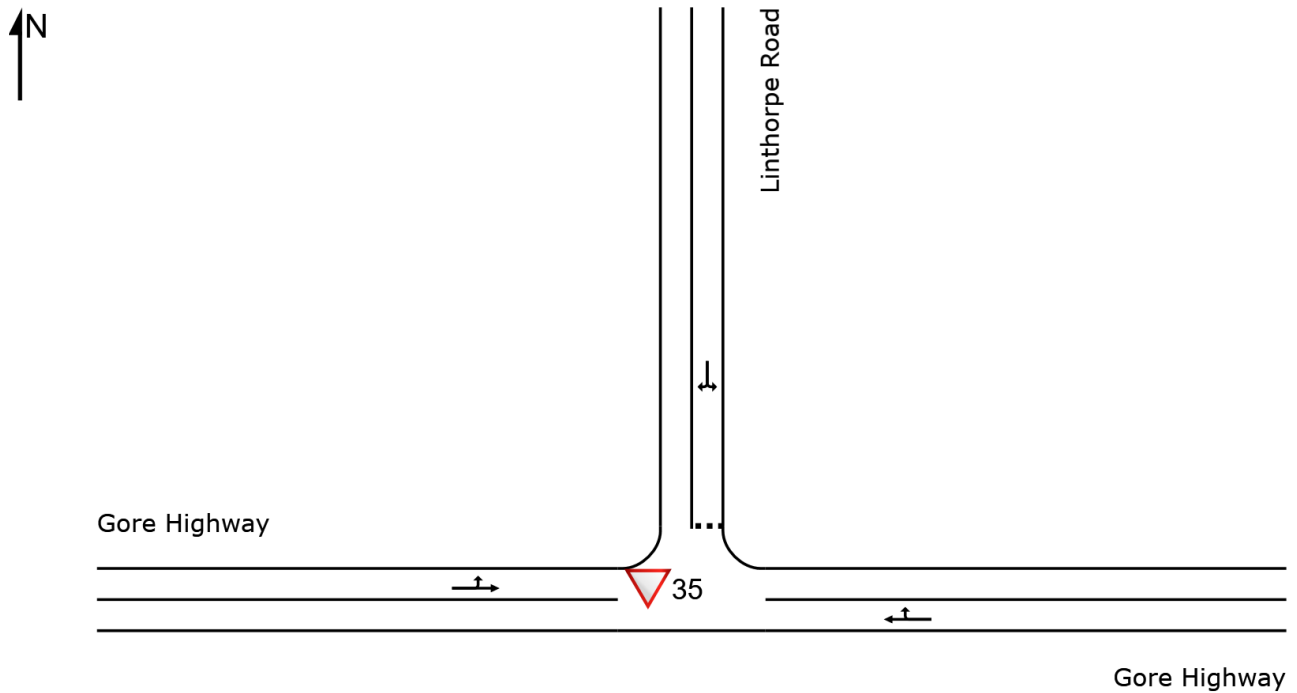
Project: c:\pw_work\dms33901\34. Gore Highway_Hall Road.sip9

SITE LAYOUT

▼ Site: 35 [Gore Highway / Linthorpe Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 35 [Gore Highway / Linthorpe Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	287	48	287	16.7	0.166	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	99.4
6	R2	3	1	3	33.3	0.166	9.9	LOS A	0.0	0.3	0.01	0.01	0.01	72.3
Approach		290	49	290	16.9	0.166	0.1	NA	0.0	0.3	0.01	0.01	0.01	98.8
North: Linthorpe Road														
7	L2	5	0	5	0.0	0.025	8.7	LOS A	0.1	0.6	0.43	0.71	0.43	71.3
9	R2	14	2	14	14.3	0.025	10.9	LOS B	0.1	0.6	0.43	0.71	0.43	49.0
Approach		19	2	19	10.5	0.025	10.3	LOS B	0.1	0.6	0.43	0.71	0.43	55.4
West: Gore Highway														
10	L2	8	1	8	12.5	0.150	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	73.4
11	T1	257	41	257	16.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		265	42	265	15.8	0.150	0.1	NA	0.0	0.0	0.00	0.02	0.00	98.2
All Vehicles		574	93	574	16.2	0.166	0.5	NA	0.1	0.6	0.02	0.04	0.02	95.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 35 [Gore Highway / Linthorpe Road 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	256	41	256	16.0	0.147	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.2
6	R2	3	0	3	0.0	0.147	8.8	LOS A	0.0	0.2	0.01	0.01	0.01	87.8
Approach		259	41	259	15.8	0.147	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.0
North: Linthorpe Road														
7	L2	2	0	2	0.0	0.014	8.9	LOS A	0.0	0.3	0.46	0.71	0.46	70.9
9	R2	8	1	8	12.5	0.014	10.9	LOS B	0.0	0.3	0.46	0.71	0.46	48.8
Approach		10	1	10	10.0	0.014	10.5	LOS B	0.0	0.3	0.46	0.71	0.46	53.7
West: Gore Highway														
10	L2	13	1	13	7.7	0.187	4.7	LOS A	0.0	0.0	0.00	0.03	0.00	76.3
11	T1	312	58	312	18.6	0.187	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		325	59	325	18.2	0.187	0.2	NA	0.0	0.0	0.00	0.03	0.00	97.8
All Vehicles		594	101	594	17.0	0.187	0.3	NA	0.0	0.3	0.01	0.03	0.01	96.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

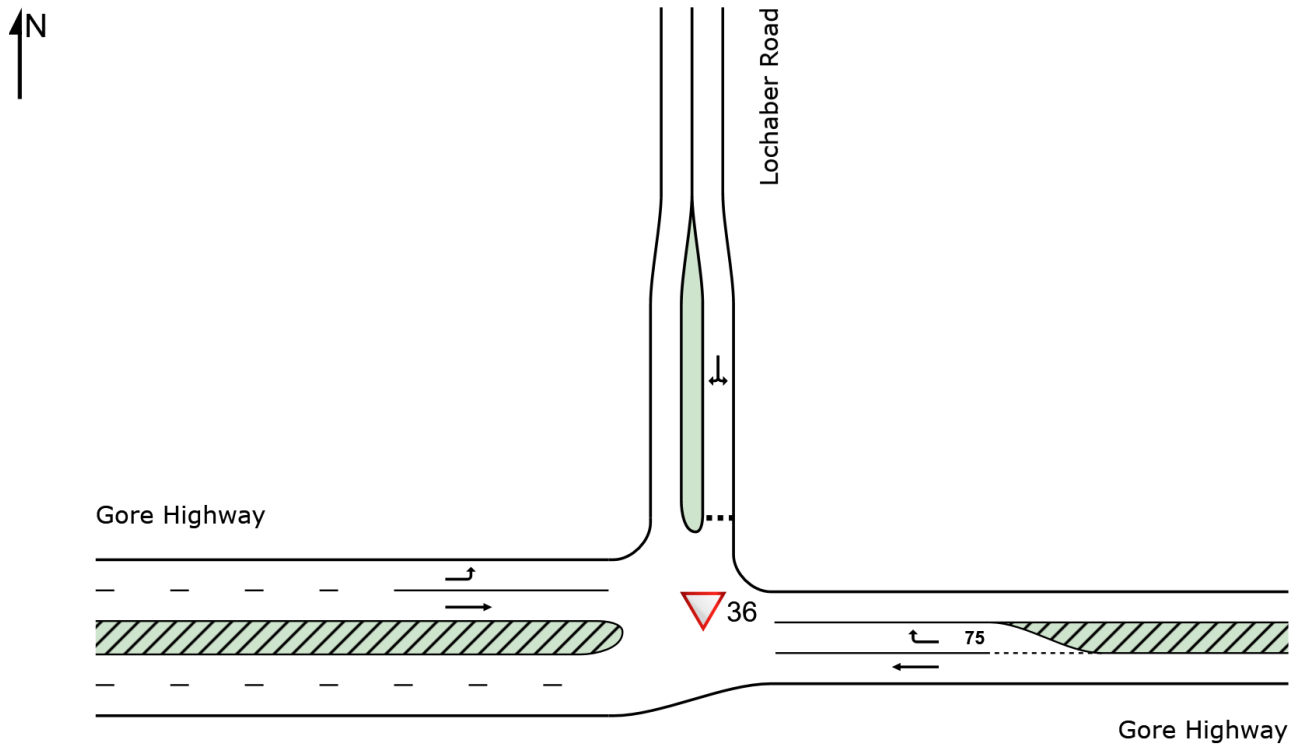
▽ Site: 36 [Gore Highway / Lochaber Road 2022 AM Peak (Site
Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 16 November 2022 2:22:18 PM

Project: c:\pw_work\dms33614\36g. Gore Highway_Lochaber Road.sip9

MOVEMENT SUMMARY

▼ Site: 36 [Gore Highway / Lochaber Road 2022 AM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
8	T1	119	31	119	26.1	0.071	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	3	1	3	33.3	0.003	6.6	LOS A	0.0	0.1	0.27	0.55	0.27	52.8
Approach		122	32	122	26.2	0.071	0.2	NA	0.0	0.1	0.01	0.01	0.01	96.3
North: Lochaber Road														
10	L2	13	1	13	7.7	0.034	6.2	LOS A	0.1	1.0	0.32	0.59	0.32	58.4
12	R2	16	2	16	12.5	0.034	7.9	LOS A	0.1	1.0	0.32	0.59	0.32	40.3
Approach		29	3	29	10.3	0.034	7.1	LOS A	0.1	1.0	0.32	0.59	0.32	49.3
West: Gore Highway														
1	L2	7	1	7	14.3	0.004	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	50.3
2	T1	133	28	133	21.1	0.078	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		140	29	140	20.7	0.078	0.2	NA	0.0	0.0	0.00	0.03	0.00	95.2
All Vehicles		291	64	291	22.0	0.078	0.9	NA	0.1	1.0	0.04	0.08	0.04	85.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 36 [Gore Highway / Lochaber Road 2022 PM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
8	T1	123	22	123	17.9	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	7	1	7	14.3	0.006	6.4	LOS A	0.0	0.2	0.30	0.56	0.30	57.0
Approach		130	23	130	17.7	0.070	0.4	NA	0.0	0.2	0.02	0.03	0.02	93.5
North: Lochaber Road														
10	L2	4	0	4	0.0	0.017	6.2	LOS A	0.1	0.4	0.37	0.59	0.37	60.6
12	R2	10	0	10	0.0	0.017	7.7	LOS A	0.1	0.4	0.37	0.59	0.37	39.6
Approach		14	0	14	0.0	0.017	7.3	LOS A	0.1	0.4	0.37	0.59	0.37	46.3
West: Gore Highway														
1	L2	13	0	13	0.0	0.007	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	51.3
2	T1	161	32	161	19.9	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		174	32	174	18.4	0.093	0.3	NA	0.0	0.0	0.00	0.04	0.00	93.3
All Vehicles		318	55	318	17.3	0.093	0.6	NA	0.1	0.4	0.02	0.06	0.02	88.6

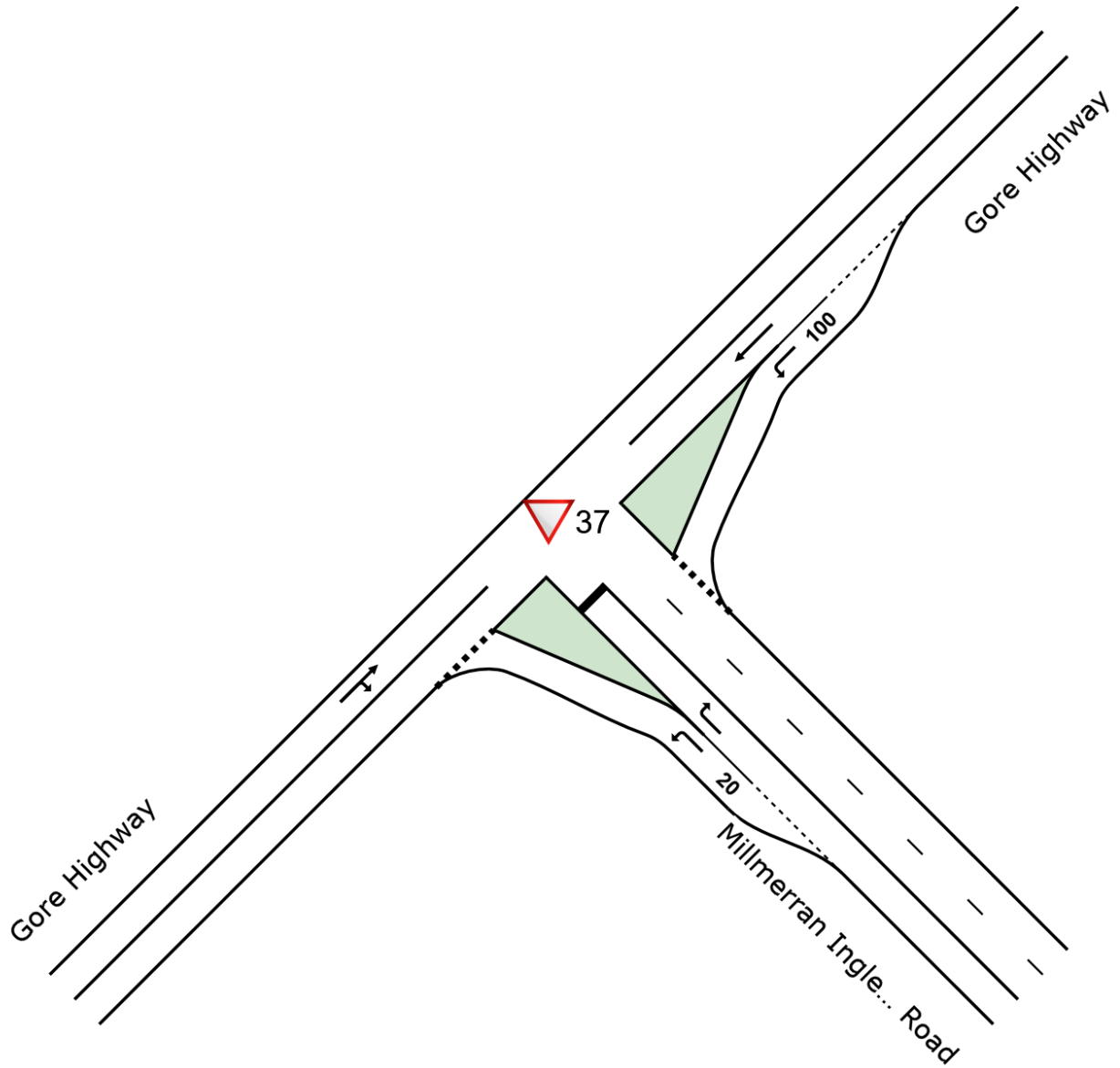
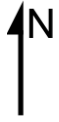
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 37 [Gore Highway / Millmerran Inglewood Road 2022 AM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 37 [Gore Highway / Millmerran Inglewood Road 2022 AM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Millmerran Inglewood Road														
21	L2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.18	0.55	0.18	58.9
23	R2	14	7	14	50.0	0.019	12.5	LOS B	0.1	0.6	0.29	0.92	0.29	53.9
Approach		15	7	15	46.7	0.019	12.2	LOS B	0.1	0.6	0.28	0.90	0.28	54.2
NorthEast: Gore Highway														
24	L2	12	6	12	50.0	0.009	8.1	LOS A	0.0	0.4	0.01	0.59	0.01	56.7
25	T1	83	26	83	31.3	0.051	2.3	LOS A	0.0	0.0	0.00	0.29	0.00	75.7
Approach		95	32	95	33.7	0.051	3.0	LOS A	0.0	0.4	0.00	0.33	0.00	72.6
SouthWest: Gore Highway														
31	T1	66	20	66	30.3	0.041	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	67.0
32	R2	1	0	1	0.0	0.041	5.8	LOS A	0.0	0.1	0.01	0.01	0.01	67.9
Approach		67	20	67	29.9	0.041	0.1	NA	0.0	0.1	0.01	0.01	0.01	67.1
All Vehicles		177	59	177	33.3	0.051	2.7	NA	0.1	0.6	0.03	0.26	0.03	68.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 37 [Gore Highway / Millmerran Inglewood Road 2022 PM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Millmerran Inglewood Road														
21	L2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.21	0.54	0.21	58.8
23	R2	32	7	32	21.9	0.040	11.4	LOS B	0.1	1.1	0.34	0.91	0.34	60.0
Approach		33	7	33	21.2	0.040	11.3	LOS B	0.1	1.1	0.33	0.90	0.33	59.9
NorthEast: Gore Highway														
24	L2	25	8	25	32.0	0.018	7.8	LOS A	0.1	0.6	0.01	0.60	0.01	60.7
25	T1	112	31	112	27.7	0.068	2.3	LOS A	0.0	0.0	0.00	0.29	0.00	75.8
Approach		137	39	137	28.5	0.068	3.3	LOS A	0.1	0.6	0.00	0.35	0.00	72.5
SouthWest: Gore Highway														
31	T1	104	26	104	25.0	0.063	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	67.8
32	R2	1	0	1	0.0	0.063	5.9	LOS A	0.0	0.1	0.01	0.01	0.01	67.9
Approach		105	26	105	24.8	0.063	0.1	NA	0.0	0.1	0.01	0.01	0.01	67.8
All Vehicles		275	72	275	26.2	0.068	3.0	NA	0.1	1.1	0.04	0.28	0.04	68.9

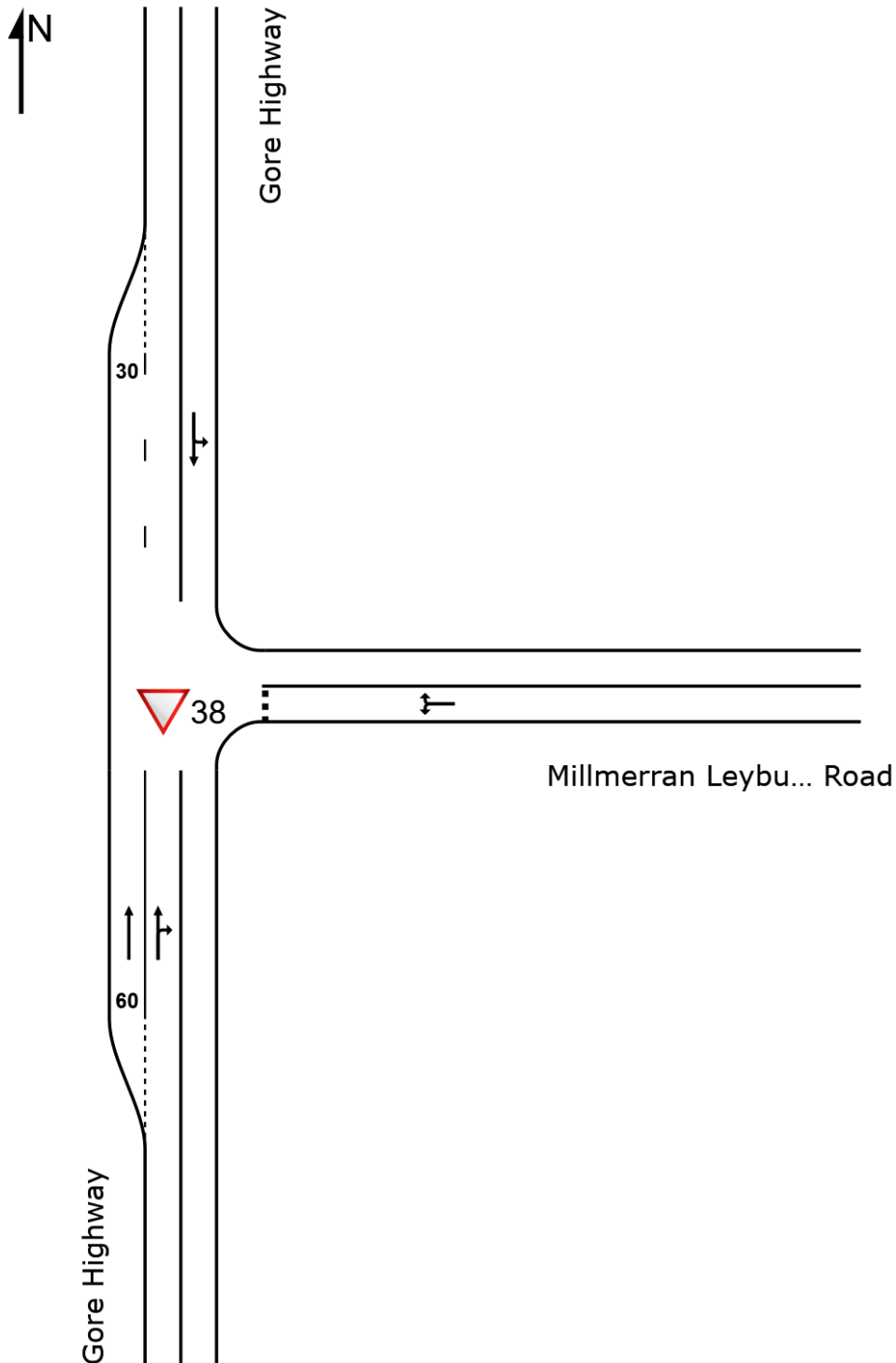
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 38 [Gore Highway / Millmerran Leyburn Road 2022 AM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 38 [Gore Highway / Millmerran Leyburn Road 2022 AM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
2	T1	84	25	84	29.8	0.044	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.1
3	R2	3	1	3	33.3	0.044	8.7	LOS A	0.0	0.2	0.02	0.03	0.02	71.9
Approach		87	26	87	29.9	0.044	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.8
East: Millmerran Leyburn Road														
4	L2	4	1	4	25.0	0.006	8.8	LOS A	0.0	0.2	0.22	0.60	0.22	65.2
6	R2	2	1	2	50.0	0.006	10.3	LOS B	0.0	0.2	0.22	0.60	0.22	57.7
Approach		6	2	6	33.3	0.006	9.3	LOS A	0.0	0.2	0.22	0.60	0.22	62.4
North: Gore Highway														
7	L2	3	1	3	33.3	0.050	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.2
8	T1	78	25	78	32.1	0.050	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.2
Approach		81	26	81	32.1	0.050	0.3	NA	0.0	0.0	0.00	0.03	0.00	97.9
All Vehicles		174	54	174	31.0	0.050	0.6	NA	0.0	0.2	0.02	0.04	0.02	96.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 38 [Gore Highway / Millmerran Leyburn Road 2022 PM
Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
2	T1	144	38	144	26.4	0.073	0.1	LOS A	0.0	0.3	0.02	0.02	0.02	99.0
3	R2	5	1	5	20.0	0.073	8.4	LOS A	0.0	0.3	0.02	0.03	0.02	77.3
Approach		149	39	149	26.2	0.073	0.3	NA	0.0	0.3	0.02	0.02	0.02	98.1
East: Millmerran Leyburn Road														
4	L2	5	1	5	20.0	0.008	8.8	LOS A	0.0	0.2	0.27	0.61	0.27	66.6
6	R2	4	0	4	0.0	0.008	9.0	LOS A	0.0	0.2	0.27	0.61	0.27	72.9
Approach		9	1	9	11.1	0.008	8.9	LOS A	0.0	0.2	0.27	0.61	0.27	69.3
North: Gore Highway														
7	L2	5	1	5	20.0	0.070	8.4	LOS A	0.0	0.0	0.00	0.03	0.00	78.3
8	T1	107	35	107	32.7	0.070	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.8
Approach		112	36	112	32.1	0.070	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.7
All Vehicles		270	76	270	28.1	0.073	0.6	NA	0.0	0.3	0.02	0.05	0.02	96.6

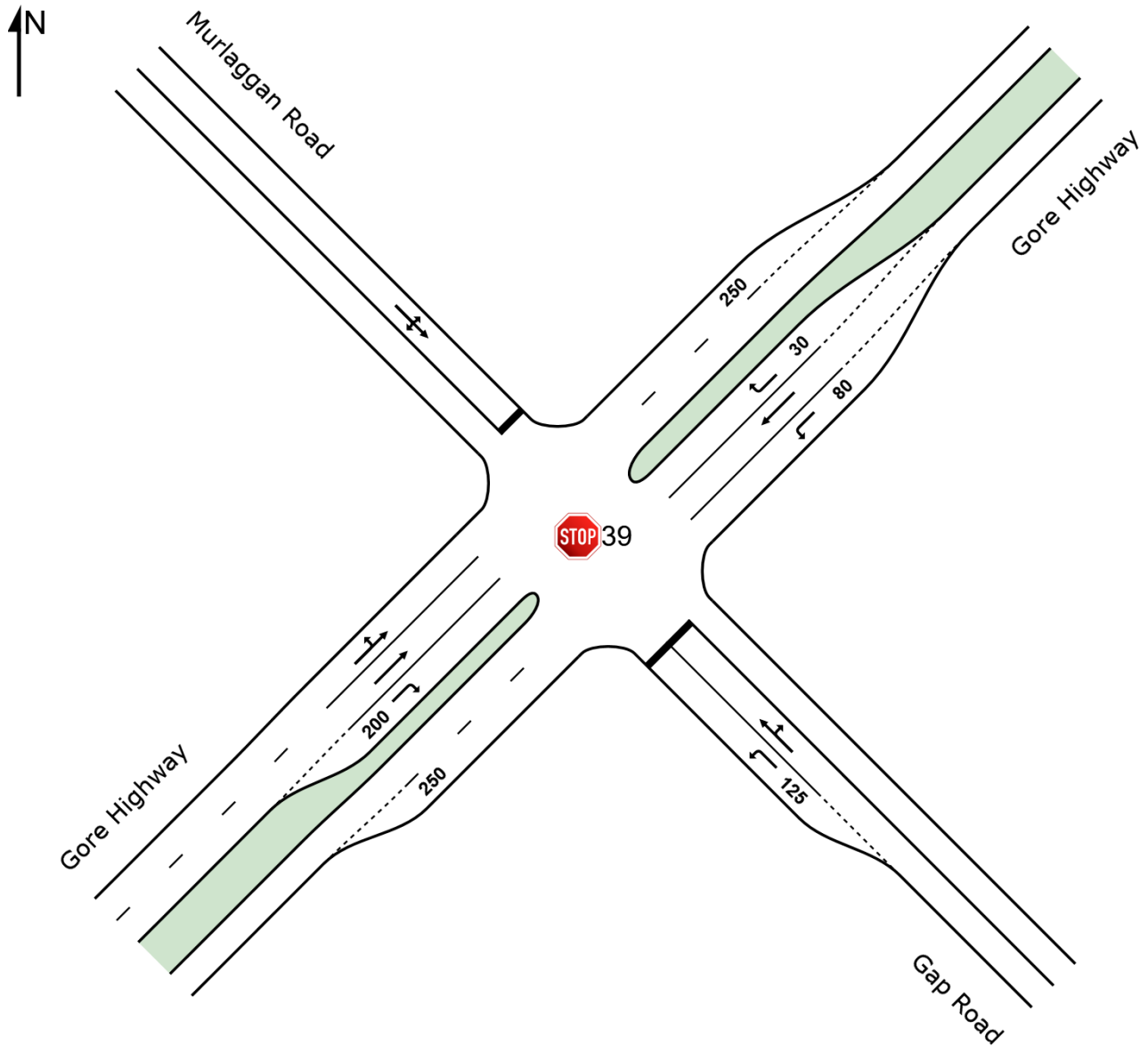
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 Site: 39 [Gore Highway / Murlaggan Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 39 [Gore Highway / Murlaggan Road 2022 AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Gap Road														
21	L2	22	1	22	4.5	0.021	9.2	LOS A	0.1	0.5	0.21	0.89	0.21	62.1
22	T1	3	0	3	0.0	0.017	11.8	LOS B	0.1	0.5	0.45	0.89	0.45	48.6
23	R2	4	2	4	50.0	0.017	16.4	LOS C	0.1	0.5	0.45	0.89	0.45	49.5
Approach		29	3	29	10.3	0.021	10.4	LOS B	0.1	0.5	0.27	0.89	0.27	58.4
NorthEast: Gore Highway														
24	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
25	T1	88	38	88	43.2	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.0	LOS A	0.0	0.0	0.22	0.59	0.22	57.0
Approach		92	39	92	42.4	0.058	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.9
NorthWest: Murlaggan Road														
27	L2	2	0	2	0.0	0.011	7.8	LOS A	0.0	0.3	0.26	0.88	0.26	53.3
28	T1	4	0	4	0.0	0.011	10.7	LOS B	0.0	0.3	0.26	0.88	0.26	49.0
29	R2	1	0	1	0.0	0.011	11.1	LOS B	0.0	0.3	0.26	0.88	0.26	53.3
Approach		7	0	7	0.0	0.011	9.9	LOS A	0.0	0.3	0.26	0.88	0.26	50.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.1
31	T1	102	39	102	38.2	0.033	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
32	R2	20	3	20	15.0	0.017	8.7	LOS A	0.1	0.5	0.22	0.60	0.22	60.7
Approach		123	42	123	34.1	0.033	1.5	NA	0.1	0.5	0.04	0.10	0.04	90.1
All Vehicles		251	84	251	33.5	0.058	2.4	NA	0.1	0.5	0.06	0.19	0.06	85.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 4 October 2022 3:49:24 PM

Project: c:\pw_work\dms33614\39. Gore Highway_Murlaggan Road.sip9

MOVEMENT SUMMARY

 **Site: 39 [Gore Highway / Murlaggan Road 2022 PM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Gap Road														
21	L2	42	2	42	4.8	0.041	9.3	LOS A	0.1	1.1	0.23	0.89	0.23	62.0
22	T1	5	1	5	20.0	0.021	15.2	LOS C	0.1	0.6	0.52	0.90	0.52	47.0
23	R2	2	1	2	50.0	0.021	20.6	LOS C	0.1	0.6	0.52	0.90	0.52	48.1
Approach		49	4	49	8.2	0.041	10.3	LOS B	0.1	1.1	0.27	0.89	0.27	59.4
NorthEast: Gore Highway														
24	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
25	T1	104	35	104	33.7	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.2	LOS A	0.0	0.0	0.27	0.58	0.27	56.8
Approach		108	36	108	33.3	0.065	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.4
NorthWest: Murlaggan Road														
27	L2	14	0	14	0.0	0.067	8.0	LOS A	0.2	1.7	0.32	0.90	0.32	52.0
28	T1	20	1	20	5.0	0.067	12.9	LOS B	0.2	1.7	0.32	0.90	0.32	47.3
29	R2	2	1	2	50.0	0.067	20.3	LOS C	0.2	1.7	0.32	0.90	0.32	44.2
Approach		36	2	36	5.6	0.067	11.4	LOS B	0.2	1.7	0.32	0.90	0.32	48.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.047	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	151	47	151	31.1	0.047	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	51	5	51	9.8	0.042	8.6	LOS A	0.2	1.3	0.23	0.61	0.23	62.3
Approach		203	52	203	25.6	0.047	2.3	NA	0.2	1.3	0.06	0.16	0.06	86.6
All Vehicles		396	94	396	23.7	0.067	3.6	NA	0.2	1.7	0.09	0.28	0.09	78.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 4 October 2022 3:49:25 PM

Project: c:\pw_work\dms33614\39. Gore Highway_Murlaggan Road.sip9

SITE LAYOUT

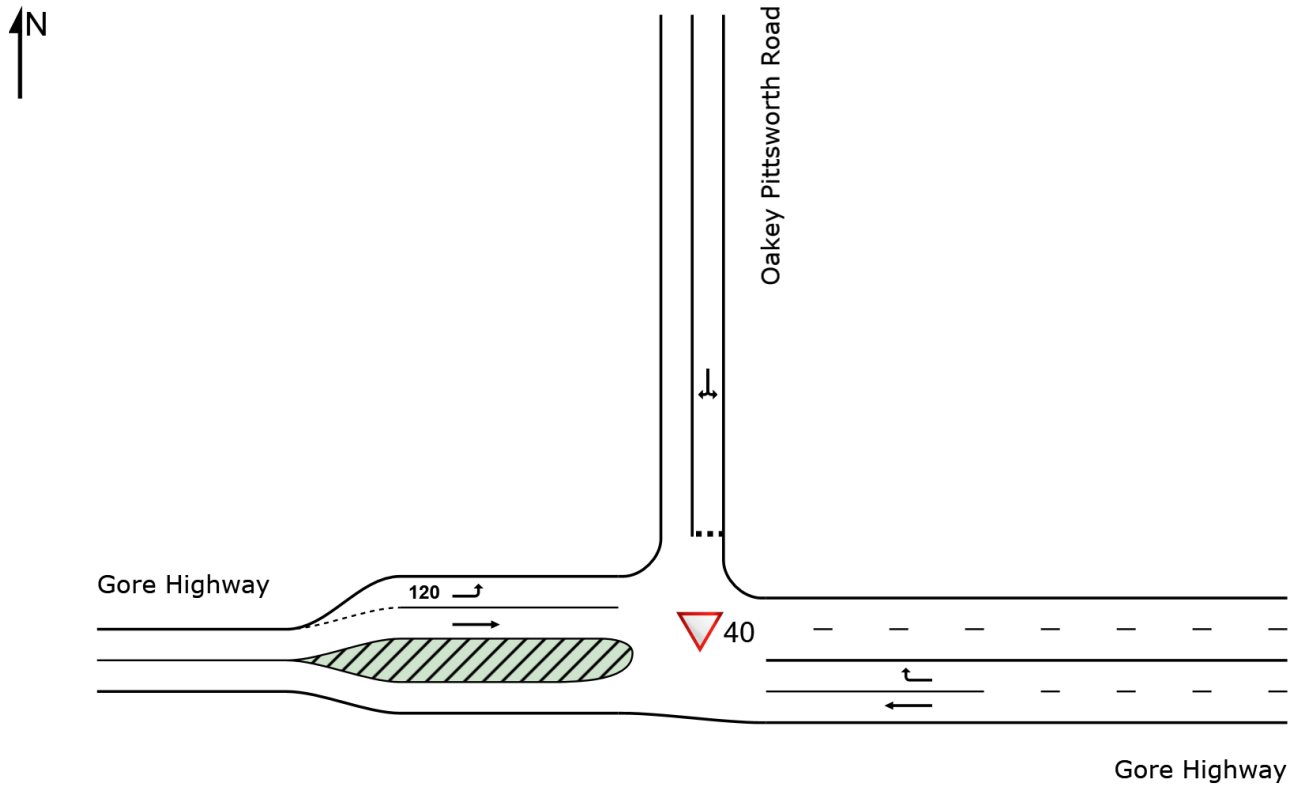
▽ Site: 40 [Gore Highway / Oakey Pittsworth Road 2022 AM
Peak (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 16 November 2022 2:32:28 PM
Project: c:\pw_work\dms33614\40i. Gore Highway_Oakey Pittsworth Road.sip9

MOVEMENT SUMMARY

▼ Site: 40 [Gore Highway / Oakey Pittsworth Road 2022 AM
Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
8	T1	82	27	82	32.9	0.051	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	36	3	36	8.3	0.029	5.6	LOS A	0.1	0.9	0.22	0.55	0.22	58.6
Approach		118	30	118	25.4	0.051	1.7	NA	0.1	0.9	0.07	0.17	0.07	82.2
North: Oakey Pittsworth Road														
10	L2	60	3	60	5.0	0.070	6.0	LOS A	0.3	2.0	0.22	0.55	0.22	47.7
12	R2	11	7	11	63.6	0.070	9.3	LOS A	0.3	2.0	0.22	0.55	0.22	47.8
Approach		71	10	71	14.1	0.070	6.5	LOS A	0.3	2.0	0.22	0.55	0.22	47.7
West: Gore Highway														
1	L2	7	5	7	71.4	0.006	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	50.7
2	T1	91	22	91	24.2	0.054	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		98	27	98	27.6	0.054	0.5	NA	0.0	0.0	0.00	0.04	0.00	89.8
All Vehicles		287	67	287	23.3	0.070	2.5	NA	0.3	2.0	0.08	0.22	0.08	70.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 40 [Gore Highway / Oakey Pittsworth Road 2022 PM
Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
8	T1	75	20	75	26.7	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	56	1	56	1.8	0.046	5.8	LOS A	0.2	1.3	0.27	0.56	0.27	61.1
Approach		131	21	131	16.0	0.046	2.5	NA	0.2	1.3	0.12	0.24	0.12	78.5
North: Oakey Pittsworth Road														
10	L2	44	3	44	6.8	0.054	6.2	LOS A	0.2	1.6	0.28	0.57	0.28	47.4
12	R2	7	5	7	71.4	0.054	10.5	LOS B	0.2	1.6	0.28	0.57	0.28	46.4
Approach		51	8	51	15.7	0.054	6.8	LOS A	0.2	1.6	0.28	0.57	0.28	47.2
West: Gore Highway														
1	L2	11	4	11	36.4	0.007	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.1
2	T1	138	30	138	21.7	0.081	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		149	34	149	22.8	0.081	0.4	NA	0.0	0.0	0.00	0.04	0.00	90.0
All Vehicles		331	63	331	19.0	0.081	2.2	NA	0.2	1.6	0.09	0.20	0.09	74.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

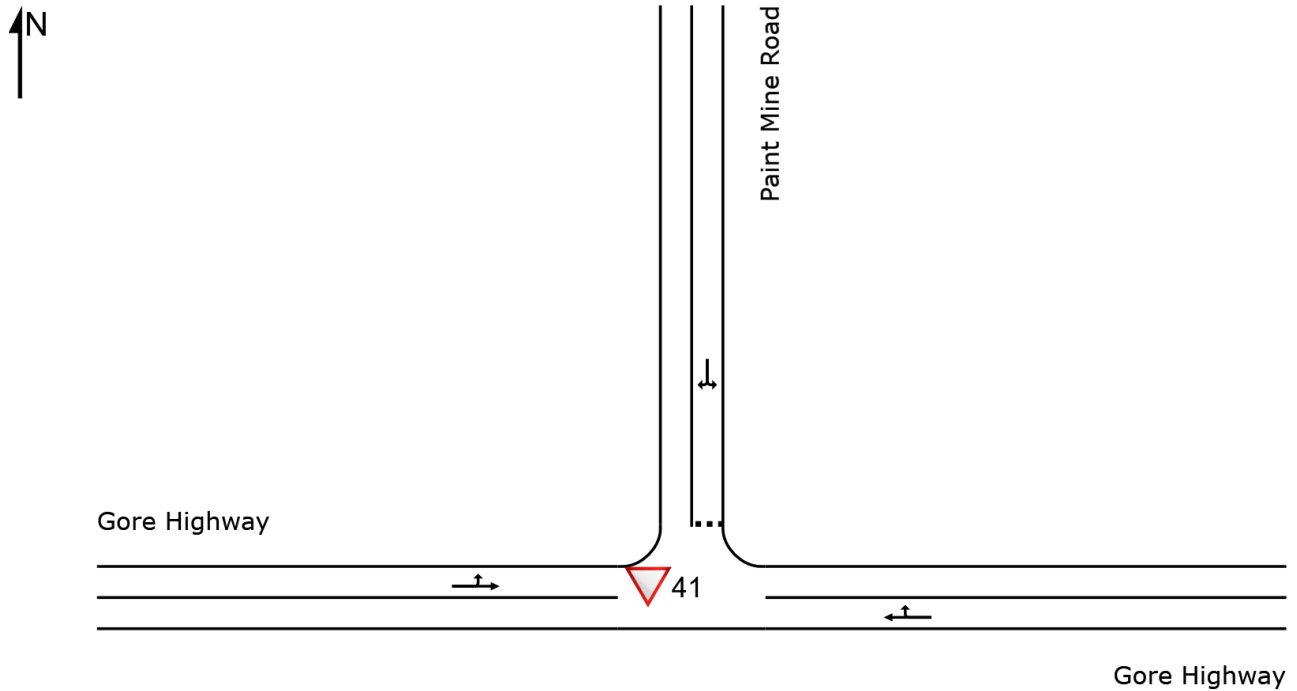
▽ Site: 41 [2022 AM Gore Highway / Paint Mine Road-Existing
Conditions (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 16 November 2022 2:48:59 PM
Project: c:\pw_work\dms33614\41f. Gore Highway_Paint Mine Road.sip9

MOVEMENT SUMMARY

▼ Site: 41 [2022 AM Gore Highway / Paint Mine Road-Existing Conditions (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	119	34	119	28.6	0.073	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
6	R2	1	0	1	0.0	0.073	6.0	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		120	34	120	28.3	0.073	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
North: Paint Mine Road														
7	L2	2	0	2	0.0	0.002	6.0	LOS A	0.0	0.1	0.26	0.54	0.26	61.3
9	R2	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.1	0.26	0.54	0.26	59.8
Approach		3	0	3	0.0	0.002	6.2	LOS A	0.0	0.1	0.26	0.54	0.26	60.8
West: Gore Highway														
10	L2	1	0	1	0.0	0.090	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	87.8
11	T1	157	27	157	17.2	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.4
Approach		158	27	158	17.1	0.090	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.3
All Vehicles		281	61	281	21.7	0.090	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 41 [2022 PM Gore Highway / Paint Mine Road-Existing Conditions (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	133	23	133	17.3	0.076	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	99.5
6	R2	1	0	1	0.0	0.076	6.1	LOS A	0.0	0.1	0.01	0.00	0.01	87.8
Approach		134	23	134	17.2	0.076	0.1	NA	0.0	0.1	0.01	0.00	0.01	99.4
North: Paint Mine Road														
7	L2	1	0	1	0.0	0.003	6.1	LOS A	0.0	0.1	0.30	0.56	0.30	61.2
9	R2	2	0	2	0.0	0.003	6.6	LOS A	0.0	0.1	0.30	0.56	0.30	59.7
Approach		3	0	3	0.0	0.003	6.4	LOS A	0.0	0.1	0.30	0.56	0.30	60.2
West: Gore Highway														
10	L2	1	0	1	0.0	0.100	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	87.8
11	T1	171	34	171	19.9	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.4
Approach		172	34	172	19.8	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.3
All Vehicles		309	57	309	18.4	0.100	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.7

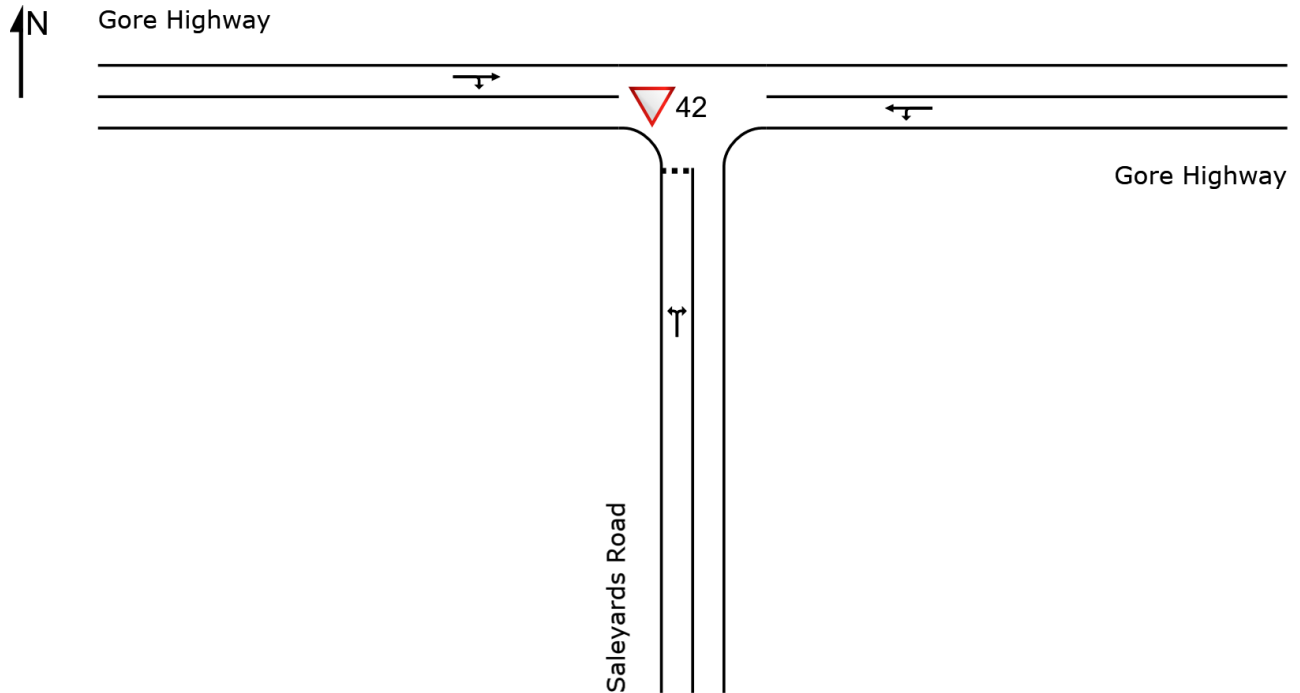
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 42 [Gore Highway / Saleyards Road 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 42 [Gore Highway / Saleyards Road 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Saleyards Road														
1	L2	1	0	1	0.0	0.015	5.8	LOS A	0.0	0.4	0.26	0.58	0.26	52.9
3	R2	13	4	13	30.8	0.015	6.7	LOS A	0.0	0.4	0.26	0.58	0.26	51.1
Approach		14	4	14	28.6	0.015	6.6	LOS A	0.0	0.4	0.26	0.58	0.26	51.2
East: Gore Highway														
4	L2	11	3	11	27.3	0.059	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	56.3
5	T1	81	31	81	38.3	0.059	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.2
Approach		92	34	92	37.0	0.059	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
West: Gore Highway														
11	T1	80	31	80	38.8	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	1	0	1	0.0	0.052	5.8	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		81	31	81	38.3	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		187	69	187	36.9	0.059	0.9	NA	0.0	0.4	0.02	0.08	0.02	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 11:59:59 AM

Project: c:\pw_work\dms33902\42. Gore Highway_Saleyards Road.sip9

MOVEMENT SUMMARY

▼ Site: 42 [Gore Highway / Saleyards Road 2022 PM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Saleyards Road														
1	L2	1	0	1	0.0	0.020	5.8	LOS A	0.1	0.5	0.26	0.58	0.26	52.9
3	R2	18	5	18	27.8	0.020	6.7	LOS A	0.1	0.5	0.26	0.58	0.26	51.2
Approach		19	5	19	26.3	0.020	6.6	LOS A	0.1	0.5	0.26	0.58	0.26	51.3
East: Gore Highway														
4	L2	11	3	11	27.3	0.058	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	56.3
5	T1	79	30	79	38.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.2
Approach		90	33	90	36.7	0.058	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.8
West: Gore Highway														
11	T1	83	32	83	38.6	0.054	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	1	0	1	0.0	0.054	5.8	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		84	32	84	38.1	0.054	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		193	70	193	36.3	0.058	1.0	NA	0.1	0.5	0.03	0.09	0.03	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 42 [Gore Highway / Saleyards Road 2022 AM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Saleyards Road														
1	L2	13	4	13	30.8	0.011	6.2	LOS A	0.0	0.4	0.20	0.53	0.20	51.7
3	R2	1	0	1	0.0	0.011	6.1	LOS A	0.0	0.4	0.20	0.53	0.20	52.5
Approach		14	4	14	28.6	0.011	6.2	LOS A	0.0	0.4	0.20	0.53	0.20	51.8
East: Gore Highway														
4	L2	1	0	1	0.0	0.052	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Gore Highway														
11	T1	80	31	80	38.8	0.059	0.1	LOS A	0.1	0.7	0.06	0.07	0.06	59.0
12	R2	11	3	11	27.3	0.059	6.2	LOS A	0.1	0.7	0.06	0.07	0.06	55.4
Approach		91	34	91	37.4	0.059	0.8	NA	0.1	0.7	0.06	0.07	0.06	58.6
All Vehicles		187	69	187	36.9	0.059	0.9	NA	0.1	0.7	0.04	0.08	0.04	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 12:00:01 PM

Project: c:\pw_work\dms33902\42. Gore Highway_Saleyards Road.sip9

MOVEMENT SUMMARY

▼ Site: 42 [Gore Highway / Saleyards Road 2022 PM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Saleyards Road														
1	L2	18	5	18	27.8	0.015	6.2	LOS A	0.1	0.5	0.19	0.54	0.19	51.9
3	R2	1	0	1	0.0	0.015	6.1	LOS A	0.1	0.5	0.19	0.54	0.19	52.5
Approach		19	5	19	26.3	0.015	6.2	LOS A	0.1	0.5	0.19	0.54	0.19	51.9
East: Gore Highway														
4	L2	1	0	1	0.0	0.051	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	79	30	79	38.0	0.051	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		80	30	80	37.5	0.051	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Gore Highway														
11	T1	83	32	83	38.6	0.061	0.1	LOS A	0.1	0.7	0.06	0.07	0.06	59.0
12	R2	11	3	11	27.3	0.061	6.1	LOS A	0.1	0.7	0.06	0.07	0.06	55.5
Approach		94	35	94	37.2	0.061	0.8	NA	0.1	0.7	0.06	0.07	0.06	58.6
All Vehicles		193	70	193	36.3	0.061	1.0	NA	0.1	0.7	0.05	0.09	0.05	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 12:00:01 PM

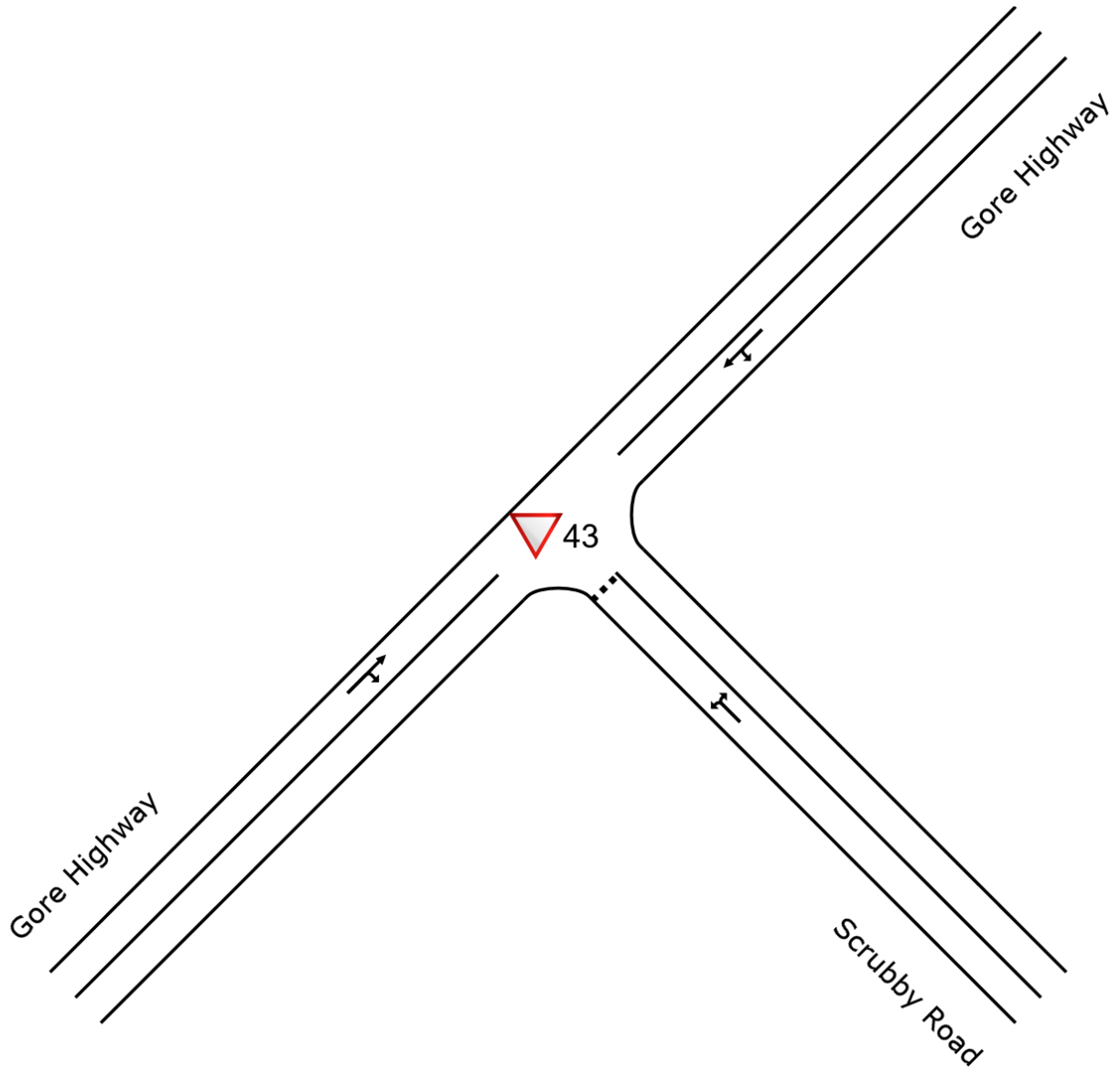
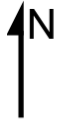
Project: c:\pw_work\dms33902\42. Gore Highway_Saleyards Road.sip9

SITE LAYOUT

▼ Site: 43 [2022 AM Peak - Gore Highway / Scrubby Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 43 [2022 AM Peak - Gore Highway / Scrubby Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Scrubby Road														
21	L2	1	0	1	0.0	0.009	8.2	LOS A	0.0	0.3	0.31	0.64	0.31	73.1
23	R2	7	3	7	42.9	0.009	10.0	LOS A	0.0	0.3	0.31	0.64	0.31	59.2
Approach		8	3	8	37.5	0.009	9.7	LOS A	0.0	0.3	0.31	0.64	0.31	60.7
NorthEast: Gore Highway														
24	L2	6	3	6	50.0	0.071	9.1	LOS A	0.0	0.0	0.00	0.04	0.00	67.5
25	T1	106	38	106	35.8	0.071	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.1
Approach		112	41	112	36.6	0.071	0.5	NA	0.0	0.0	0.00	0.04	0.00	96.6
SouthWest: Gore Highway														
31	T1	118	39	118	33.1	0.075	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
32	R2	1	1	1	100.0	0.075	11.1	LOS B	0.0	0.1	0.01	0.01	0.01	59.6
Approach		119	40	119	33.6	0.075	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
All Vehicles		239	84	239	35.1	0.075	0.6	NA	0.0	0.3	0.01	0.04	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 43 [2022 PM Peak - Gore Highway / Scrubby Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Scrubby Road														
21	L2	1	0	1	0.0	0.015	8.3	LOS A	0.0	0.5	0.39	0.67	0.39	71.6
23	R2	9	5	9	55.6	0.015	11.4	LOS B	0.0	0.5	0.39	0.67	0.39	55.3
Approach		10	5	10	50.0	0.015	11.1	LOS B	0.0	0.5	0.39	0.67	0.39	56.6
NorthEast: Gore Highway														
24	L2	9	4	9	44.4	0.092	9.0	LOS A	0.0	0.0	0.00	0.04	0.00	69.2
25	T1	144	35	144	24.3	0.092	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.0
Approach		153	39	153	25.5	0.092	0.5	NA	0.0	0.0	0.00	0.04	0.00	96.6
SouthWest: Gore Highway														
31	T1	194	49	194	25.3	0.116	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
32	R2	1	0	1	0.0	0.116	8.0	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		195	49	195	25.1	0.116	0.0	NA	0.0	0.1	0.00	0.00	0.00	99.7
All Vehicles		358	93	358	26.0	0.116	0.6	NA	0.0	0.5	0.01	0.04	0.01	96.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

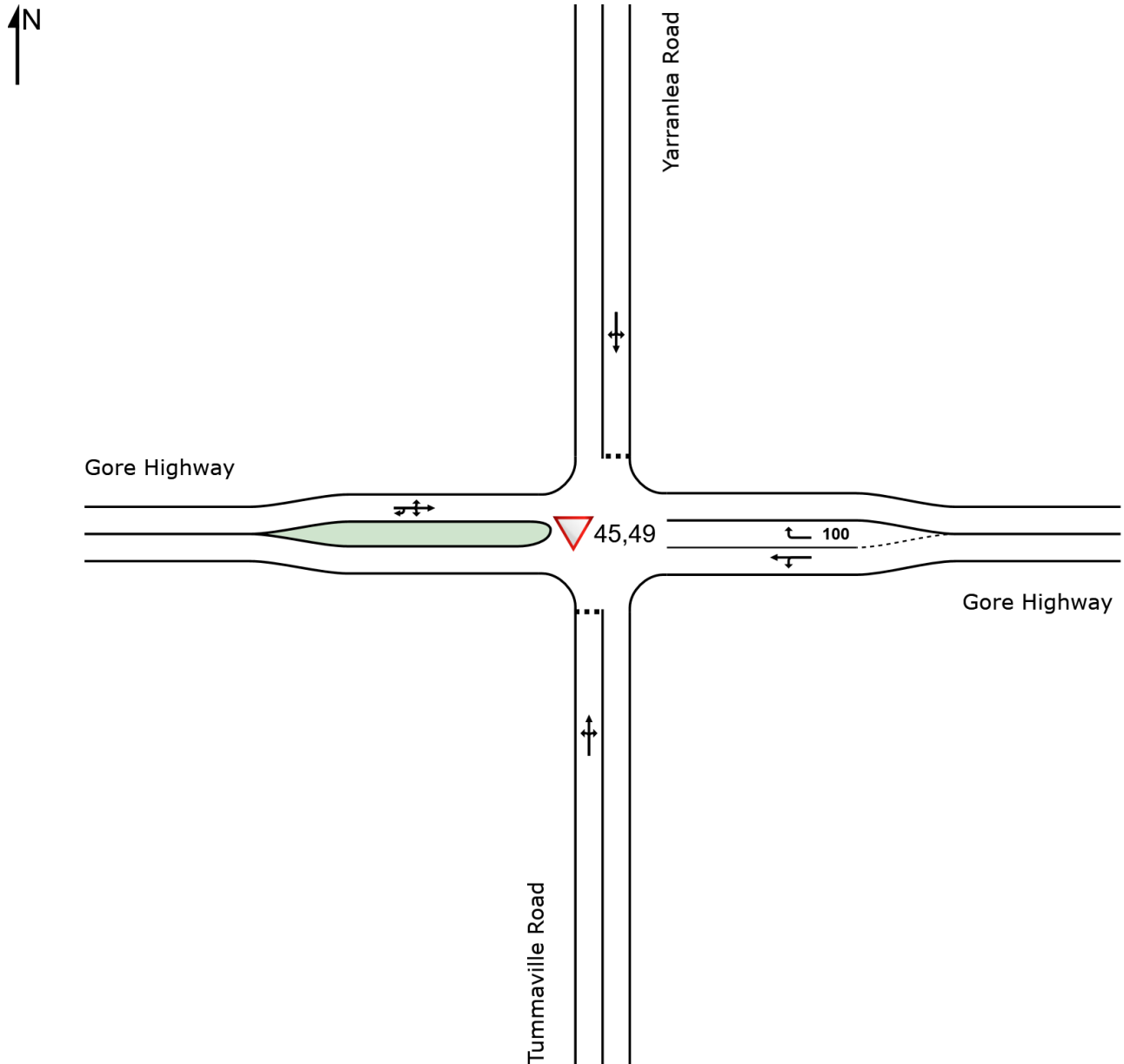
▽ Site: 45,49 [Gore Highway / Yarranlea Road / Tummaville Road 2022 AM Peak (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Friday, 18 November 2022 1:42:17 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\45,49. Gore Highway_Yarranlea Road_Tummaville Road.sip9

MOVEMENT SUMMARY

▼ Site: 45,49 [Gore Highway / Yarranlea Road / Tummalville Road 2022 AM Peak (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Tummalville Road														
1	L2	3	1	3	33.3	0.014	9.2	LOS A	0.1	0.4	0.35	0.63	0.35	62.0
2	T1	1	0	1	0.0	0.014	8.6	LOS A	0.1	0.4	0.35	0.63	0.35	72.2
3	R2	7	1	7	14.3	0.014	10.3	LOS B	0.1	0.4	0.35	0.63	0.35	67.2
Approach		11	2	11	18.2	0.014	9.8	LOS A	0.1	0.4	0.35	0.63	0.35	66.1
East: Gore Highway														
4	L2	7	2	7	28.6	0.077	8.6	LOS A	0.0	0.0	0.00	0.04	0.00	74.8
5	T1	119	35	119	29.4	0.077	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.8
6	R2	3	0	3	0.0	0.002	7.7	LOS A	0.0	0.1	0.23	0.59	0.23	74.1
Approach		129	37	129	28.7	0.077	0.7	NA	0.0	0.1	0.01	0.05	0.01	96.3
North: Yarranlea Road														
7	L2	3	0	3	0.0	0.007	8.2	LOS A	0.0	0.2	0.30	0.60	0.30	72.7
8	T1	1	0	1	0.0	0.007	8.6	LOS A	0.0	0.2	0.30	0.60	0.30	72.6
9	R2	2	1	2	50.0	0.007	11.9	LOS B	0.0	0.2	0.30	0.60	0.30	57.2
Approach		6	1	6	16.7	0.007	9.5	LOS A	0.0	0.2	0.30	0.60	0.30	66.7
West: Gore Highway														
10	L2	2	1	2	50.0	0.073	9.6	LOS A	0.0	0.3	0.02	0.03	0.02	67.2
11	T1	112	33	112	29.5	0.073	0.0	LOS A	0.0	0.3	0.02	0.03	0.02	98.6
12	R2	2	1	2	50.0	0.073	9.5	LOS A	0.0	0.3	0.02	0.03	0.02	66.0
12u	U	1	0	1	0.0	0.073	7.5	LOS A	0.0	0.3	0.02	0.03	0.02	71.1
Approach		117	35	117	29.9	0.073	0.4	NA	0.0	0.3	0.02	0.03	0.02	96.6
All Vehicles		263	75	263	28.5	0.077	1.1	NA	0.1	0.4	0.03	0.08	0.03	93.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 18 November 2022 1:38:48 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\45,49. Gore Highway_Yarranlea Road_Tummalville Road.sip9

MOVEMENT SUMMARY

▼ Site: 45,49 [Gore Highway / Yarranlea Road / Tummalville Road 2022 PM Peak (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummalville Road														
1	L2	1	0	1	0.0	0.007	8.2	LOS A	0.0	0.2	0.37	0.62	0.37	72.9
2	T1	1	0	1	0.0	0.007	8.8	LOS A	0.0	0.2	0.37	0.62	0.37	73.1
3	R2	4	0	4	0.0	0.007	9.8	LOS A	0.0	0.2	0.37	0.62	0.37	72.7
Approach		6	0	6	0.0	0.007	9.4	LOS A	0.0	0.2	0.37	0.62	0.37	72.8
East: Gore Highway														
4	L2	2	0	2	0.0	0.069	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
5	T1	112	30	112	26.8	0.069	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
6	R2	2	0	2	0.0	0.001	7.9	LOS A	0.0	0.0	0.27	0.58	0.27	73.9
Approach		116	30	116	25.9	0.069	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.7
North: Yarranlea Road														
7	L2	4	0	4	0.0	0.008	8.3	LOS A	0.0	0.2	0.34	0.60	0.34	72.5
8	T1	1	0	1	0.0	0.008	8.8	LOS A	0.0	0.2	0.34	0.60	0.34	72.4
9	R2	2	1	2	50.0	0.008	12.4	LOS B	0.0	0.2	0.34	0.60	0.34	57.1
Approach		7	1	7	14.3	0.008	9.5	LOS A	0.0	0.2	0.34	0.60	0.34	67.3
West: Gore Highway														
10	L2	2	1	2	50.0	0.095	9.5	LOS A	0.0	0.2	0.01	0.02	0.01	67.4
11	T1	153	38	153	24.8	0.095	0.0	LOS A	0.0	0.2	0.01	0.02	0.01	98.9
12	R2	2	0	2	0.0	0.095	7.8	LOS A	0.0	0.2	0.01	0.02	0.01	87.3
12u	U	1	0	1	0.0	0.095	7.5	LOS A	0.0	0.2	0.01	0.02	0.01	71.2
Approach		158	39	158	24.7	0.095	0.3	NA	0.0	0.2	0.01	0.02	0.01	97.9
All Vehicles		287	70	287	24.4	0.095	0.7	NA	0.0	0.2	0.03	0.05	0.03	96.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 18 November 2022 1:38:49 PM

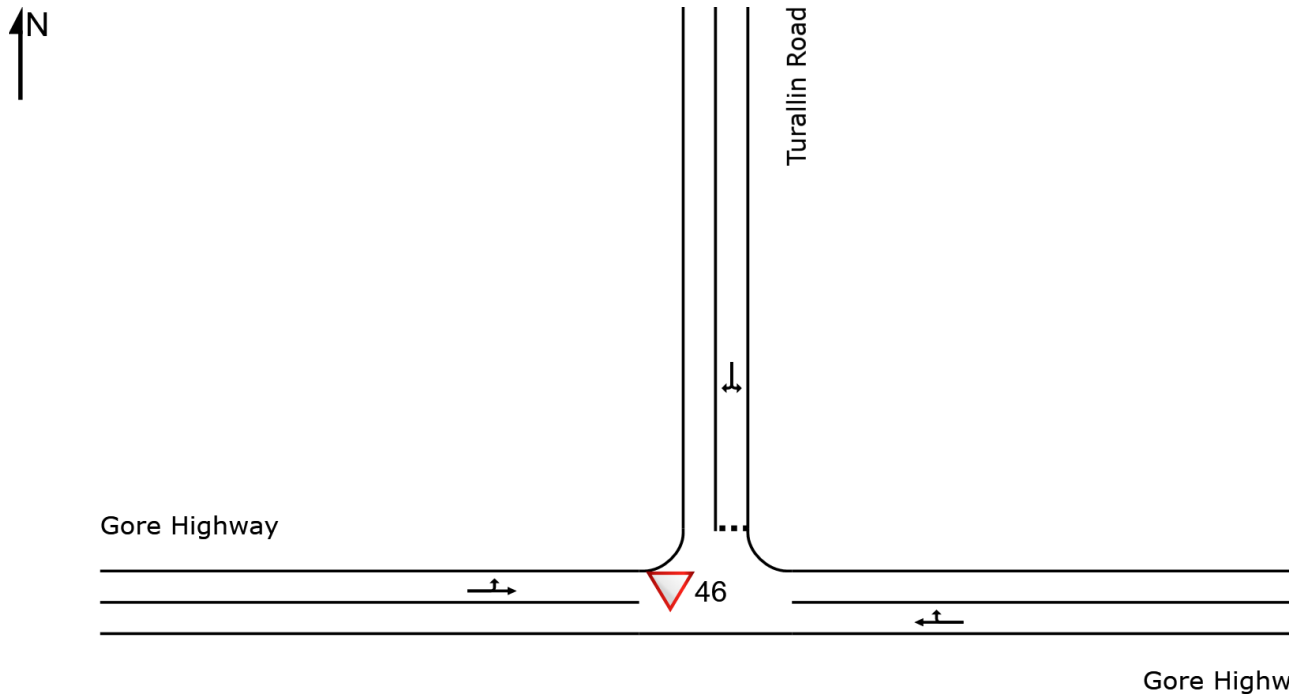
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\45,49. Gore Highway_Yarranlea Road_Tummalville Road.sip9

SITE LAYOUT

▼ Site: 46 [Gore Highway / Turallin Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 46 [Gore Highway / Turallin Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	64	19	64	29.7	0.042	0.0	LOS A	0.0	0.3	0.03	0.05	0.03	98.0
6	R2	5	1	5	20.0	0.042	8.2	LOS A	0.0	0.3	0.03	0.05	0.03	76.8
Approach		69	20	69	29.0	0.042	0.6	NA	0.0	0.3	0.03	0.05	0.03	96.0
North: Turallin Road														
7	L2	6	2	6	33.3	0.005	9.0	LOS A	0.0	0.2	0.17	0.61	0.17	63.0
9	R2	1	0	1	0.0	0.005	7.9	LOS A	0.0	0.2	0.17	0.61	0.17	73.3
Approach		7	2	7	28.6	0.005	8.8	LOS A	0.0	0.2	0.17	0.61	0.17	64.3
West: Gore Highway														
10	L2	1	0	1	0.0	0.040	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
11	T1	64	20	64	31.3	0.040	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		65	20	65	30.8	0.040	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		141	42	141	29.8	0.042	0.8	NA	0.0	0.3	0.02	0.06	0.02	95.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 18 November 2022 1:52:11 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\46. Gore Highway_Turallin Road.sip9

MOVEMENT SUMMARY

▼ Site: 46 [Gore Highway / Turallin Road 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	84	25	84	29.8	0.055	0.0	LOS A	0.0	0.4	0.03	0.05	0.03	98.0
6	R2	6	1	6	16.7	0.055	8.2	LOS A	0.0	0.4	0.03	0.05	0.03	78.3
Approach		90	26	90	28.9	0.055	0.6	NA	0.0	0.4	0.03	0.05	0.03	96.4
North: Turallin Road														
7	L2	25	2	25	8.0	0.020	8.4	LOS A	0.1	0.6	0.20	0.61	0.20	70.6
9	R2	3	0	3	0.0	0.020	8.1	LOS A	0.1	0.6	0.20	0.61	0.20	73.1
Approach		28	2	28	7.1	0.020	8.3	LOS A	0.1	0.6	0.20	0.61	0.20	70.8
West: Gore Highway														
10	L2	1	0	1	0.0	0.056	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
11	T1	90	29	90	32.2	0.056	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		91	29	91	31.9	0.056	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		209	57	209	27.3	0.056	1.4	NA	0.1	0.6	0.04	0.10	0.04	93.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 18 November 2022 1:52:12 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\46. Gore Highway_Turallin Road.sip9

SITE LAYOUT

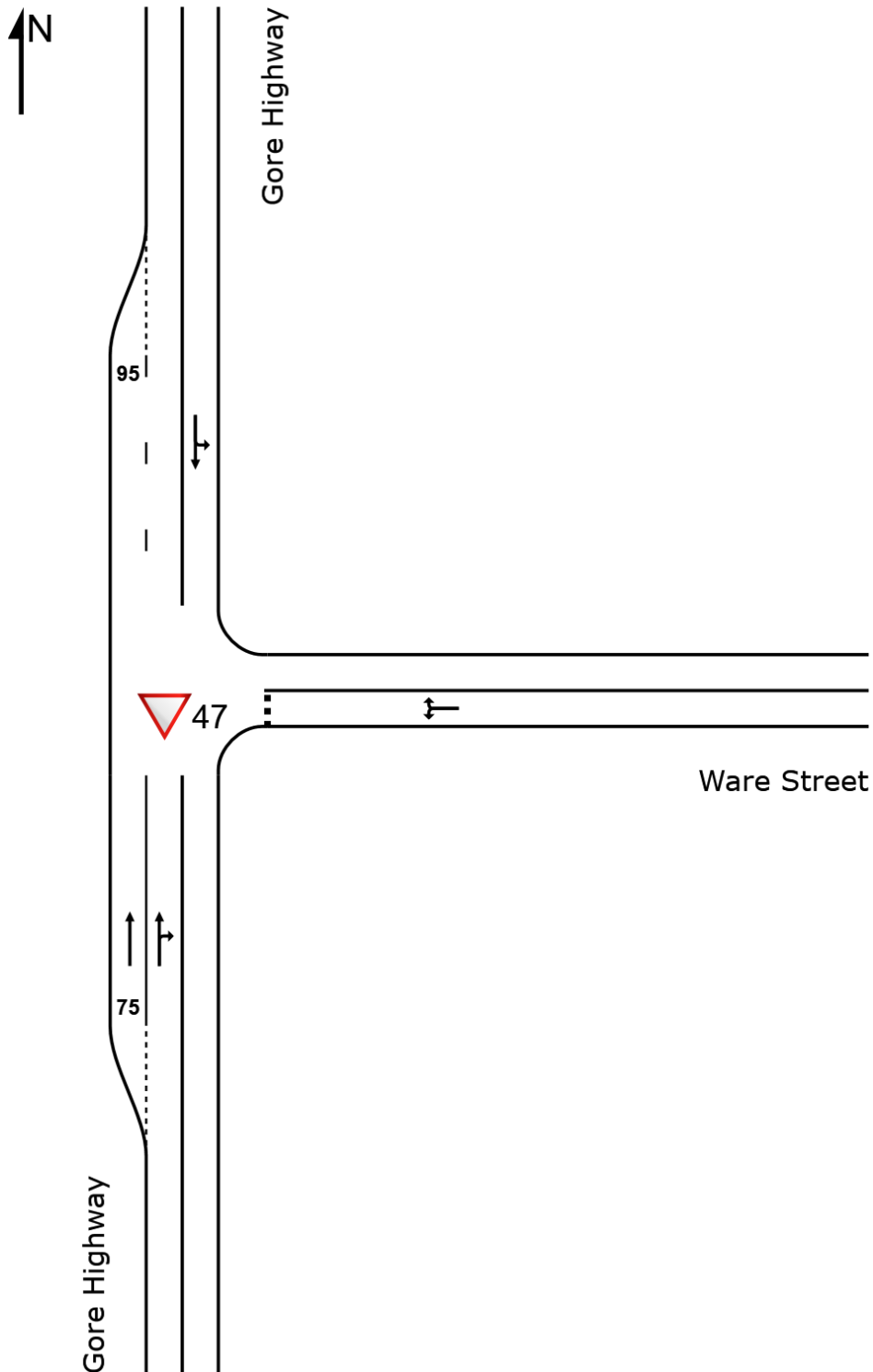
▼ Site: 47 [Gore Highway / Ware Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 47 [Gore Highway / Ware Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
2	T1	122	34	122	27.9	0.050	0.1	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
3	R2	1	0	1	0.0	0.050	7.8	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		123	34	123	27.6	0.050	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
East: Ware Street														
4	L2	1	0	1	0.0	0.006	8.2	LOS A	0.0	0.2	0.34	0.62	0.34	72.7
6	R2	4	1	4	25.0	0.006	9.9	LOS A	0.0	0.2	0.34	0.62	0.34	63.9
Approach		5	1	5	20.0	0.006	9.6	LOS A	0.0	0.2	0.34	0.62	0.34	65.5
North: Gore Highway														
7	L2	4	1	4	25.0	0.072	8.5	LOS A	0.0	0.0	0.00	0.02	0.00	76.4
8	T1	113	34	113	30.1	0.072	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.2
Approach		117	35	117	29.9	0.072	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.2
All Vehicles		245	70	245	28.6	0.072	0.4	NA	0.0	0.2	0.01	0.03	0.01	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 47 [Gore Highway / Ware Street 2022 PM Scenario 1
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
2	T1	133	37	133	27.8	0.054	0.1	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
3	R2	1	0	1	0.0	0.054	7.8	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		134	37	134	27.6	0.054	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
East: Ware Street														
4	L2	1	0	1	0.0	0.007	8.2	LOS A	0.0	0.2	0.36	0.63	0.36	72.5
6	R2	5	1	5	20.0	0.007	9.9	LOS A	0.0	0.2	0.36	0.63	0.36	65.3
Approach		6	1	6	16.7	0.007	9.6	LOS A	0.0	0.2	0.36	0.63	0.36	66.4
North: Gore Highway														
7	L2	5	1	5	20.0	0.077	8.4	LOS A	0.0	0.0	0.00	0.03	0.00	78.3
8	T1	120	36	120	30.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.0
Approach		125	37	125	29.6	0.077	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.0
All Vehicles		265	75	265	28.3	0.077	0.4	NA	0.0	0.2	0.01	0.03	0.01	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 47 [Gore Highway / Ware Street 2022 AM Scenario 2
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Gore Highway														
2	T1	122	34	122	27.9	0.051	0.1	LOS A	0.0	0.3	0.02	0.02	0.02	99.1
3	R2	4	1	4	25.0	0.051	8.6	LOS A	0.0	0.3	0.03	0.03	0.03	75.1
Approach		126	35	126	27.8	0.051	0.3	NA	0.0	0.3	0.02	0.02	0.02	98.1
East: Ware Street														
4	L2	4	1	4	25.0	0.004	8.9	LOS A	0.0	0.1	0.24	0.60	0.24	65.0
6	R2	1	0	1	0.0	0.004	8.8	LOS A	0.0	0.1	0.24	0.60	0.24	72.9
Approach		5	1	5	20.0	0.004	8.9	LOS A	0.0	0.1	0.24	0.60	0.24	66.5
North: Gore Highway														
7	L2	1	0	1	0.0	0.070	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
8	T1	113	34	113	30.1	0.070	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		114	34	114	29.8	0.070	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		245	70	245	28.6	0.070	0.4	NA	0.0	0.3	0.01	0.03	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 47 [Gore Highway / Ware Street 2022 PM Scenario 2
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Gore Highway														
2	T1	133	37	133	27.8	0.056	0.1	LOS A	0.0	0.3	0.02	0.02	0.02	98.9
3	R2	5	1	5	20.0	0.056	8.5	LOS A	0.0	0.3	0.03	0.04	0.03	77.0
Approach		138	38	138	27.5	0.056	0.4	NA	0.0	0.3	0.02	0.02	0.02	97.9
East: Ware Street														
4	L2	5	1	5	20.0	0.005	8.8	LOS A	0.0	0.2	0.25	0.60	0.25	66.5
6	R2	1	0	1	0.0	0.005	9.0	LOS A	0.0	0.2	0.25	0.60	0.25	72.8
Approach		6	1	6	16.7	0.005	8.8	LOS A	0.0	0.2	0.25	0.60	0.25	67.5
North: Gore Highway														
7	L2	1	0	1	0.0	0.074	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
8	T1	120	36	120	30.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		121	36	121	29.8	0.074	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		265	75	265	28.3	0.074	0.4	NA	0.0	0.3	0.02	0.03	0.02	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

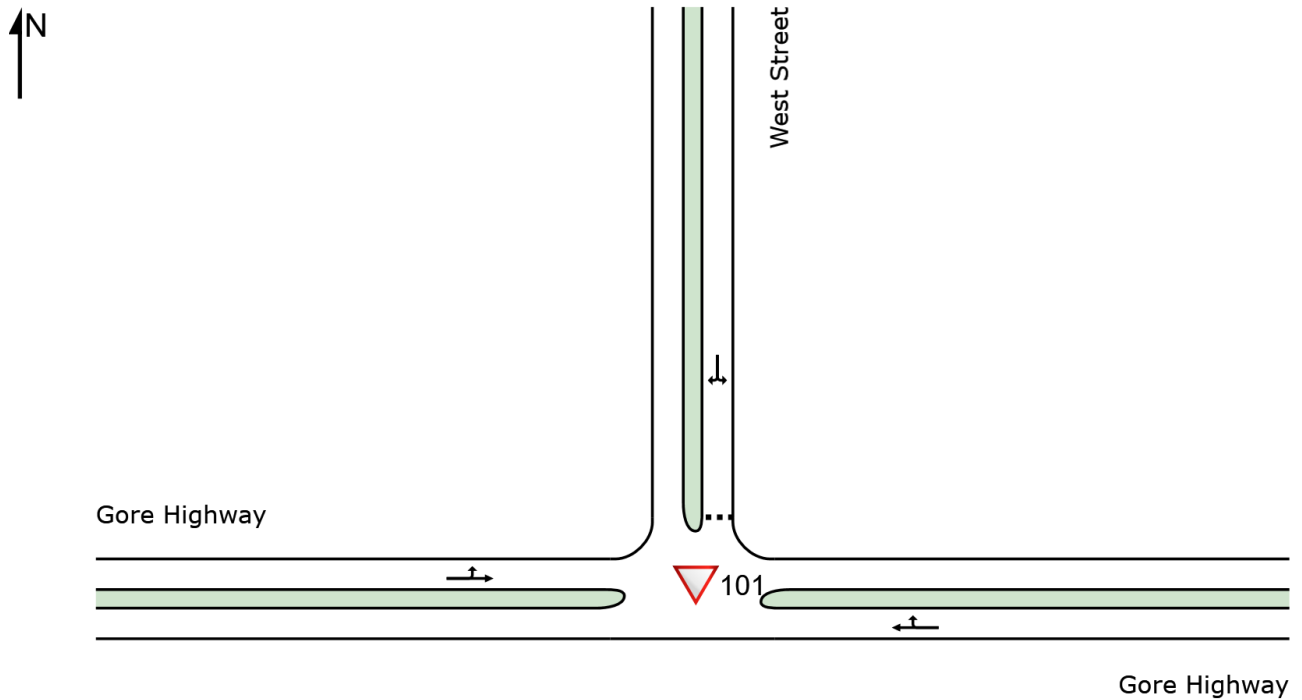
▽ Site: 101 [Gore Highway / West Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Monday, 7 November 2022 11:58:32 AM

Project: c:\pw_work\dms33904\48. Gore Highway_West Street.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Gore Highway / West Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.5
6	R2	1	0	1	0.0	0.052	5.7	LOS A	0.0	0.1	0.01	0.01	0.01	51.3
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.3
North: West Street														
7	L2	1	0	1	0.0	0.005	4.8	LOS A	0.0	0.2	0.25	0.52	0.25	41.1
9	R2	4	2	4	50.0	0.005	6.0	LOS A	0.0	0.2	0.25	0.52	0.25	27.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.25	0.52	0.25	30.5
West: Gore Highway														
10	L2	4	2	4	50.0	0.054	4.3	LOS A	0.0	0.0	0.00	0.03	0.00	41.2
11	T1	80	31	80	38.8	0.054	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach		84	33	84	39.3	0.054	0.2	NA	0.0	0.0	0.00	0.03	0.00	58.2
All Vehicles		171	66	171	38.6	0.054	0.3	NA	0.0	0.2	0.01	0.03	0.01	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Gore Highway / West Street 2022 PM Scenario 1
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	79	30	79	38.0	0.051	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.4
6	R2	1	0	1	0.0	0.051	5.7	LOS A	0.0	0.1	0.01	0.01	0.01	51.2
Approach		80	30	80	37.5	0.051	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.3
North: West Street														
7	L2	1	0	1	0.0	0.005	4.8	LOS A	0.0	0.2	0.25	0.52	0.25	41.1
9	R2	4	2	4	50.0	0.005	6.0	LOS A	0.0	0.2	0.25	0.52	0.25	27.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.25	0.52	0.25	30.5
West: Gore Highway														
10	L2	4	2	4	50.0	0.056	4.3	LOS A	0.0	0.0	0.00	0.03	0.00	41.2
11	T1	83	32	83	38.6	0.056	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach		87	34	87	39.1	0.056	0.2	NA	0.0	0.0	0.00	0.03	0.00	58.2
All Vehicles		172	66	172	38.4	0.056	0.3	NA	0.0	0.2	0.01	0.03	0.01	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Gore Highway / West Street 2022 AM Scenario 2
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	81	31	81	38.3	0.055	0.0	LOS A	0.0	0.3	0.03	0.03	0.03	58.7
6	R2	4	2	4	50.0	0.055	6.5	LOS A	0.0	0.3	0.03	0.03	0.03	42.5
Approach		85	33	85	38.8	0.055	0.3	NA	0.0	0.3	0.03	0.03	0.03	57.3
North: West Street														
7	L2	4	2	4	50.0	0.004	5.4	LOS A	0.0	0.2	0.20	0.50	0.20	35.4
9	R2	1	0	1	0.0	0.004	5.2	LOS A	0.0	0.2	0.20	0.50	0.20	29.3
Approach		5	2	5	40.0	0.004	5.4	LOS A	0.0	0.2	0.20	0.50	0.20	34.3
West: Gore Highway														
10	L2	1	0	1	0.0	0.052	4.3	LOS A	0.0	0.0	0.00	0.01	0.00	52.8
11	T1	80	31	80	38.8	0.052	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		81	31	81	38.3	0.052	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles		171	66	171	38.6	0.055	0.3	NA	0.0	0.3	0.02	0.03	0.02	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Gore Highway / West Street 2022 PM Scenario 2
(Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Gore Highway														
5	T1	79	30	79	38.0	0.054	0.0	LOS A	0.0	0.3	0.03	0.03	0.03	58.7
6	R2	4	2	4	50.0	0.054	6.5	LOS A	0.0	0.3	0.03	0.03	0.03	42.5
Approach		83	32	83	38.6	0.054	0.3	NA	0.0	0.3	0.03	0.03	0.03	57.2
North: West Street														
7	L2	4	2	4	50.0	0.004	5.4	LOS A	0.0	0.2	0.21	0.50	0.21	35.4
9	R2	1	0	1	0.0	0.004	5.2	LOS A	0.0	0.2	0.21	0.50	0.21	29.3
Approach		5	2	5	40.0	0.004	5.4	LOS A	0.0	0.2	0.21	0.50	0.21	34.3
West: Gore Highway														
10	L2	1	0	1	0.0	0.054	4.3	LOS A	0.0	0.0	0.00	0.01	0.00	52.9
11	T1	83	32	83	38.6	0.054	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		84	32	84	38.1	0.054	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles		172	66	172	38.4	0.054	0.3	NA	0.0	0.3	0.02	0.03	0.02	56.9

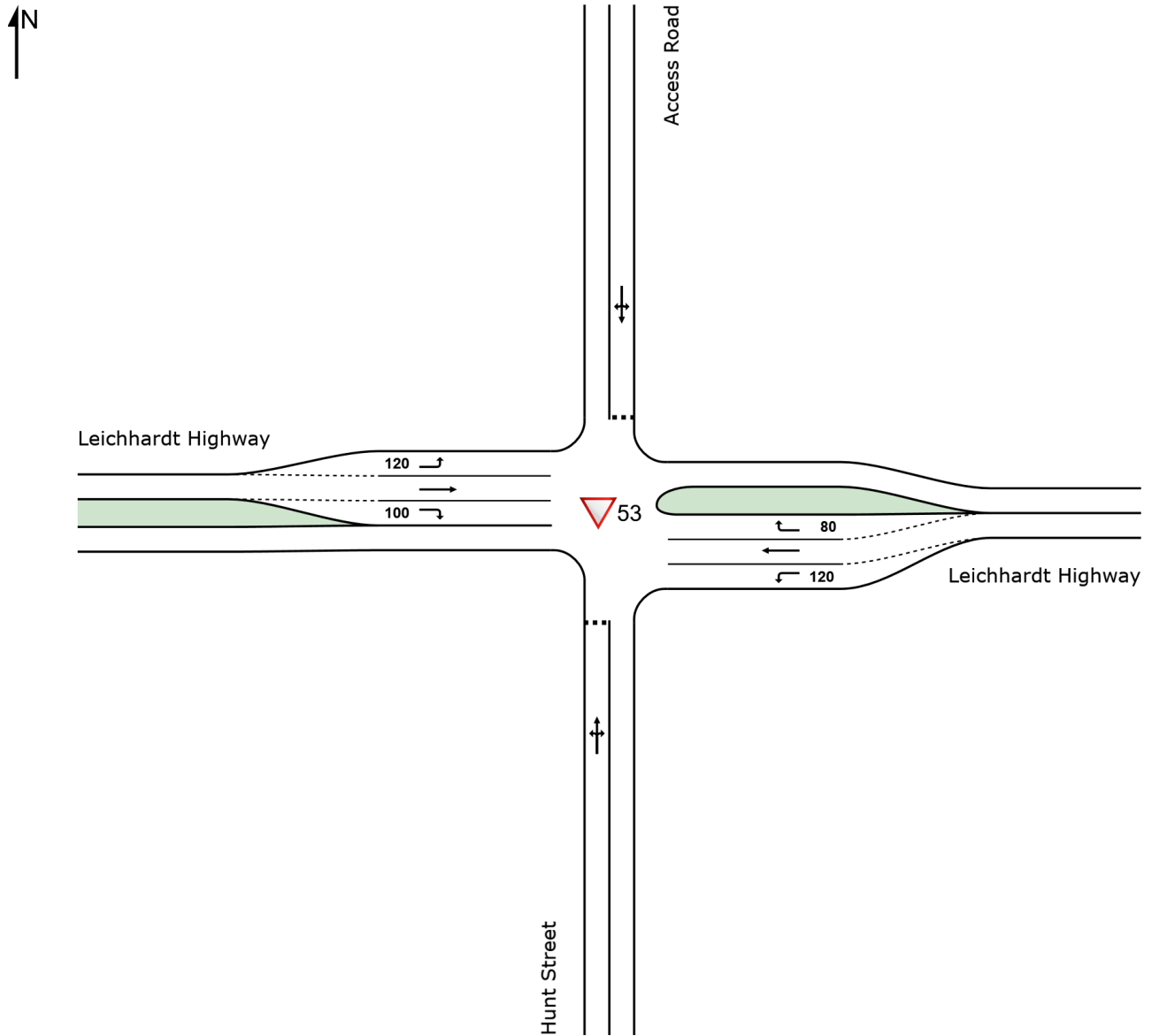
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 53 [Leichhardt Highway/Hunt Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2022 AM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
2	T1	1	0	1	0.0	0.004	6.7	LOS A	0.0	0.1	0.29	0.53	0.29	49.5
3	R2	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
Approach		3	0	3	0.0	0.004	6.8	LOS A	0.0	0.1	0.29	0.53	0.29	54.6
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	89	32	89	36.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		91	32	91	35.2	0.056	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.3
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.2
8	T1	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.29	0.50	0.29	49.4
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.3
Approach		3	0	3	0.0	0.004	5.8	LOS A	0.0	0.1	0.29	0.50	0.29	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	93	35	93	37.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.20	0.57	0.20	58.0
Approach		95	35	95	36.8	0.059	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		192	67	192	34.9	0.059	0.4	NA	0.0	0.1	0.01	0.03	0.01	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 9:58:46 AM

Project: c:\pw_work\dms34001\53. Leichhardt Highway_Hunt Street.sip9

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2022 PM Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
2	T1	1	0	1	0.0	0.004	6.8	LOS A	0.0	0.1	0.30	0.54	0.30	49.4
3	R2	1	0	1	0.0	0.004	8.1	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
Approach		3	0	3	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.54	0.30	54.5
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	95	34	95	35.8	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		97	34	97	35.1	0.060	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.4
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.31	0.50	0.31	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	100	38	100	38.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		102	38	102	37.3	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		205	72	205	35.1	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 9:58:47 AM

Project: c:\pw_work\dms34001\53. Leichhardt Highway_Hunt Street.sip9

MOVEMENT SUMMARY

▼ Site: 53 [Leichhardt Highway/Hunt Street 2022 AM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
2	T1	1	0	1	0.0	0.004	6.7	LOS A	0.0	0.1	0.29	0.53	0.29	49.5
3	R2	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
Approach		3	0	3	0.0	0.004	6.8	LOS A	0.0	0.1	0.29	0.53	0.29	54.6
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	89	32	89	36.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		91	32	91	35.2	0.056	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.3
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.2
8	T1	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.29	0.50	0.29	49.4
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.3
Approach		3	0	3	0.0	0.004	5.8	LOS A	0.0	0.1	0.29	0.50	0.29	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	93	35	93	37.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.20	0.57	0.20	58.0
Approach		95	35	95	36.8	0.059	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		192	67	192	34.9	0.059	0.4	NA	0.0	0.1	0.01	0.03	0.01	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 9:58:48 AM

Project: c:\pw_work\dms34001\53. Leichhardt Highway_Hunt Street.sip9

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2022 PM Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
2	T1	1	0	1	0.0	0.004	6.8	LOS A	0.0	0.1	0.30	0.54	0.30	49.4
3	R2	1	0	1	0.0	0.004	8.1	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
Approach		3	0	3	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.54	0.30	54.5
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	95	34	95	35.8	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		97	34	97	35.1	0.060	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.4
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.31	0.50	0.31	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	100	38	100	38.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		102	38	102	37.3	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		205	72	205	35.1	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 9:58:49 AM

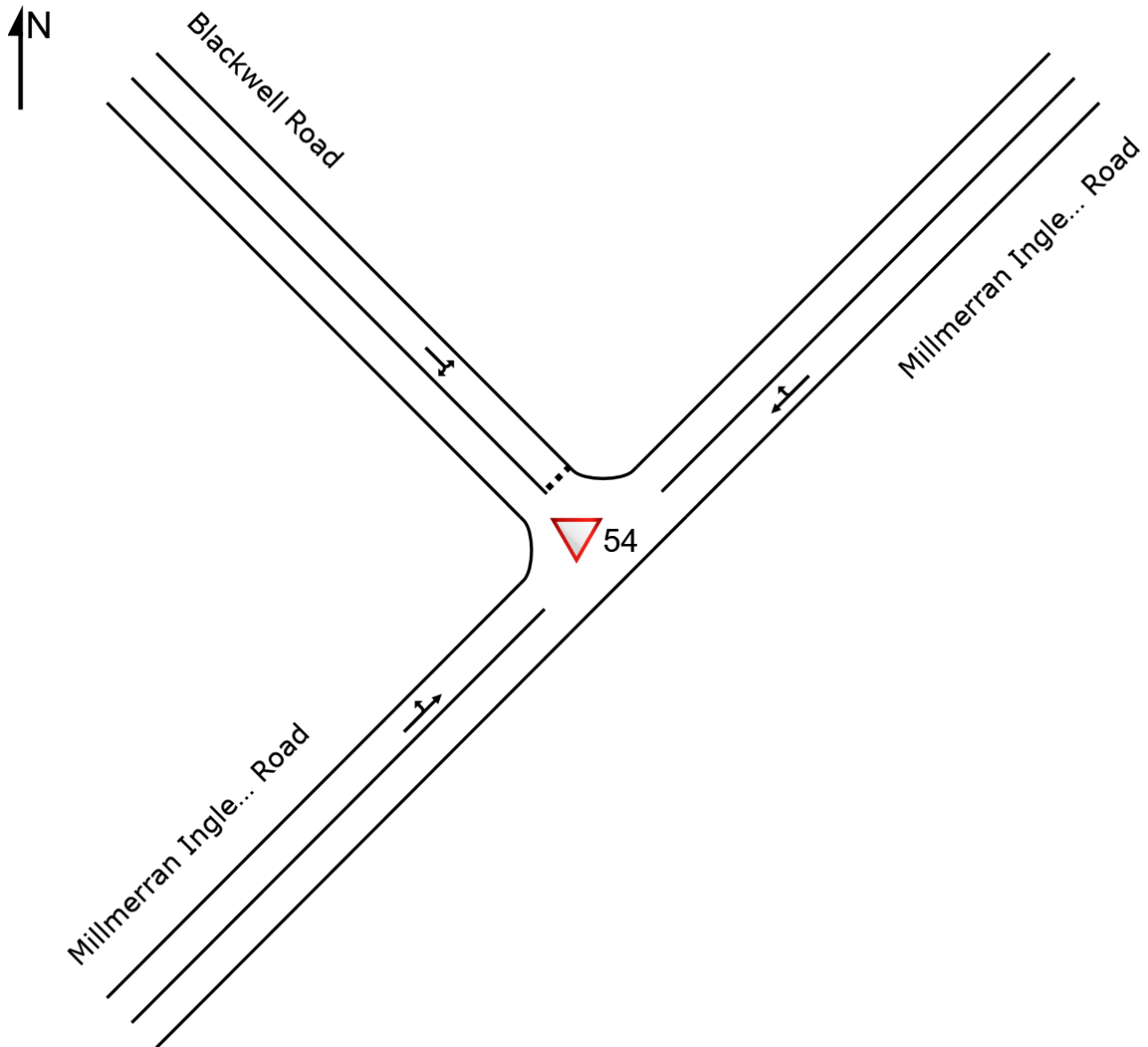
Project: c:\pw_work\dms34001\53. Leichhardt Highway_Hunt Street.sip9

SITE LAYOUT

▼ Site: 54 [Millmerran Inglewood Road / Blackwell Road 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Tuesday, 8 November 2022 4:05:26 PM

Project: c:\pw_work\dms33614\54. Millmerran Inglewood Road_Blackwell Road.sip9

MOVEMENT SUMMARY

 **Site: 54 [Millmerran Inglewood Road / Blackwell Road 2022
AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Millmerran Inglewood Road														
25	T1	19	8	19	42.1	0.013	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	97.0
26	R2	1	0	1	0.0	0.013	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	86.7
Approach		20	8	20	40.0	0.013	0.4	NA	0.0	0.1	0.01	0.03	0.01	96.1
NorthWest: Blackwell Road														
27	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.10	0.62	0.10	75.0
29	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.10	0.62	0.10	51.3
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.10	0.62	0.10	63.9
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.018	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	81.7
31	T1	28	10	28	35.7	0.018	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	98.9
Approach		29	10	29	34.5	0.018	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.2
All Vehicles		51	18	51	35.3	0.018	0.5	NA	0.0	0.1	0.01	0.05	0.01	94.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 10:55:41 AM
Project: c:\pw_work\dms33614\54. Millmerran Inglewood Road_Blackwell Road.sip9

MOVEMENT SUMMARY

Site: 54 [Millmerran Inglewood Road / Blackwell Road 2022
PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Millmerran Inglewood Road														
25	T1	29	7	29	24.1	0.018	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	98.4
26	R2	1	0	1	0.0	0.018	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.4
Approach		30	7	30	23.3	0.018	0.3	NA	0.0	0.0	0.01	0.02	0.01	97.7
NorthWest: Blackwell Road														
27	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.09	0.62	0.09	75.1
29	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.09	0.62	0.09	51.3
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.09	0.62	0.09	63.9
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.015	4.7	LOS A	0.0	0.0	0.00	0.03	0.00	81.8
31	T1	25	5	25	20.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.0
Approach		26	5	26	19.2	0.015	0.2	NA	0.0	0.0	0.00	0.03	0.00	98.2
All Vehicles		58	12	58	20.7	0.018	0.5	NA	0.0	0.0	0.01	0.04	0.01	95.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

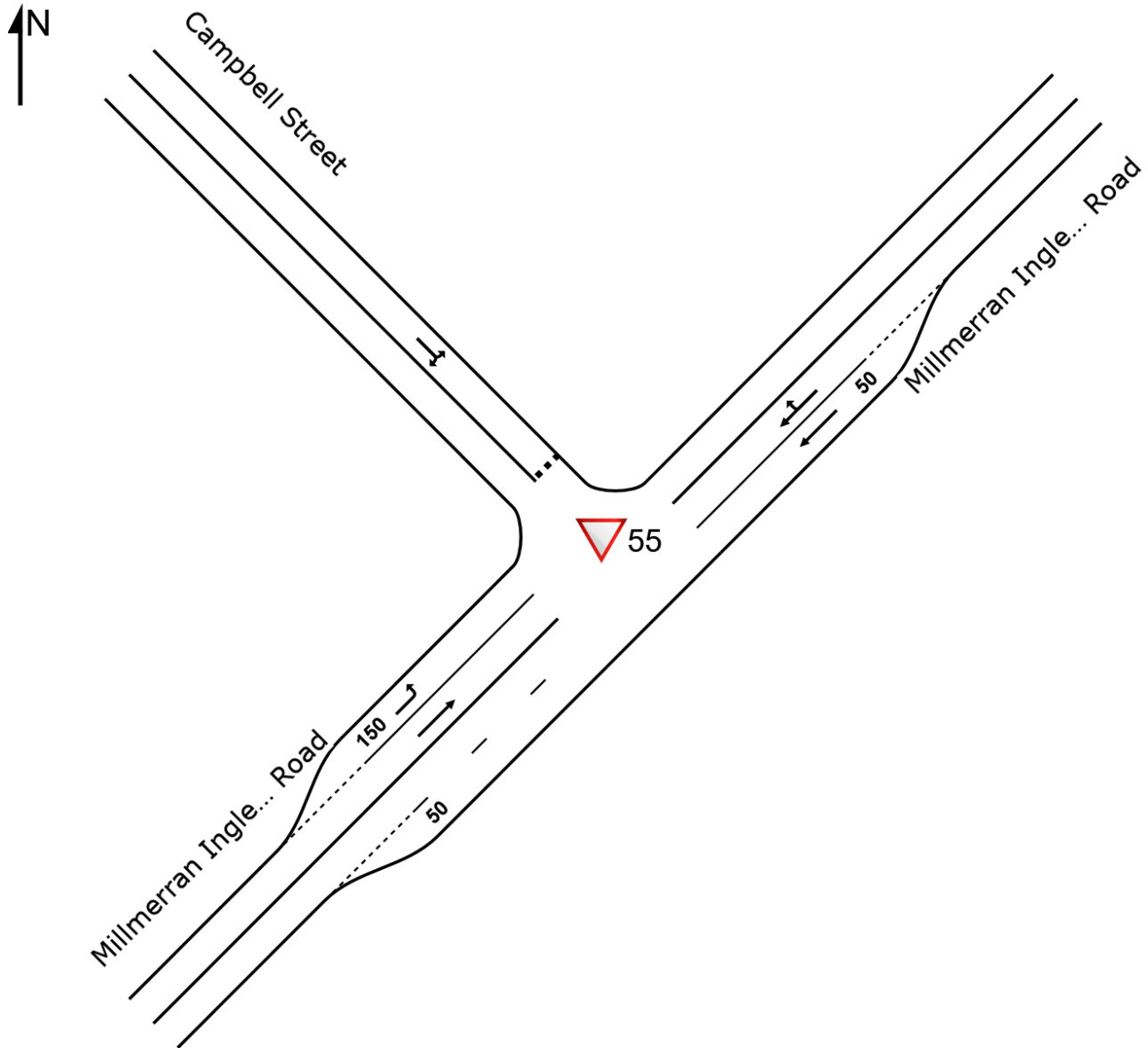
Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 10:55:42 AM
Project: c:\pw_work\dms33614\54. Millmerran Inglewood Road_Blackwell Road.sip9

SITE LAYOUT

▼ Site: 55 [Millmerran Inglewood Road / Campbell Street 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Tuesday, 8 November 2022 4:09:20 PM

Project: c:\pw_work\dms33614\55. Millmerran Inglewood Road_Campbell Street.sip9

MOVEMENT SUMMARY

Site: 55 [Millmerran Inglewood Road / Campbell Street 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Millmerran Inglewood Road														
25	T1	10	6	10	60.0	0.016	0.1	LOS A	0.1	0.6	0.04	0.17	0.04	72.1
26	R2	17	4	17	23.5	0.016	7.3	LOS A	0.1	0.6	0.13	0.51	0.13	55.9
Approach		27	10	27	37.0	0.016	4.6	NA	0.1	0.6	0.10	0.39	0.10	62.8
NorthWest: Campbell Street														
27	L2	17	16	17	94.1	0.041	6.0	LOS A	0.2	1.6	0.12	0.55	0.12	33.3
29	R2	19	5	19	26.3	0.041	6.1	LOS A	0.2	1.6	0.12	0.55	0.12	52.2
Approach		36	21	36	58.3	0.041	6.0	LOS A	0.2	1.6	0.12	0.55	0.12	41.2
SouthWest: Millmerran Inglewood Road														
30	L2	19	4	19	21.1	0.012	8.4	LOS A	0.0	0.0	0.00	0.66	0.00	61.7
31	T1	18	9	18	50.0	0.012	2.2	LOS A	0.0	0.0	0.00	0.25	0.00	81.7
Approach		37	13	37	35.1	0.012	5.4	NA	0.0	0.0	0.00	0.46	0.00	72.5
All Vehicles		100	44	100	44.0	0.041	5.4	NA	0.2	1.6	0.07	0.47	0.07	56.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 55 [Millmerran Inglewood Road / Campbell Street 2022
PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Millmerran Inglewood Road														
25	T1	15	6	15	40.0	0.019	0.1	LOS A	0.1	0.7	0.06	0.19	0.06	75.1
26	R2	19	4	19	21.1	0.019	7.2	LOS A	0.1	0.7	0.14	0.46	0.14	56.9
Approach		34	10	34	29.4	0.019	4.1	NA	0.1	0.7	0.10	0.34	0.10	66.0
NorthWest: Campbell Street														
27	L2	27	26	27	96.3	0.052	6.0	LOS A	0.2	2.1	0.11	0.55	0.11	33.0
29	R2	19	3	19	15.8	0.052	6.1	LOS A	0.2	2.1	0.11	0.55	0.11	55.8
Approach		46	29	46	63.0	0.052	6.0	LOS A	0.2	2.1	0.11	0.55	0.11	39.7
SouthWest: Millmerran Inglewood Road														
30	L2	27	2	27	7.4	0.015	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	62.8
31	T1	20	5	20	25.0	0.012	2.0	LOS A	0.0	0.0	0.00	0.26	0.00	87.3
Approach		47	7	47	14.9	0.015	5.5	NA	0.0	0.0	0.00	0.49	0.00	74.2
All Vehicles		127	46	127	36.2	0.052	5.3	NA	0.2	2.1	0.07	0.47	0.07	56.9

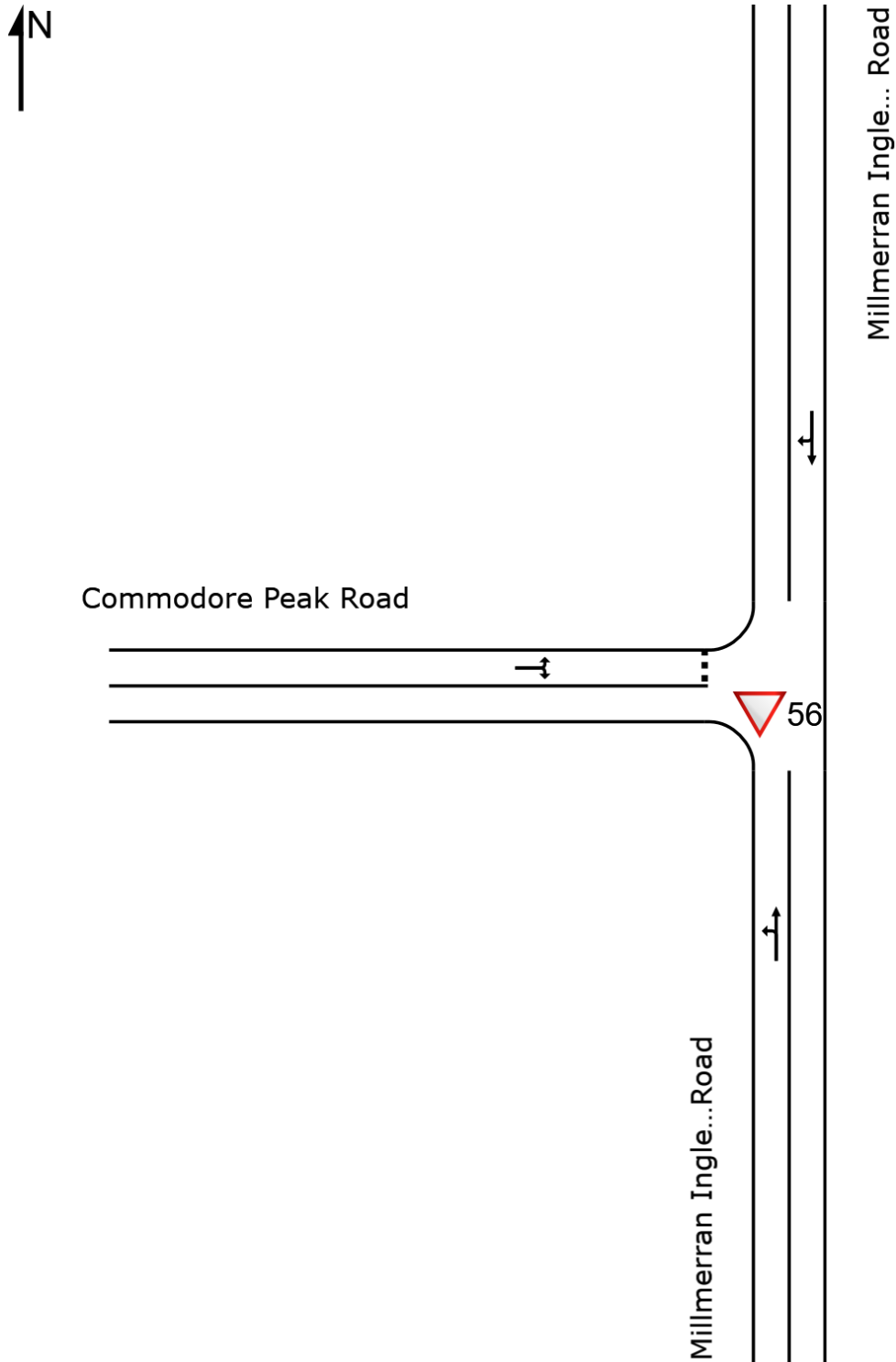
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.014	7.8	LOS A	0.0	0.0	0.00	0.03	0.00	87.5
2	T1	22	8	22	36.4	0.014	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.6
Approach		23	8	23	34.8	0.014	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.0
North: Millmerran Inglewood Road														
8	T1	44	8	44	18.2	0.026	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.4
9	R2	1	0	1	0.0	0.026	7.5	LOS A	0.0	0.0	0.00	0.02	0.00	87.7
Approach		45	8	45	17.8	0.026	0.2	NA	0.0	0.0	0.00	0.02	0.00	99.1
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.09	0.63	0.09	75.1
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.09	0.63	0.09	74.6
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.09	0.63	0.09	74.8
All Vehicles		70	16	70	22.9	0.026	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.026	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
2	T1	45	6	45	13.3	0.026	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		46	6	46	13.0	0.026	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.2
North: Millmerran Inglewood Road														
8	T1	34	9	34	26.5	0.021	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.1
9	R2	1	0	1	0.0	0.021	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		35	9	35	25.7	0.021	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.7
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	8.0	LOS A	0.0	0.0	0.13	0.61	0.13	74.8
12	R2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.13	0.61	0.13	74.3
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.13	0.61	0.13	74.6
All Vehicles		83	15	83	18.1	0.026	0.4	NA	0.0	0.0	0.01	0.03	0.01	98.2

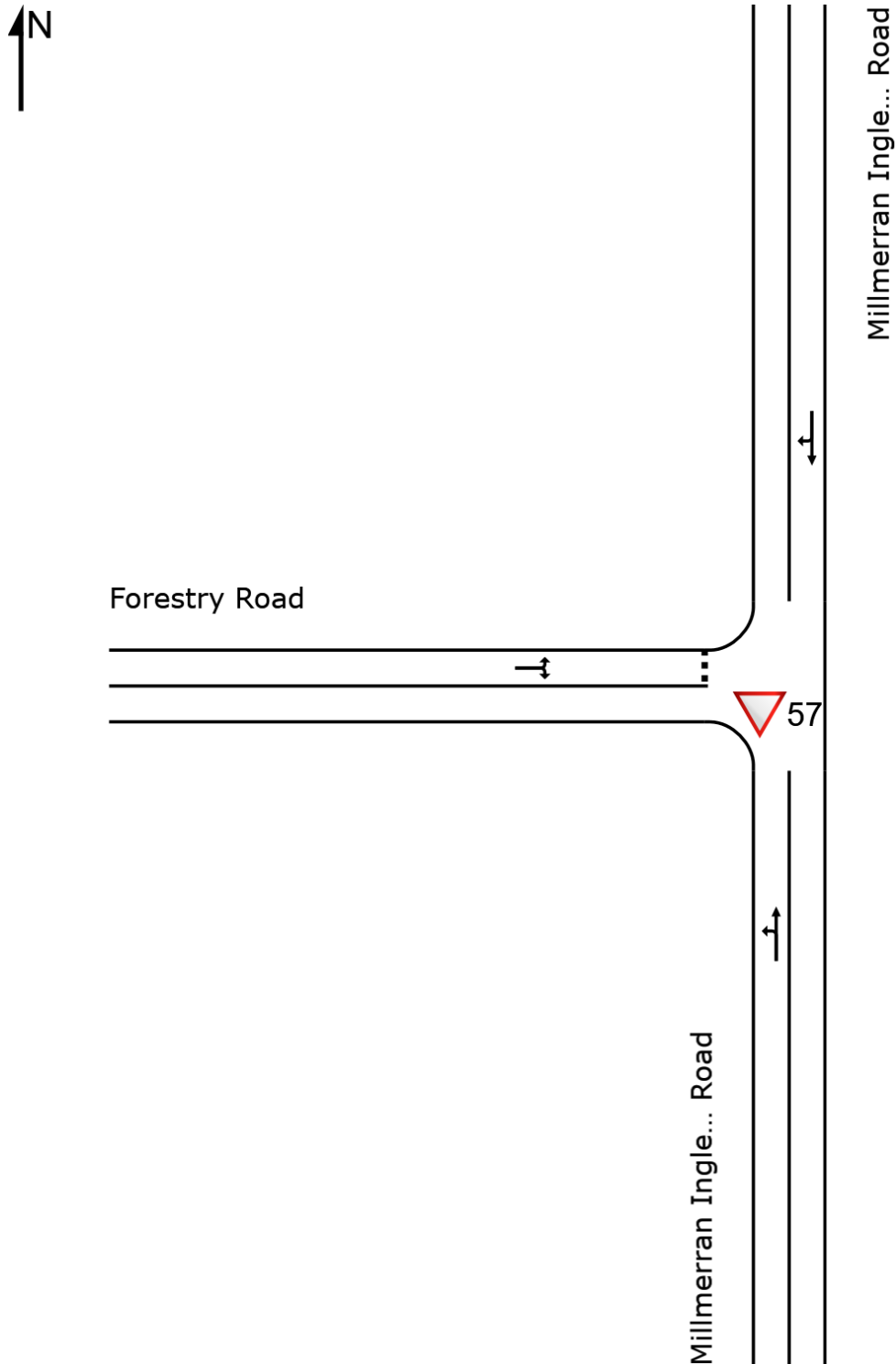
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 57 [Millmerran Inglewood Road / Forestry Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.1
9	R2	1	0	1	0.0	0.020	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.4
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.7
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		74	18	74	24.3	0.023	0.4	NA	0.0	0.0	0.01	0.04	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:08:04 PM

Project: c:\pw_work\dms33906\57. Millmerran Inglewood Road_Forestry Road.sip9

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	98.9
9	R2	1	0	1	0.0	0.017	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.3
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.01	0.02	0.01	98.4
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		69	17	69	24.6	0.023	0.5	NA	0.0	0.0	0.01	0.04	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:08:06 PM

Project: c:\pw_work\dms33906\57. Millmerran Inglewood Road_Forestry Road.sip9

MOVEMENT SUMMARY

▼ Site: 57 [Millmerran Inglewood Road / Forestry Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.1
9	R2	1	0	1	0.0	0.020	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.4
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.7
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		74	18	74	24.3	0.023	0.4	NA	0.0	0.0	0.01	0.04	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:08:06 PM

Project: c:\pw_work\dms33906\57. Millmerran Inglewood Road_Forestry Road.sip9

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	98.9
9	R2	1	0	1	0.0	0.017	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.3
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.01	0.02	0.01	98.4
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		69	17	69	24.6	0.023	0.5	NA	0.0	0.0	0.01	0.04	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:08:07 PM

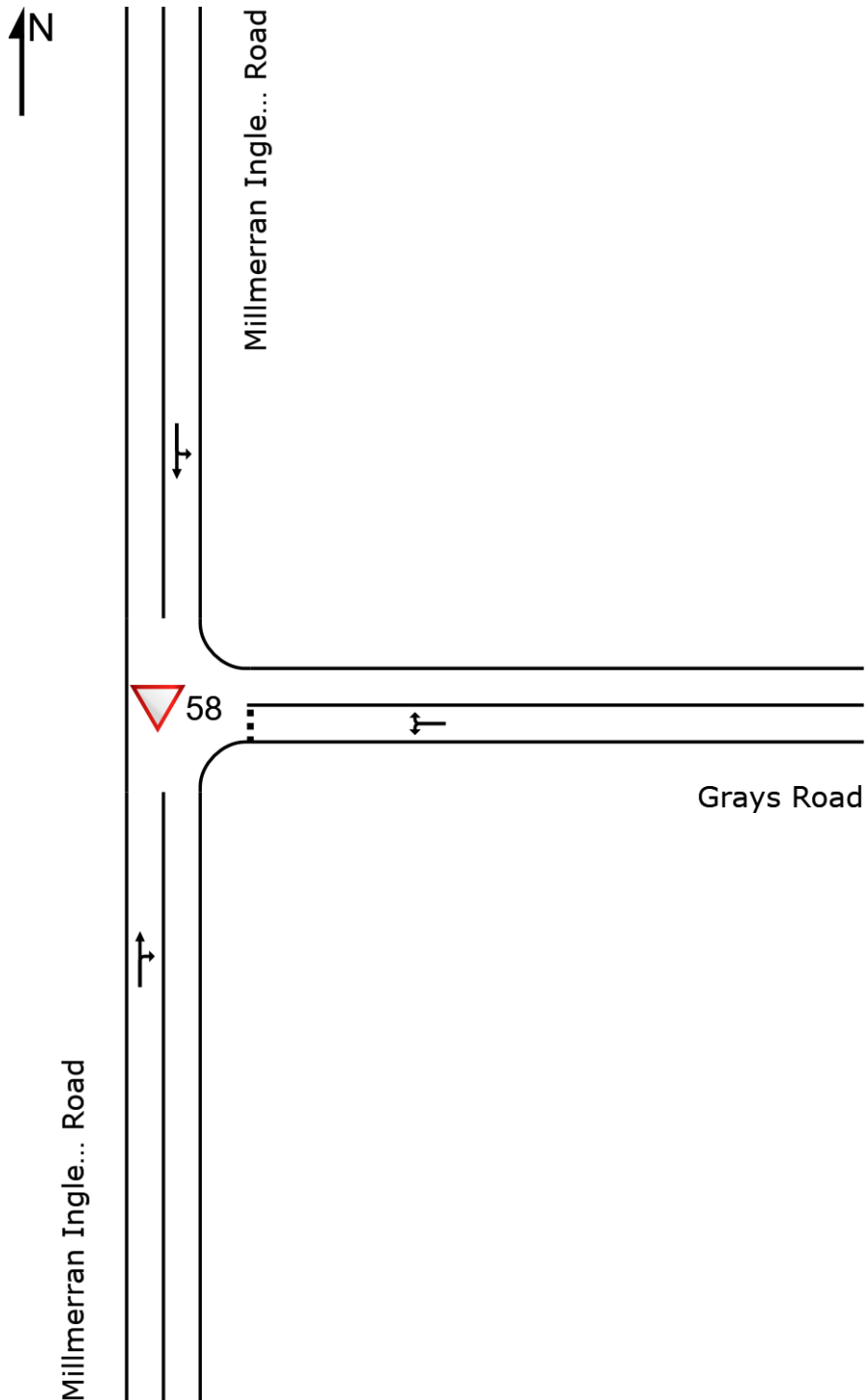
Project: c:\pw_work\dms33906\57. Millmerran Inglewood Road_Forestry Road.sip9

SITE LAYOUT

▼ Site: 58 [Millmerran Inglewood Road / Grays Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 58 [Millmerran Inglewood Road / Grays Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Millmerran Inglewood Road														
2	T1	16	5	16	31.3	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.2
3	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	86.8
Approach		17	5	17	29.4	0.010	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.4
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.2
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.1
8	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.1
Approach		16	5	16	31.3	0.010	0.5	NA	0.0	0.0	0.00	0.04	0.00	97.3
All Vehicles		35	10	35	28.6	0.010	0.9	NA	0.0	0.0	0.01	0.08	0.01	95.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 10:47:49 AM

Project: c:\pw_work\dms33907\58. Millmerran Inglewood Road_Grays Road.sip9

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
2	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.1
3	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	86.6
Approach		16	5	16	31.3	0.010	0.5	NA	0.0	0.0	0.01	0.04	0.01	97.2
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.2
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.1
8	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.1
Approach		16	5	16	31.3	0.010	0.5	NA	0.0	0.0	0.00	0.04	0.00	97.3
All Vehicles		34	10	34	29.4	0.010	0.9	NA	0.0	0.0	0.01	0.08	0.01	95.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 10:47:50 AM

Project: c:\pw_work\dms33907\58. Millmerran Inglewood Road_Grays Road.sip9

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
2	T1	16	5	16	31.3	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.2
3	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	86.8
Approach		17	5	17	29.4	0.010	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.4
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.2
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.1
8	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.1
Approach		16	5	16	31.3	0.010	0.5	NA	0.0	0.0	0.00	0.04	0.00	97.3
All Vehicles		35	10	35	28.6	0.010	0.9	NA	0.0	0.0	0.01	0.08	0.01	95.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 10:47:51 AM

Project: c:\pw_work\dms33907\58. Millmerran Inglewood Road_Grays Road.sip9

MOVEMENT SUMMARY

 Site: 58 [Millmerran Inglewood Road / Grays Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Millmerran Inglewood Road														
2	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.1
3	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	86.6
Approach		16	5	16	31.3	0.010	0.5	NA	0.0	0.0	0.01	0.04	0.01	97.2
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.2
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.1
8	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.1
Approach		16	5	16	31.3	0.010	0.5	NA	0.0	0.0	0.00	0.04	0.00	97.3
All Vehicles		34	10	34	29.4	0.010	0.9	NA	0.0	0.0	0.01	0.08	0.01	95.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 10:47:51 AM

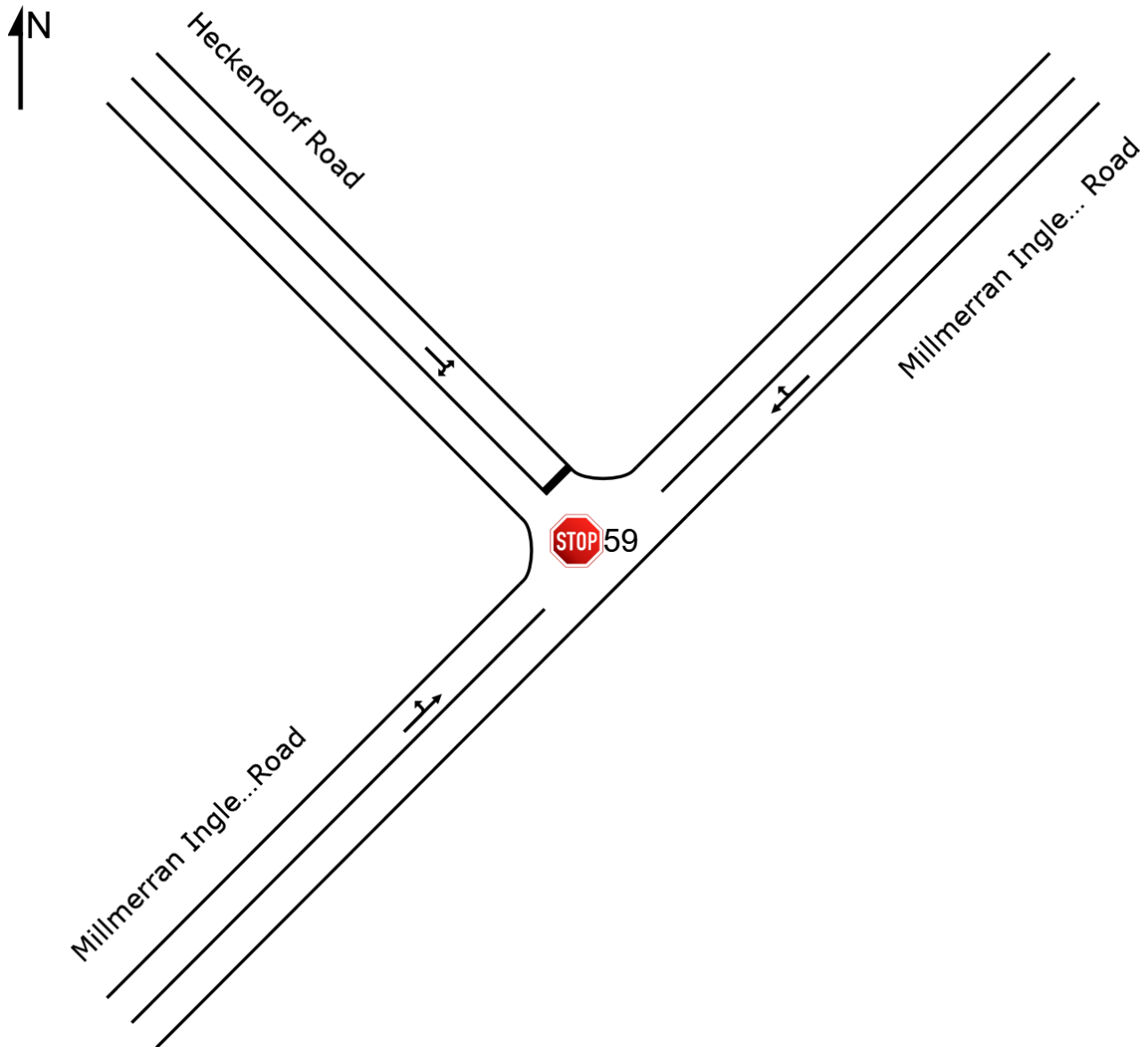
Project: c:\pw_work\dms33907\58. Millmerran Inglewood Road_Grays Road.sip9

SITE LAYOUT

 Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Tuesday, 8 November 2022 4:20:00 PM
Project: c:\pw_work\dms33614\59. Millmerran Inglewood Road_Heckendorf Road.sip9

MOVEMENT SUMMARY

 **Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2022
AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Millmerran Inglewood Road														
25	T1	18	8	18	44.4	0.012	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	98.0
26	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.04	0.01	86.6
Approach		19	8	19	42.1	0.012	0.4	NA	0.0	0.1	0.01	0.04	0.01	97.4
NorthWest: Heckendorf Road														
27	L2	1	0	1	0.0	0.002	9.6	LOS A	0.0	0.0	0.10	0.92	0.10	73.2
29	R2	1	0	1	0.0	0.002	9.0	LOS A	0.0	0.0	0.10	0.92	0.10	72.8
Approach		2	0	2	0.0	0.002	9.3	LOS A	0.0	0.0	0.10	0.92	0.10	73.0
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.017	7.8	LOS A	0.0	0.0	0.00	0.03	0.00	87.7
31	T1	26	9	26	34.6	0.017	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.8
Approach		27	9	27	33.3	0.017	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.3
All Vehicles		48	17	48	35.4	0.017	0.7	NA	0.0	0.1	0.01	0.07	0.01	96.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 2:13:44 PM

Project: c:\pw_work\dms33614\59. Millmerran Inglewood Road_Heckendorf Road.sip9

MOVEMENT SUMMARY

 **Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2022
PM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Millmerran Inglewood Road														
25	T1	28	7	28	25.0	0.018	0.0	LOS A	0.0	0.1	0.02	0.07	0.02	97.3
26	R2	3	0	3	0.0	0.018	7.5	LOS A	0.0	0.1	0.02	0.07	0.02	86.0
Approach		31	7	31	22.6	0.018	0.7	NA	0.0	0.1	0.02	0.07	0.02	96.1
NorthWest: Heckendorf Road														
27	L2	1	0	1	0.0	0.002	9.6	LOS A	0.0	0.0	0.09	0.93	0.09	73.2
29	R2	1	0	1	0.0	0.002	9.0	LOS A	0.0	0.0	0.09	0.93	0.09	72.8
Approach		2	0	2	0.0	0.002	9.3	LOS A	0.0	0.0	0.09	0.93	0.09	73.0
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.013	7.8	LOS A	0.0	0.0	0.00	0.03	0.00	87.7
31	T1	22	5	22	22.7	0.013	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.8
Approach		23	5	23	21.7	0.013	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.3
All Vehicles		56	12	56	21.4	0.018	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 2:13:45 PM

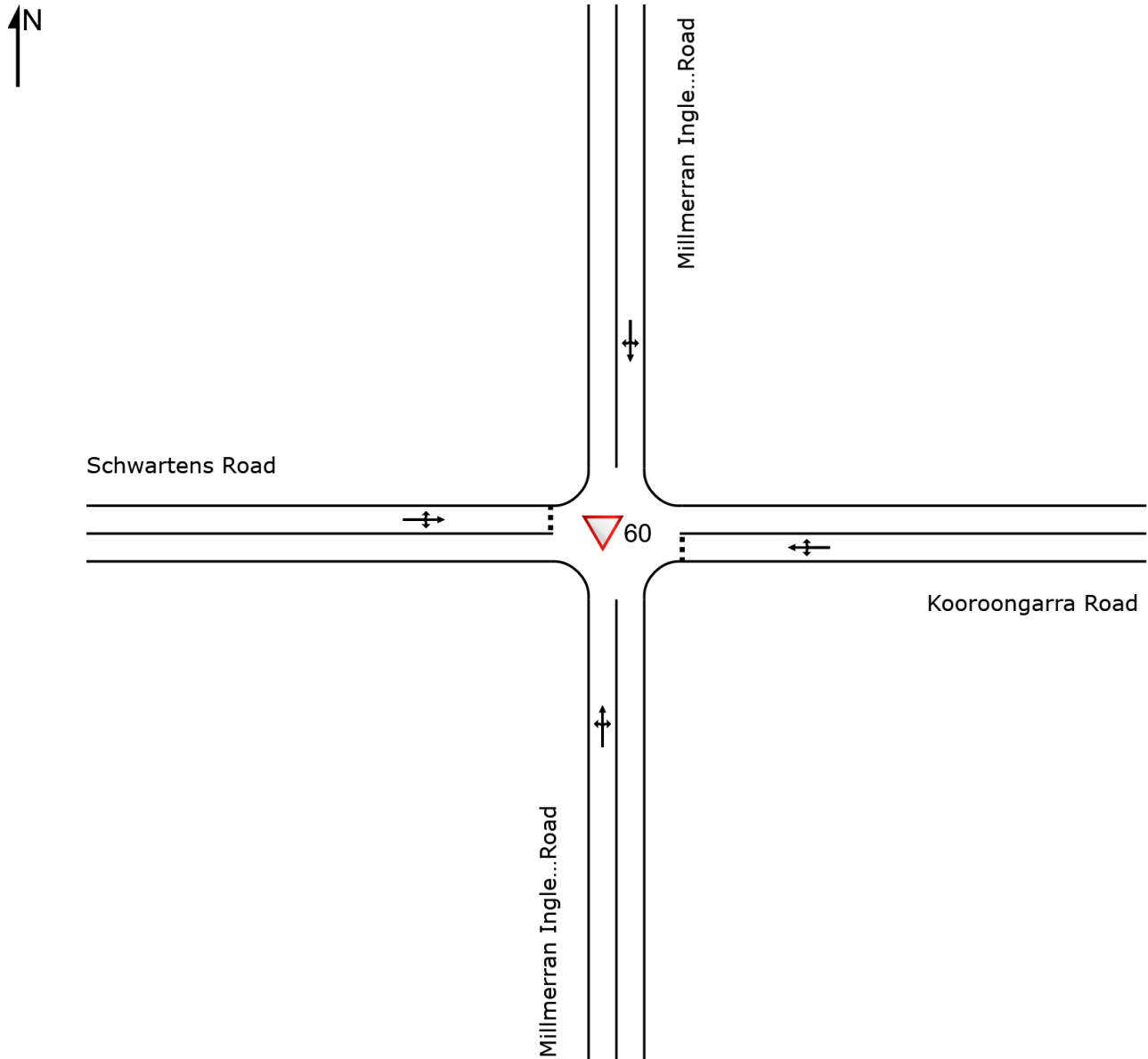
Project: c:\pw_work\dms33614\59. Millmerran Inglewood Road_Heckendorf Road.sip9

SITE LAYOUT

▼ Site: 60 [Millmerran Inglewood Road / Kooroongarra Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Tuesday, 8 November 2022 4:26:43 PM
Project: c:\pw_work\dms33614\60. Millmerran Inglewood Road_Kooroongarra Road.sip9

MOVEMENT SUMMARY

Site: 60 [Millmerran Inglewood Road / Kooroongarra Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.015	7.9	LOS A	0.0	0.1	0.01	0.06	0.01	86.5
2	T1	22	8	22	36.4	0.015	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.3
3	R2	1	0	1	0.0	0.015	7.5	LOS A	0.0	0.1	0.01	0.06	0.01	86.0
Approach		24	8	24	33.3	0.015	0.6	NA	0.0	0.1	0.01	0.06	0.01	96.2
East: Kooroongarra Road														
4	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.1	0.14	0.61	0.14	75.3
5	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.14	0.61	0.14	75.3
6	R2	1	0	1	0.0	0.002	7.7	LOS A	0.0	0.1	0.14	0.61	0.14	74.8
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.14	0.61	0.14	75.1
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.027	7.9	LOS A	0.0	0.1	0.01	0.03	0.01	87.7
8	T1	45	9	45	20.0	0.027	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	98.8
9	R2	1	0	1	0.0	0.027	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	87.2
Approach		47	9	47	19.1	0.027	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3
West: Schwartens Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.11	0.62	0.11	75.5
11	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.11	0.62	0.11	75.5
12	R2	1	0	1	0.0	0.002	7.7	LOS A	0.0	0.1	0.11	0.62	0.11	75.0
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.11	0.62	0.11	75.3
All Vehicles		77	17	77	22.1	0.027	1.0	NA	0.0	0.1	0.02	0.08	0.02	95.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:08:35 PM

Project: c:\pw_work\dms33614\60. Millmerran Inglewood Road_Kooroongarra Road.sip9

MOVEMENT SUMMARY

Site: 60 [Millmerran Inglewood Road / Kooroongarra Road
2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.026	7.9	LOS A	0.0	0.1	0.01	0.03	0.01	87.7
2	T1	45	7	45	15.6	0.026	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	98.9
3	R2	1	0	1	0.0	0.026	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	87.3
Approach		47	7	47	14.9	0.026	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3
East: Kooroongarra Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.13	0.61	0.13	75.3
5	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.13	0.61	0.13	75.4
6	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.13	0.61	0.13	74.8
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.13	0.61	0.13	75.2
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.020	7.9	LOS A	0.0	0.1	0.01	0.04	0.01	87.2
8	T1	32	9	32	28.1	0.020	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	98.2
9	R2	1	0	1	0.0	0.020	7.5	LOS A	0.0	0.1	0.01	0.04	0.01	86.8
Approach		34	9	34	26.5	0.020	0.5	NA	0.0	0.1	0.01	0.04	0.01	97.5
West: Schwartens Road														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.1	0.14	0.61	0.14	75.2
11	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.14	0.61	0.14	75.3
12	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.14	0.61	0.14	74.7
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.14	0.61	0.14	75.1
All Vehicles		87	16	87	18.4	0.026	0.9	NA	0.0	0.1	0.02	0.07	0.02	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:08:36 PM

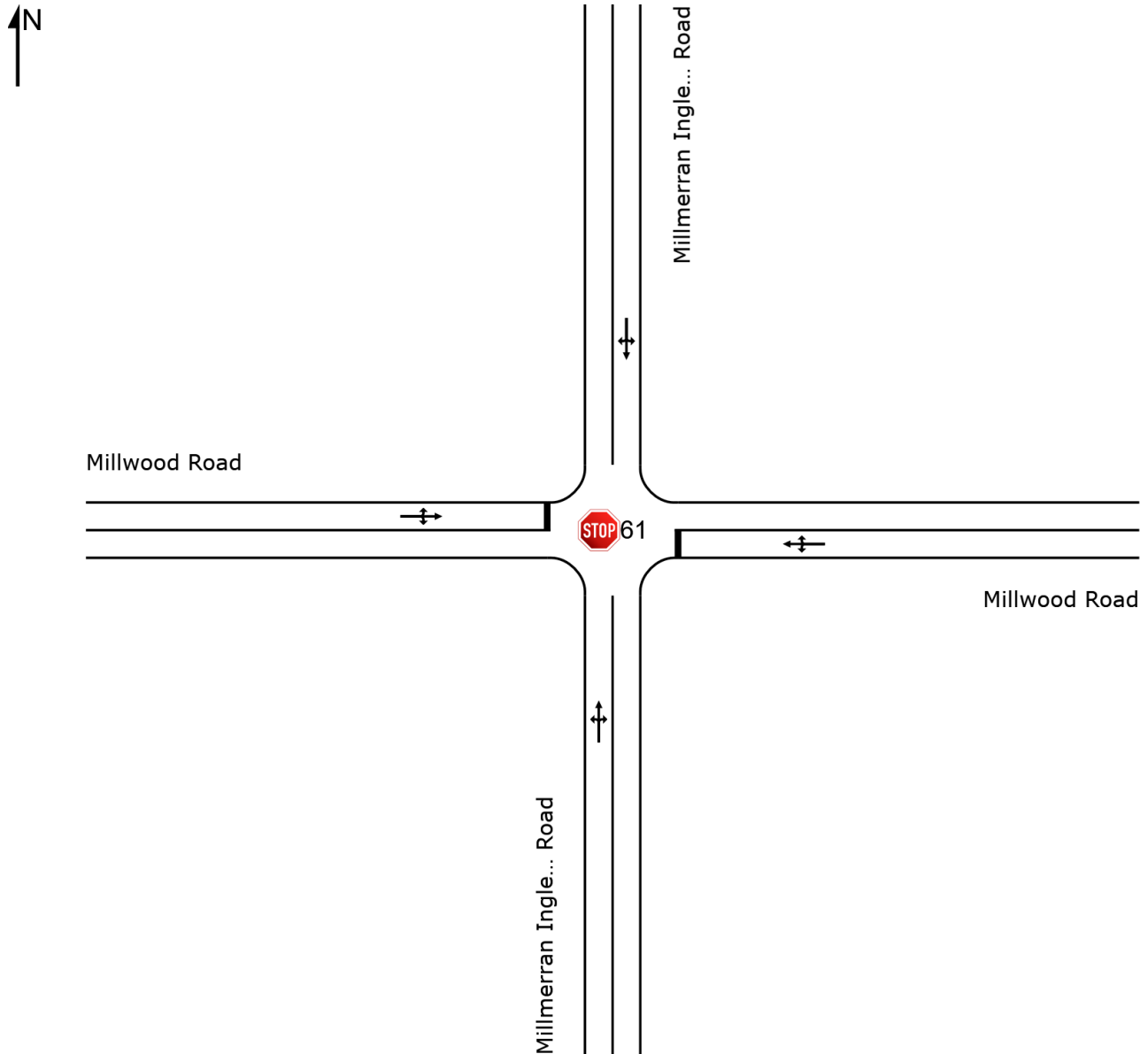
Project: c:\pw_work\dms33614\60. Millmerran Inglewood Road_Kooroongarra Road.sip9

SITE LAYOUT

 **Site: 61 [Millmerran Inglewood Road / Millwood Road 2022
AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Tuesday, 8 November 2022 4:46:26 PM
Project: c:\pw_work\dms33614\61. Millmerran Inglewood Road_Millwood Road.sip9

MOVEMENT SUMMARY

 **Site: 61 [Millmerran Inglewood Road / Millwood Road 2022
AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.009	7.8	LOS A	0.0	0.1	0.01	0.10	0.01	85.4
2	T1	12	4	12	33.3	0.009	0.0	LOS A	0.0	0.1	0.01	0.10	0.01	95.9
3	R2	1	0	1	0.0	0.009	7.4	LOS A	0.0	0.1	0.01	0.10	0.01	84.9
Approach		14	4	14	28.6	0.009	1.1	NA	0.0	0.1	0.01	0.10	0.01	94.2
East: Millwood Road														
4	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.06	0.98	0.06	73.3
5	T1	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.06	0.98	0.06	73.0
6	R2	1	0	1	0.0	0.003	9.0	LOS A	0.0	0.1	0.06	0.98	0.06	72.8
Approach		3	0	3	0.0	0.003	9.2	LOS A	0.0	0.1	0.06	0.98	0.06	73.0
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.1	0.02	0.14	0.02	84.5
8	T1	8	2	8	25.0	0.006	0.0	LOS A	0.0	0.1	0.02	0.14	0.02	94.8
9	R2	1	0	1	0.0	0.006	7.4	LOS A	0.0	0.1	0.02	0.14	0.02	84.1
Approach		10	2	10	20.0	0.006	1.5	NA	0.0	0.1	0.02	0.14	0.02	92.5
West: Millwood Road														
10	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.07	0.96	0.07	73.3
11	T1	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.07	0.96	0.07	73.0
12	R2	1	0	1	0.0	0.003	9.0	LOS A	0.0	0.1	0.07	0.96	0.07	72.8
Approach		3	0	3	0.0	0.003	9.2	LOS A	0.0	0.1	0.07	0.96	0.07	73.0
All Vehicles		30	6	30	20.0	0.009	2.9	NA	0.0	0.1	0.02	0.28	0.02	88.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:23:13 PM

Project: c:\pw_work\dms33614\61. Millmerran Inglewood Road_Millwood Road.sip9

MOVEMENT SUMMARY

 **Site: 61 [Millmerran Inglewood Road / Millwood Road 2022
PM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.014	7.9	LOS A	0.0	0.1	0.01	0.06	0.01	86.6
2	T1	21	6	21	28.6	0.014	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.4
3	R2	1	0	1	0.0	0.014	7.5	LOS A	0.0	0.1	0.01	0.06	0.01	86.2
Approach		23	6	23	26.1	0.014	0.7	NA	0.0	0.1	0.01	0.06	0.01	96.4
East: Millwood Road														
4	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.11	0.94	0.11	73.3
5	T1	1	0	1	0.0	0.003	9.3	LOS A	0.0	0.1	0.11	0.94	0.11	73.0
6	R2	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.11	0.94	0.11	72.8
Approach		3	0	3	0.0	0.003	9.3	LOS A	0.0	0.1	0.11	0.94	0.11	73.1
North: Millmerran Inglewood Road														
7	L2	2	1	2	50.0	0.016	9.2	LOS A	0.0	0.1	0.01	0.08	0.01	66.8
8	T1	23	6	23	26.1	0.016	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	97.7
9	R2	1	0	1	0.0	0.016	7.5	LOS A	0.0	0.1	0.01	0.08	0.01	86.4
Approach		26	7	26	26.9	0.016	1.0	NA	0.0	0.1	0.01	0.08	0.01	93.9
West: Millwood Road														
10	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.10	0.94	0.10	73.3
11	T1	1	0	1	0.0	0.003	9.3	LOS A	0.0	0.1	0.10	0.94	0.10	73.0
12	R2	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.10	0.94	0.10	72.8
Approach		3	0	3	0.0	0.003	9.3	LOS A	0.0	0.1	0.10	0.94	0.10	73.0
All Vehicles		55	13	55	23.6	0.016	1.8	NA	0.0	0.1	0.02	0.16	0.02	92.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:23:14 PM

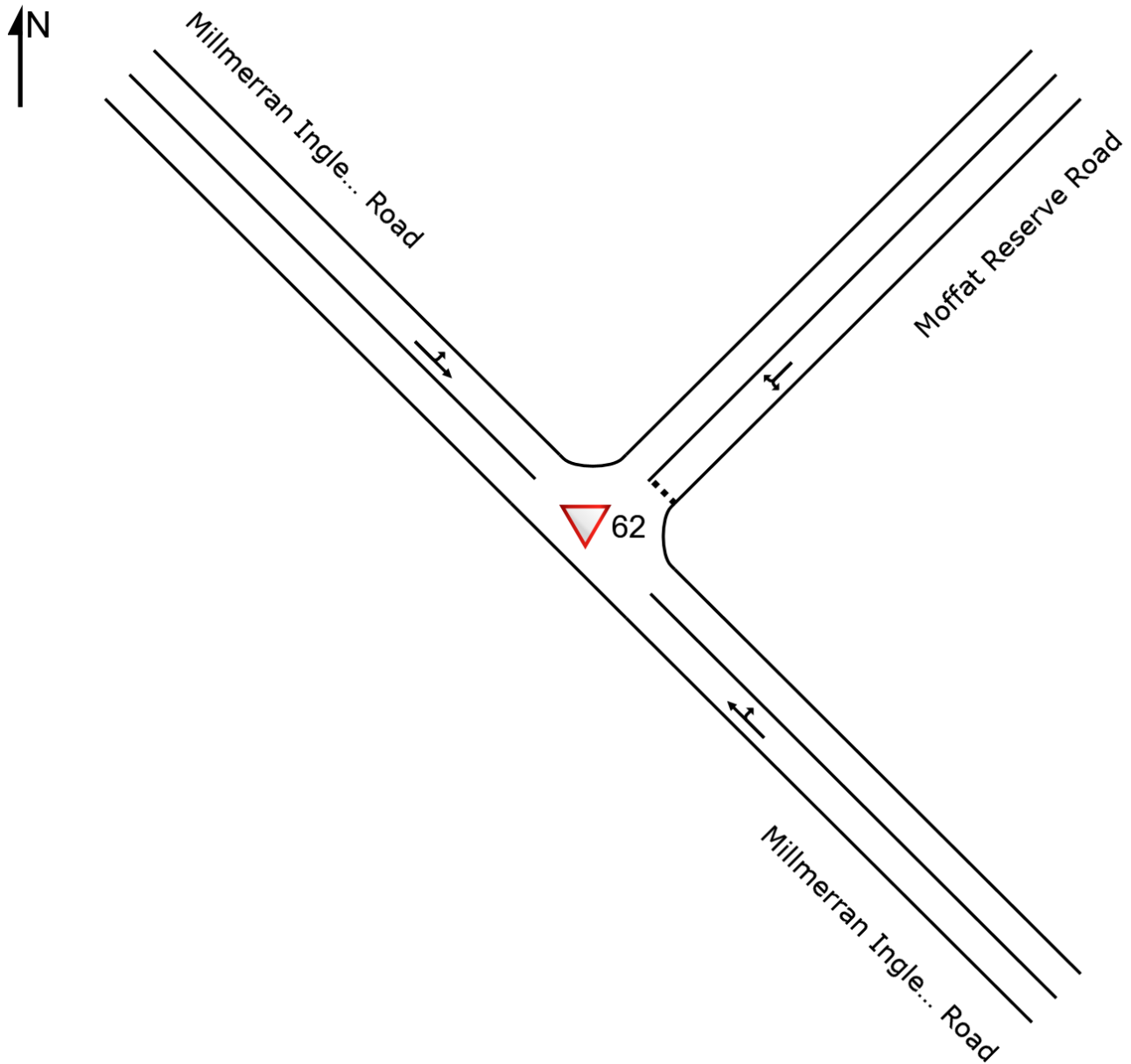
Project: c:\pw_work\dms33614\61. Millmerran Inglewood Road_Millwood Road.sip9

SITE LAYOUT

▽ Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road]
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
23	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
NorthEast: Moffat Reserve Road														
24	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.3	0.15	0.63	0.15	74.2
26	R2	11	3	11	27.3	0.011	8.5	LOS A	0.0	0.3	0.15	0.63	0.15	64.3
Approach		12	3	12	25.0	0.011	8.4	LOS A	0.0	0.3	0.15	0.63	0.15	65.1
NorthWest: Millmerran Inglewood Road														
27	L2	10	3	10	30.0	0.026	8.6	LOS A	0.0	0.0	0.00	0.16	0.00	72.3
28	T1	32	8	32	25.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	95.4
Approach		42	11	42	26.2	0.026	2.1	NA	0.0	0.0	0.00	0.16	0.00	88.6
All Vehicles		93	24	93	25.8	0.026	2.1	NA	0.0	0.3	0.02	0.16	0.02	88.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road]
2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
23	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
NorthEast: Moffat Reserve Road														
24	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.3	0.14	0.63	0.14	74.2
26	R2	11	3	11	27.3	0.011	8.5	LOS A	0.0	0.3	0.14	0.63	0.14	64.4
Approach		12	3	12	25.0	0.011	8.4	LOS A	0.0	0.3	0.14	0.63	0.14	65.1
NorthWest: Millmerran Inglewood Road														
27	L2	8	2	8	25.0	0.021	8.5	LOS A	0.0	0.0	0.00	0.16	0.00	74.1
28	T1	27	7	27	25.9	0.021	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	95.3
Approach		35	9	35	25.7	0.021	1.9	NA	0.0	0.0	0.00	0.16	0.00	89.4
All Vehicles		86	22	86	25.6	0.023	2.1	NA	0.0	0.3	0.02	0.16	0.02	88.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road
2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.030	0.0	LOS A	0.1	0.6	0.05	0.14	0.05	95.4
23	R2	10	3	10	30.0	0.030	8.4	LOS A	0.1	0.6	0.05	0.14	0.05	71.3
Approach		48	13	48	27.1	0.030	1.8	NA	0.1	0.6	0.05	0.14	0.05	89.1
NorthEast: Moffat Reserve Road														
24	L2	11	3	11	27.3	0.009	8.7	LOS A	0.0	0.3	0.11	0.62	0.11	64.9
26	R2	1	0	1	0.0	0.009	7.7	LOS A	0.0	0.3	0.11	0.62	0.11	73.6
Approach		12	3	12	25.0	0.009	8.6	LOS A	0.0	0.3	0.11	0.62	0.11	65.6
NorthWest: Millmerran Inglewood Road														
27	L2	1	0	1	0.0	0.020	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.9
28	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.1
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.8
All Vehicles		93	24	93	25.8	0.030	2.1	NA	0.1	0.6	0.04	0.16	0.04	88.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 11:23:44 AM

Project: c:\pw_work\dms33909\62. Millmerran Inglewood Road_Moffat Reserve Road.sip9

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road]
2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.028	0.0	LOS A	0.1	0.4	0.04	0.12	0.04	96.0
23	R2	8	2	8	25.0	0.028	8.2	LOS A	0.1	0.4	0.04	0.12	0.04	73.6
Approach		46	12	46	26.1	0.028	1.4	NA	0.1	0.4	0.04	0.12	0.04	91.2
NorthEast: Moffat Reserve Road														
24	L2	11	3	11	27.3	0.009	8.6	LOS A	0.0	0.3	0.10	0.62	0.10	65.0
26	R2	1	0	1	0.0	0.009	7.7	LOS A	0.0	0.3	0.10	0.62	0.10	73.7
Approach		12	3	12	25.0	0.009	8.6	LOS A	0.0	0.3	0.10	0.62	0.10	65.6
NorthWest: Millmerran Inglewood Road														
27	L2	1	0	1	0.0	0.017	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.8
28	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.0
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.5
All Vehicles		86	22	86	25.6	0.028	2.1	NA	0.1	0.4	0.04	0.16	0.04	88.5

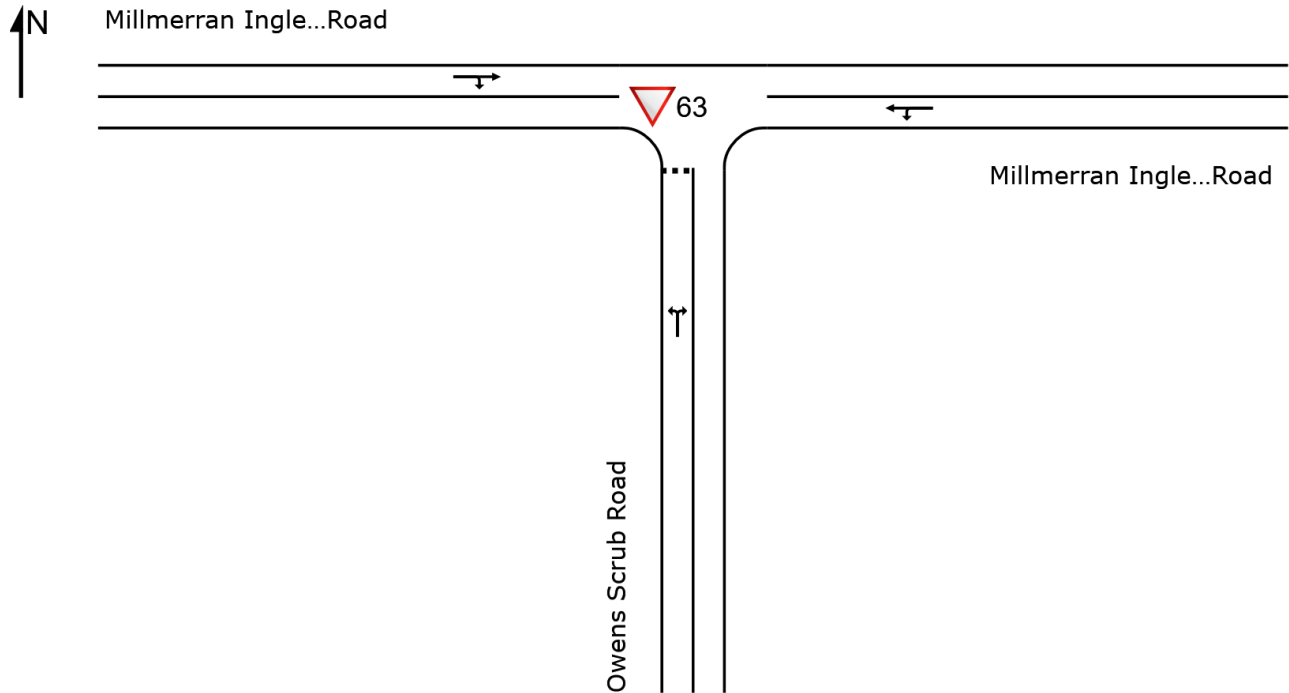
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 63 [Millmerran Inglewood Road / Owens Scrub Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 63 [Millmerran Inglewood Road / Owens Scrub Road
2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Owens Scrub Road														
1	L2	7	0	7	0.0	0.006	7.9	LOS A	0.0	0.2	0.09	0.62	0.09	69.7
3	R2	2	0	2	0.0	0.006	7.6	LOS A	0.0	0.2	0.09	0.62	0.09	74.4
Approach		9	0	9	0.0	0.006	7.8	LOS A	0.0	0.2	0.09	0.62	0.09	70.7
East: Millmerran Inglewood Road														
4	L2	7	1	7	14.3	0.020	8.2	LOS A	0.0	0.0	0.00	0.35	0.00	75.6
5	T1	25	9	25	36.0	0.020	2.1	LOS A	0.0	0.0	0.00	0.35	0.00	81.7
Approach		32	10	32	31.3	0.020	3.4	NA	0.0	0.0	0.00	0.35	0.00	80.3
West: Millmerran Inglewood Road														
11	T1	15	5	15	33.3	0.018	0.1	LOS A	0.1	0.6	0.10	0.28	0.10	74.8
12	R2	12	4	12	33.3	0.018	7.4	LOS A	0.1	0.6	0.10	0.28	0.10	62.6
Approach		27	9	27	33.3	0.018	3.3	NA	0.1	0.6	0.10	0.28	0.10	68.8
All Vehicles		68	19	68	27.9	0.020	4.0	NA	0.1	0.6	0.05	0.36	0.05	74.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:33:06 PM

Project: c:\pw_work\dms33614\63. Millmerran Inglewood Road_Owens Scrub Road.sip9

MOVEMENT SUMMARY

Site: 63 [Millmerran Inglewood Road / Owens Scrub Road
2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Owens Scrub Road														
1	L2	24	1	24	4.2	0.028	8.0	LOS A	0.1	0.7	0.07	0.63	0.07	68.3
3	R2	16	0	16	0.0	0.028	7.6	LOS A	0.1	0.7	0.07	0.63	0.07	74.0
Approach		40	1	40	2.5	0.028	7.8	LOS A	0.1	0.7	0.07	0.63	0.07	70.5
East: Millmerran Inglewood Road														
4	L2	7	0	7	0.0	0.014	7.8	LOS A	0.0	0.0	0.00	0.38	0.00	80.4
5	T1	17	6	17	35.3	0.014	2.1	LOS A	0.0	0.0	0.00	0.38	0.00	80.6
Approach		24	6	24	25.0	0.014	3.8	NA	0.0	0.0	0.00	0.38	0.00	80.5
West: Millmerran Inglewood Road														
11	T1	20	4	20	20.0	0.021	0.0	LOS A	0.1	0.6	0.08	0.29	0.08	76.7
12	R2	17	1	17	5.9	0.021	6.8	LOS A	0.1	0.6	0.08	0.29	0.08	71.3
Approach		37	5	37	13.5	0.021	3.2	NA	0.1	0.6	0.08	0.29	0.08	74.1
All Vehicles		101	12	101	11.9	0.028	5.2	NA	0.1	0.7	0.06	0.45	0.06	74.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:33:07 PM

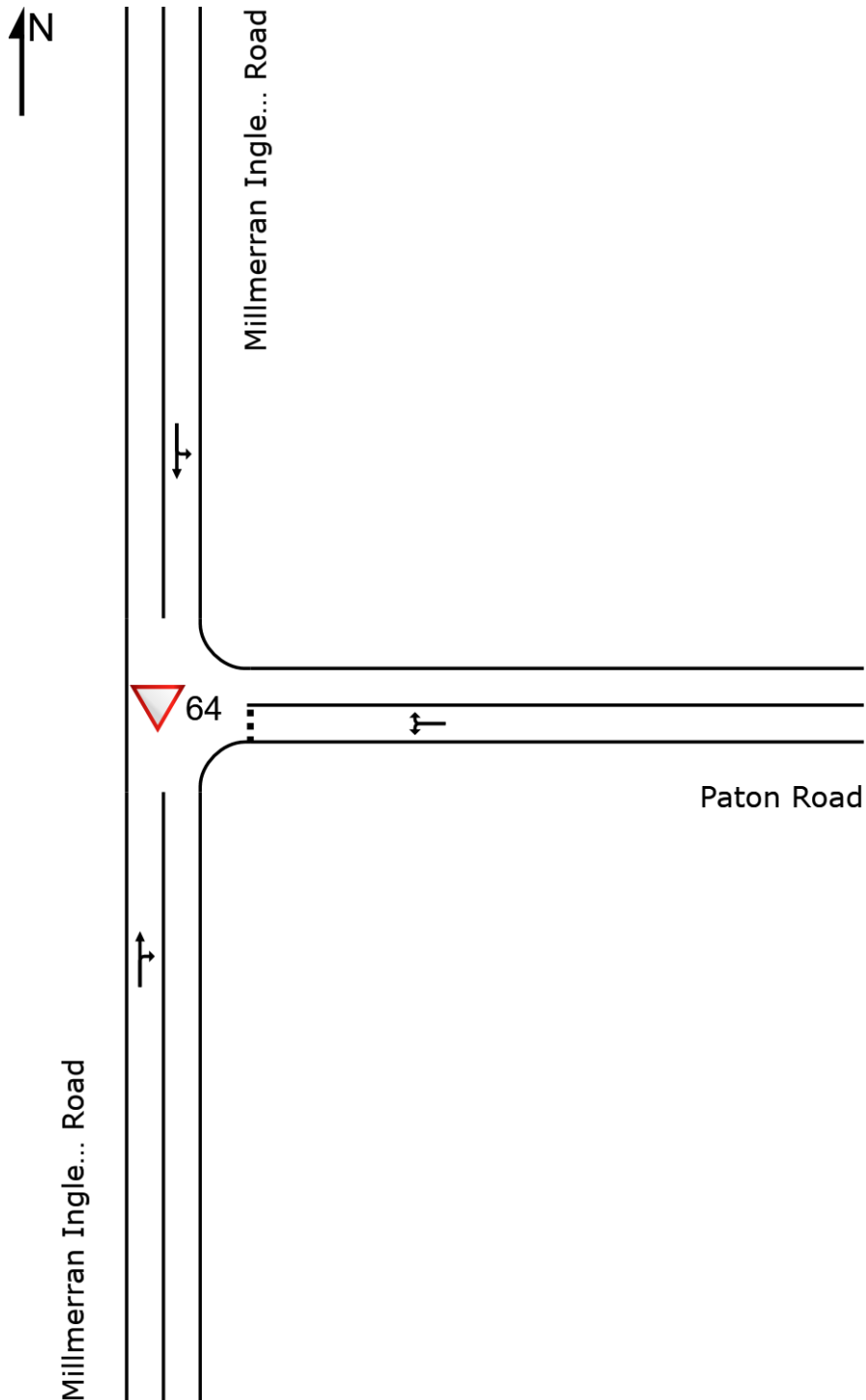
Project: c:\pw_work\dms33614\63. Millmerran Inglewood Road_Owens Scrub Road.sip9

SITE LAYOUT

▽ Site: 64 [Millmerran Inglewood Road / Paton Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
3	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
East: Paton Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.12	0.63	0.12	72.0
6	R2	1	1	1	100.0	0.002	10.7	LOS B	0.0	0.1	0.12	0.63	0.12	47.2
Approach		2	1	2	50.0	0.002	9.3	LOS A	0.0	0.1	0.12	0.63	0.12	57.0
North: Millmerran Inglewood Road														
7	L2	1	1	1	100.0	0.020	10.4	LOS B	0.0	0.0	0.00	0.02	0.00	46.8
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	98.9
Approach		33	9	33	27.3	0.020	0.3	NA	0.0	0.0	0.00	0.02	0.00	95.6
All Vehicles		74	20	74	27.0	0.023	0.5	NA	0.0	0.1	0.01	0.04	0.01	95.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 11:35:31 AM

Project: c:\pw_work\dms33910\64. Millmerran Inglewood Road_Paton Road.sip9

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
3	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
East: Paton Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.11	0.63	0.11	72.1
6	R2	1	1	1	100.0	0.002	10.7	LOS B	0.0	0.1	0.11	0.63	0.11	47.2
Approach		2	1	2	50.0	0.002	9.3	LOS A	0.0	0.1	0.11	0.63	0.11	57.0
North: Millmerran Inglewood Road														
7	L2	1	1	1	100.0	0.017	10.4	LOS B	0.0	0.0	0.00	0.02	0.00	46.8
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	98.6
Approach		28	8	28	28.6	0.017	0.4	NA	0.0	0.0	0.00	0.02	0.00	94.9
All Vehicles		69	19	69	27.5	0.023	0.5	NA	0.0	0.1	0.01	0.04	0.01	95.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 11:35:32 AM

Project: c:\pw_work\dms33910\64. Millmerran Inglewood Road_Paton Road.sip9

MOVEMENT SUMMARY

 Site: 64 [Millmerran Inglewood Road / Paton Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.024	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	98.9
3	R2	1	1	1	100.0	0.024	10.4	LOS B	0.0	0.1	0.01	0.02	0.01	59.3
Approach		39	11	39	28.2	0.024	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.3
East: Paton Road														
4	L2	1	1	1	100.0	0.002	10.6	LOS B	0.0	0.1	0.13	0.62	0.13	53.0
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.13	0.62	0.13	71.7
Approach		2	1	2	50.0	0.002	9.1	LOS A	0.0	0.1	0.13	0.62	0.13	61.0
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.020	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.9
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.1
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.8
All Vehicles		74	20	74	27.0	0.024	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 11:35:32 AM

Project: c:\pw_work\dms33910\64. Millmerran Inglewood Road_Paton Road.sip9

MOVEMENT SUMMARY

 Site: 64 [Millmerran Inglewood Road / Paton Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.024	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	98.9
3	R2	1	1	1	100.0	0.024	10.3	LOS B	0.0	0.1	0.01	0.02	0.01	59.4
Approach		39	11	39	28.2	0.024	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.3
East: Paton Road														
4	L2	1	1	1	100.0	0.002	10.6	LOS B	0.0	0.1	0.12	0.62	0.12	53.0
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.12	0.62	0.12	71.8
Approach		2	1	2	50.0	0.002	9.1	LOS A	0.0	0.1	0.12	0.62	0.12	61.0
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.017	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.8
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.0
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.5
All Vehicles		69	19	69	27.5	0.024	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 30 September 2022 11:35:33 AM

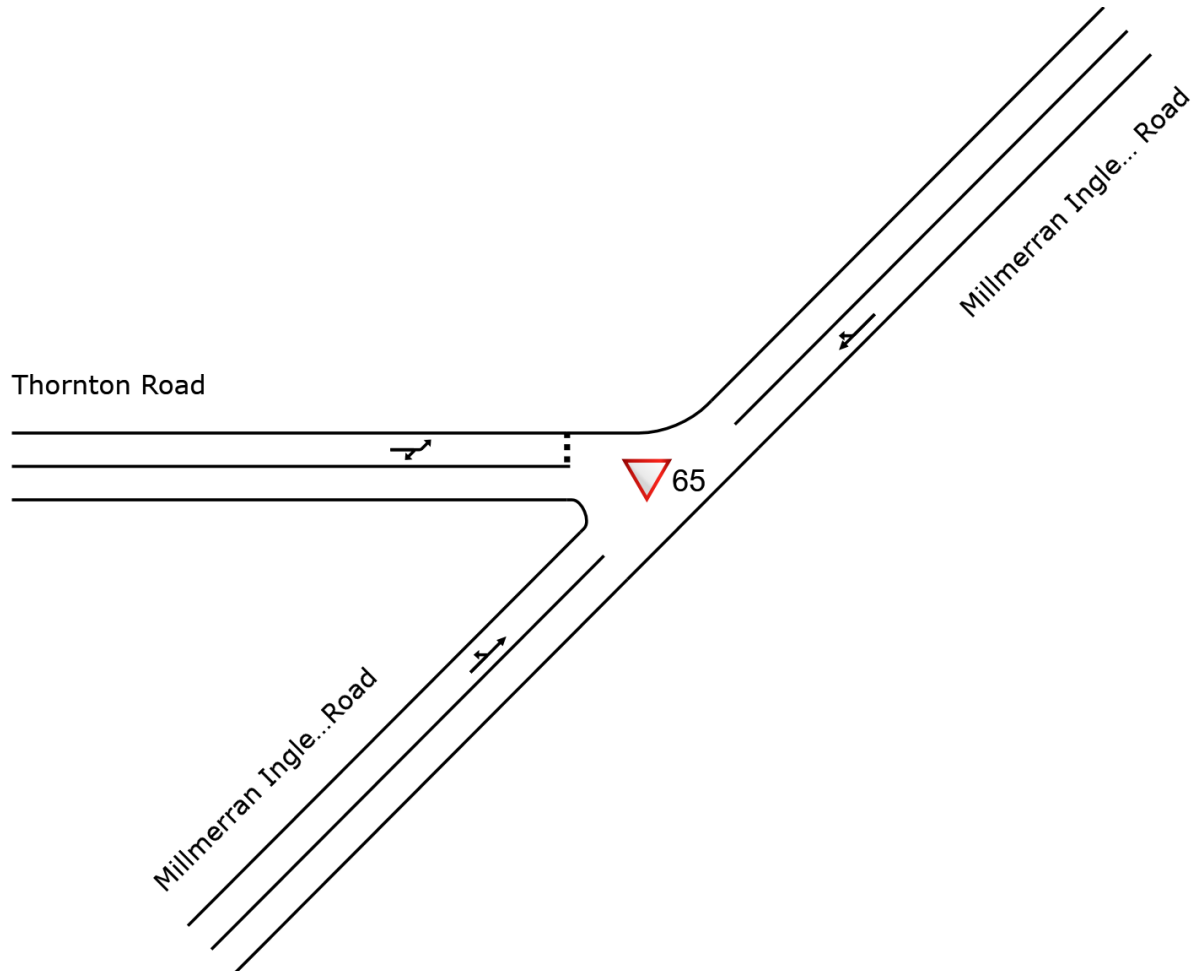
Project: c:\pw_work\dms33910\64. Millmerran Inglewood Road_Paton Road.sip9

SITE LAYOUT

▼ Site: 65 [Millmerran Inglewood Road / Thornton Road 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 24 November 2022 3:11:07 PM
Project: c:\pw_work\dms33614\65. Millmerran Inglewood Road_Thornton Road.sip9

MOVEMENT SUMMARY

 Site: 65 [Millmerran Inglewood Road / Thornton Road 2022
AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Millmerran Inglewood Road														
25	T1	8	2	8	25.0	0.005	0.0	LOS A	0.0	0.0	0.01	0.07	0.01	97.2
26a	R1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.0	0.01	0.07	0.01	86.0
Approach		9	2	9	22.2	0.005	0.8	NA	0.0	0.0	0.01	0.07	0.01	95.8
West: Thornton Road														
10a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.06	0.66	0.06	74.8
12b	R3	1	0	1	0.0	0.001	8.0	LOS A	0.0	0.0	0.06	0.66	0.06	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.06	0.66	0.06	74.7
SouthWest: Millmerran Inglewood Road														
30b	L3	1	0	1	0.0	0.008	9.0	LOS A	0.0	0.0	0.00	0.06	0.00	86.9
31	T1	11	4	11	36.4	0.008	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	97.0
Approach		12	4	12	33.3	0.008	0.7	NA	0.0	0.0	0.00	0.06	0.00	96.1
All Vehicles		23	6	23	26.1	0.008	1.4	NA	0.0	0.0	0.01	0.12	0.01	93.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:44:00 PM

Project: c:\pw_work\dms33614\65. Millmerran Inglewood Road_Thornton Road.sip9

MOVEMENT SUMMARY

▼ Site: 65 [Millmerran Inglewood Road / Thornton Road 2022
PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Millmerran Inglewood Road														
25	T1	17	5	17	29.4	0.011	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.4
26a	R1	1	0	1	0.0	0.011	7.0	LOS A	0.0	0.0	0.01	0.04	0.01	87.0
Approach		18	5	18	27.8	0.011	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.7
West: Thornton Road														
10a	L1	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.09	0.64	0.09	74.6
12b	R3	1	0	1	0.0	0.001	8.1	LOS A	0.0	0.0	0.09	0.64	0.09	74.6
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.09	0.64	0.09	74.6
SouthWest: Millmerran Inglewood Road														
30b	L3	1	0	1	0.0	0.015	9.0	LOS A	0.0	0.0	0.00	0.03	0.00	88.3
31	T1	24	5	24	20.8	0.015	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.8
Approach		25	5	25	20.0	0.015	0.4	NA	0.0	0.0	0.00	0.03	0.00	98.3
All Vehicles		45	10	45	22.2	0.015	0.7	NA	0.0	0.0	0.01	0.06	0.01	96.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 5 October 2022 3:44:01 PM

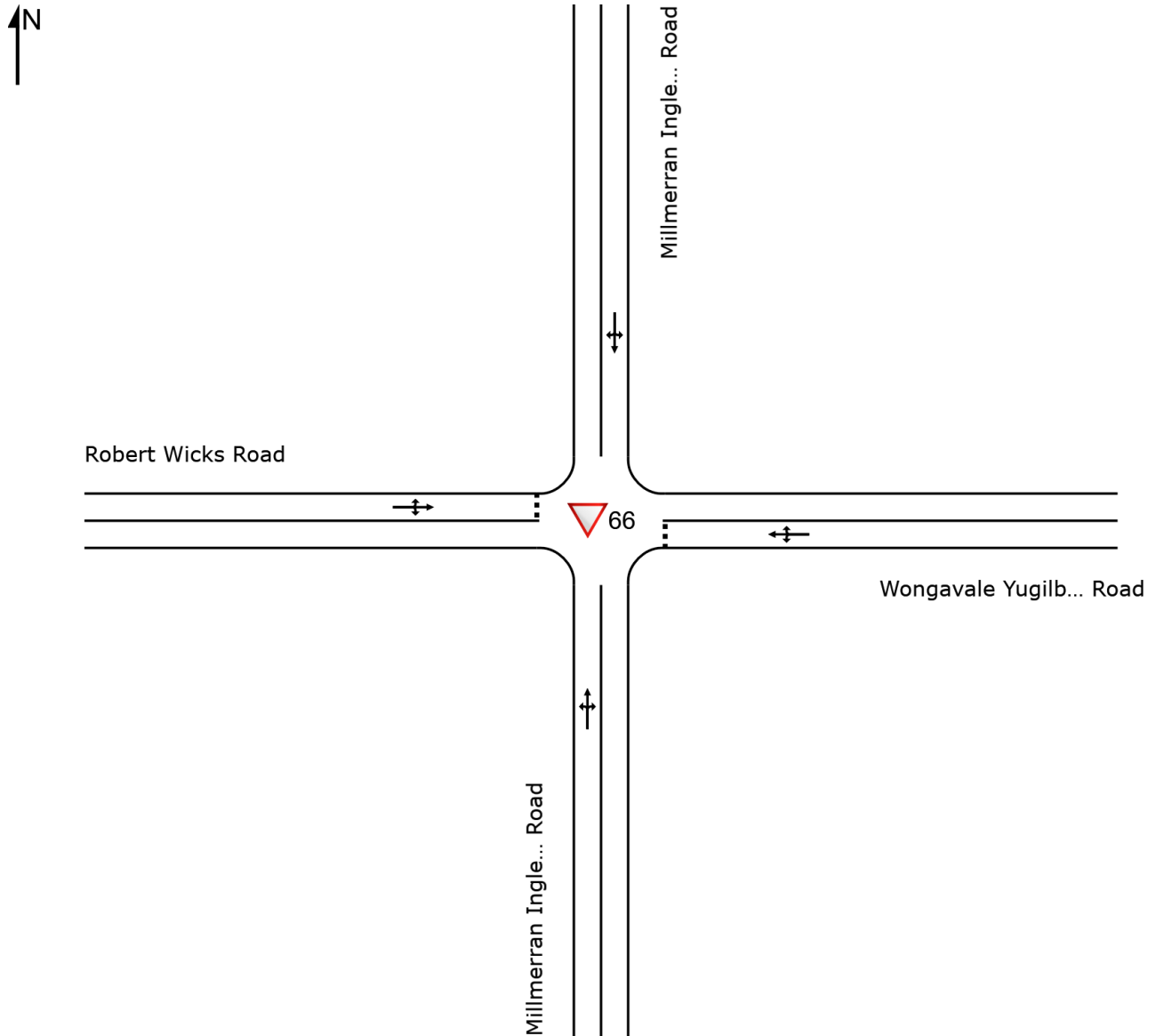
Project: c:\pw_work\dms33614\65. Millmerran Inglewood Road_Thornton Road.sip9

SITE LAYOUT

▼ Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.011	7.9	LOSA	0.0	0.1	0.01	0.08	0.01	86.0
2	T1	16	5	16	31.3	0.011	0.0	LOSA	0.0	0.1	0.01	0.08	0.01	96.7
3	R2	1	0	1	0.0	0.011	7.4	LOSA	0.0	0.1	0.01	0.08	0.01	85.6
Approach		18	5	18	27.8	0.011	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.4
East: Wongavale Yugilbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOSA	0.0	0.1	0.08	0.62	0.08	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOSA	0.0	0.1	0.08	0.62	0.08	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOSA	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOSA	0.0	0.1	0.08	0.62	0.08	75.5
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.9	LOSA	0.0	0.1	0.01	0.08	0.01	85.8
8	T1	15	5	15	33.3	0.010	0.0	LOSA	0.0	0.1	0.01	0.08	0.01	96.5
9	R2	1	0	1	0.0	0.010	7.4	LOSA	0.0	0.1	0.01	0.08	0.01	85.4
Approach		17	5	17	29.4	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.1
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOSA	0.0	0.1	0.08	0.62	0.08	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOSA	0.0	0.1	0.08	0.62	0.08	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOSA	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOSA	0.0	0.1	0.08	0.62	0.08	75.4
All Vehicles		41	10	41	24.4	0.011	1.8	NA	0.0	0.1	0.02	0.16	0.02	91.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:53:53 PM

Project: c:\pw_work\dms33911\66. Millmerran Inglewood Road_Wongavale Yugilbar Road.sip9

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugalbar Road 2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	85.8
2	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	96.5
3	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	85.4
Approach		17	5	17	29.4	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.1
East: Wongavale Yugalbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	85.8
8	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	96.5
9	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	85.4
Approach		17	5	17	29.4	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.1
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
All Vehicles		40	10	40	25.0	0.010	1.9	NA	0.0	0.1	0.02	0.16	0.02	91.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:53:54 PM

Project: c:\pw_work\dms33911\66. Millmerran Inglewood Road_Wongavale Yugalbar Road.sip9

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	86.0
2	T1	16	5	16	31.3	0.011	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	96.7
3	R2	1	0	1	0.0	0.011	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	85.6
Approach		18	5	18	27.8	0.011	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.4
East: Wongavale Yugilbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	85.8
8	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	96.5
9	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	85.4
Approach		17	5	17	29.4	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.1
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.08	0.62	0.08	75.4
All Vehicles		41	10	41	24.4	0.011	1.8	NA	0.0	0.1	0.02	0.16	0.02	91.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:53:55 PM

Project: c:\pw_work\dms33911\66. Millmerran Inglewood Road_Wongavale Yugilbar Road.sip9

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugalbar Road 2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	85.8
2	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	96.5
3	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	85.4
Approach		17	5	17	29.4	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.1
East: Wongavale Yugalbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	85.8
8	T1	15	5	15	33.3	0.010	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	96.5
9	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	85.4
Approach		17	5	17	29.4	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.1
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
All Vehicles		40	10	40	25.0	0.010	1.9	NA	0.0	0.1	0.02	0.16	0.02	91.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 11 October 2022 2:53:55 PM

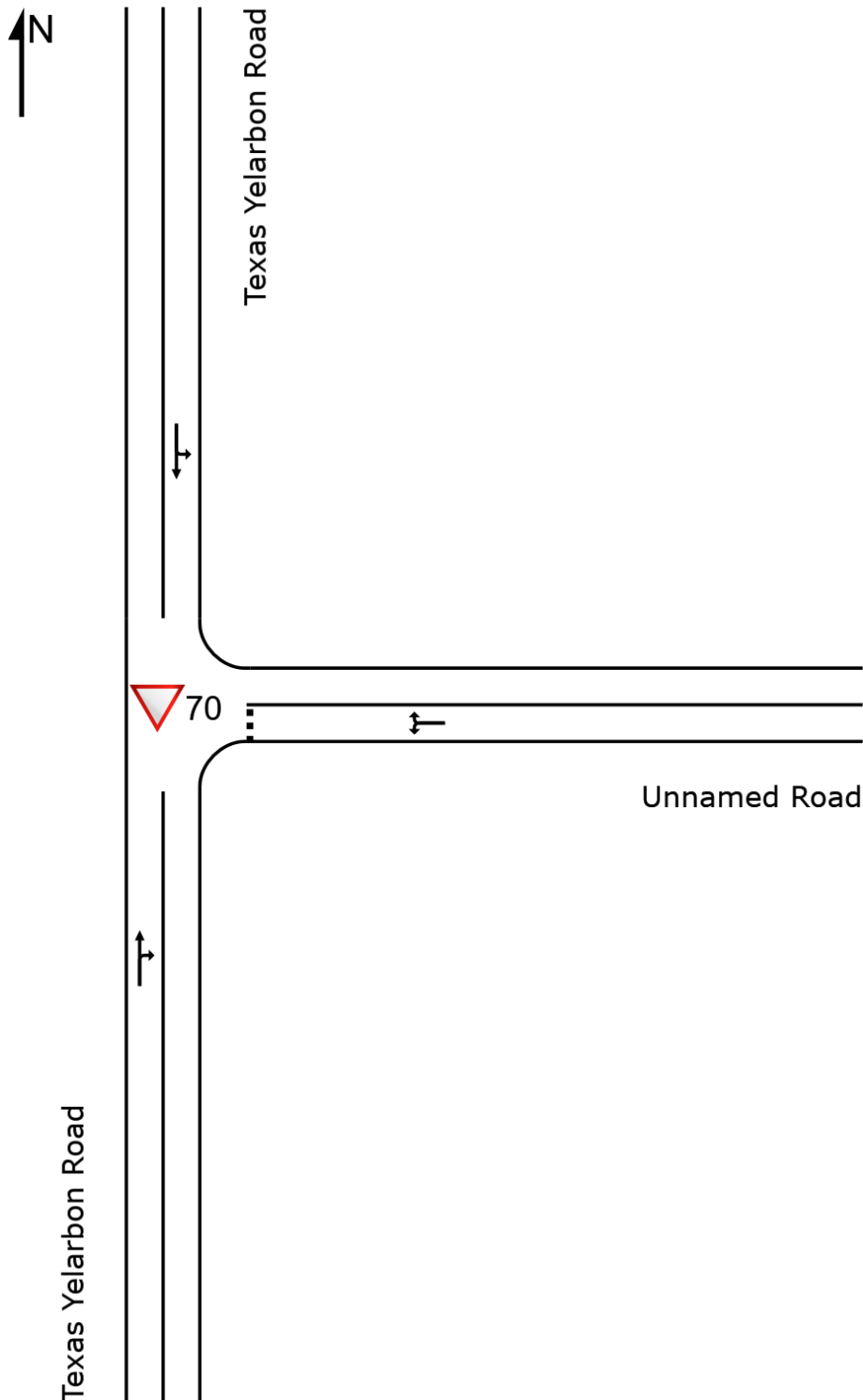
Project: c:\pw_work\dms33911\66. Millmerran Inglewood Road_Wongavale Yugalbar Road.sip9

SITE LAYOUT

▼ Site: 70 [Texas Yelarbon Road / Unnamed Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 70 [Texas Yelarbon Road / Unnamed Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.06	0.56	0.06	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
8	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		12	3	12	25.0	0.007	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
All Vehicles		24	5	24	20.8	0.007	0.9	NA	0.0	0.0	0.01	0.10	0.01	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 70 [Texas Yelarbon Road / Unnamed Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.05	0.57	0.05	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.7
8	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.00	0.06	0.00	59.2
All Vehicles		22	4	22	18.2	0.006	1.0	NA	0.0	0.0	0.01	0.11	0.01	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.06	0.56	0.06	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
8	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		12	3	12	25.0	0.007	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
All Vehicles		24	5	24	20.8	0.007	0.9	NA	0.0	0.0	0.01	0.10	0.01	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 2:52:59 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33912\70. Texas Yelarbon Road_Unnamed Road.sip9

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.05	0.57	0.05	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.7
8	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.00	0.06	0.00	59.2
All Vehicles		22	4	22	18.2	0.006	1.0	NA	0.0	0.0	0.01	0.11	0.01	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

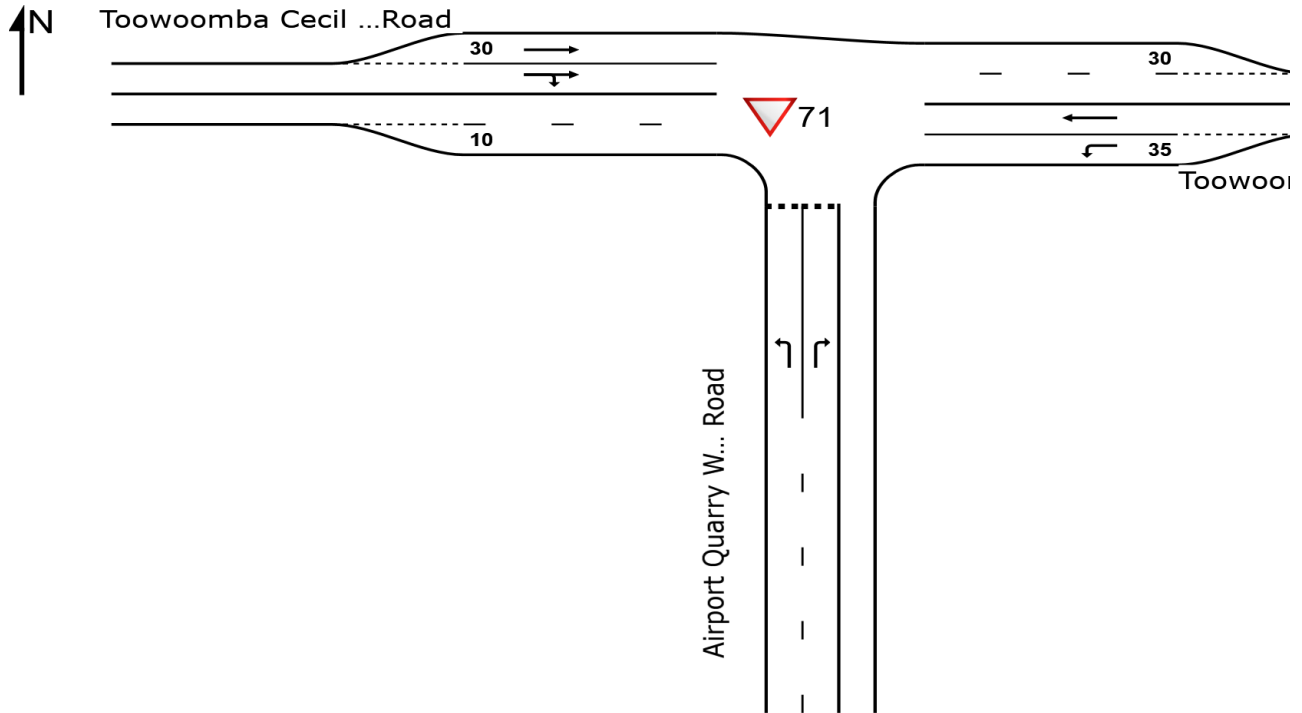
Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 2:53:00 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33912\70. Texas Yelarbon Road_Unnamed Road.sip9

SITE LAYOUT

▽ Site: 71 [Toowoomba Cecil Plains Road / Airport Quarry Wellcamp Access Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 3 November 2022 4:44:34 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\71. Toowoomba Cecil Plains Road_Airport Quarry Wellcamp Access Road.sip9

MOVEMENT SUMMARY

▼ Site: 71 [Toowoomba Cecil Plains Road / Airport Quarry Wellcamp Access Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Airport Quarry Wellcamp Access Road														
1	L2	1	0	1	0.0	0.001	6.3	LOS A	0.0	0.0	0.28	0.52	0.28	61.1
3	R2	11	9	11	81.8	0.028	12.3	LOS B	0.1	1.2	0.53	0.70	0.53	42.4
Approach		12	9	12	75.0	0.028	11.8	LOS B	0.1	1.2	0.51	0.69	0.51	43.5
East: Toowoomba Cecil Plains Road														
4	L2	13	11	13	84.6	0.011	10.0	LOS B	0.0	0.0	0.00	0.67	0.00	52.0
5	T1	201	17	201	8.5	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		214	28	214	13.1	0.109	0.6	NA	0.0	0.0	0.00	0.04	0.00	94.6
West: Toowoomba Cecil Plains Road														
11	T1	147	13	147	8.8	0.065	0.1	LOS A	0.0	0.1	0.01	0.00	0.01	99.8
12	R2	1	0	1	0.0	0.065	8.8	LOS A	0.0	0.1	0.01	0.01	0.01	72.5
Approach		148	13	148	8.8	0.065	0.1	NA	0.0	0.1	0.01	0.00	0.01	99.5
All Vehicles		374	50	374	13.4	0.109	0.8	NA	0.1	1.2	0.02	0.05	0.02	92.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 3:57:07 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\71. Toowoomba Cecil Plains Road_Airport Quarry Wellcamp Access Road.sip9

MOVEMENT SUMMARY

▼ Site: 71 [Toowoomba Cecil Plains Road / Airport Quarry Wellcamp Access Road 2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Airport Quarry Wellcamp Access Road														
1	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.18	0.52	0.18	61.6
3	R2	4	3	4	75.0	0.007	9.2	LOS A	0.0	0.3	0.42	0.59	0.42	44.9
Approach		5	3	5	60.0	0.007	8.6	LOS A	0.0	0.3	0.37	0.57	0.37	47.5
East: Toowoomba Cecil Plains Road														
4	L2	3	3	3	100.0	0.003	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	52.3
5	T1	94	6	94	6.4	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		97	9	97	9.3	0.050	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.2
West: Toowoomba Cecil Plains Road														
11	T1	126	12	126	9.5	0.056	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.8
12	R2	1	0	1	0.0	0.056	8.2	LOS A	0.0	0.1	0.00	0.01	0.00	72.5
Approach		127	12	127	9.4	0.056	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.5
All Vehicles		229	24	229	10.5	0.056	0.4	NA	0.0	0.3	0.01	0.02	0.01	96.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 3:57:08 PM

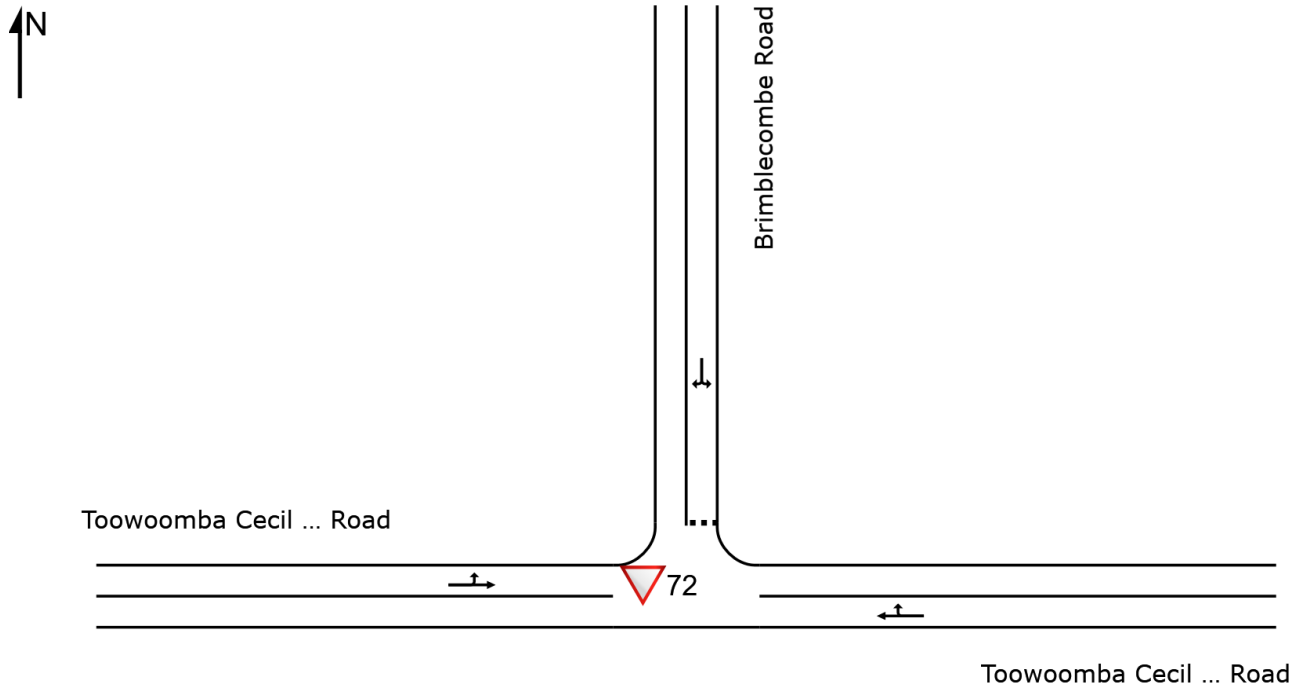
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\71. Toowoomba Cecil Plains Road_Airport Quarry Wellcamp Access Road.sip9

SITE LAYOUT

▼ Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 2 November 2022 5:22:14 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33913\72. Toowoomba Cecil Plains Road_Brimblecombe Road.sip9

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
East: Toowoomba Cecil Plains Road														
5	T1	147	22	147	15.0	0.083	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
6	R2	1	0	1	0.0	0.083	7.9	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		148	22	148	14.9	0.083	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
North: Brimblecombe Road														
7	L2	1	0	1	0.0	0.005	8.2	LOS A	0.0	0.1	0.31	0.63	0.31	73.1
9	R2	4	1	4	25.0	0.005	9.5	LOS A	0.0	0.1	0.31	0.63	0.31	64.2
Approach		5	1	5	20.0	0.005	9.2	LOS A	0.0	0.1	0.31	0.63	0.31	65.8
West: Toowoomba Cecil Plains Road														
10	L2	4	1	4	25.0	0.082	8.5	LOS A	0.0	0.0	0.00	0.02	0.00	76.5
11	T1	139	26	139	18.7	0.082	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.4
Approach		143	27	143	18.9	0.082	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.6
All Vehicles		296	50	296	16.9	0.083	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba Cecil Plains Road														
5	T1	158	24	158	15.2	0.090	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	99.8
6	R2	1	0	1	0.0	0.090	8.2	LOS A	0.0	0.1	0.01	0.00	0.01	88.0
Approach		159	24	159	15.1	0.090	0.1	NA	0.0	0.1	0.01	0.00	0.01	99.7
North: Brimblecombe Road														
7	L2	1	0	1	0.0	0.008	8.5	LOS A	0.0	0.2	0.38	0.65	0.38	72.5
9	R2	6	1	6	16.7	0.008	9.7	LOS A	0.0	0.2	0.38	0.65	0.38	66.4
Approach		7	1	7	14.3	0.008	9.5	LOS A	0.0	0.2	0.38	0.65	0.38	67.2
West: Toowoomba Cecil Plains Road														
10	L2	6	2	6	33.3	0.126	8.7	LOS A	0.0	0.0	0.00	0.02	0.00	73.3
11	T1	212	40	212	18.9	0.126	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.5
Approach		218	42	218	19.3	0.126	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.5
All Vehicles		384	67	384	17.4	0.126	0.3	NA	0.0	0.2	0.01	0.02	0.01	98.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 4:25:17 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33913\72. Toowoomba Cecil Plains Road_Brimblecombe Road.sip9

MOVEMENT SUMMARY

 Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba Cecil Plains Road														
5	T1	147	22	147	15.0	0.086	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	99.3
6	R2	4	1	4	25.0	0.086	8.7	LOS A	0.0	0.3	0.02	0.02	0.02	75.5
Approach		151	23	151	15.2	0.086	0.3	NA	0.0	0.3	0.02	0.02	0.02	98.4
North: Brimblecombe Road														
7	L2	4	1	4	25.0	0.004	9.0	LOS A	0.0	0.1	0.25	0.60	0.25	65.0
9	R2	1	0	1	0.0	0.004	8.5	LOS A	0.0	0.1	0.25	0.60	0.25	72.8
Approach		5	1	5	20.0	0.004	8.9	LOS A	0.0	0.1	0.25	0.60	0.25	66.4
West: Toowoomba Cecil Plains Road														
10	L2	1	0	1	0.0	0.080	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	139	26	139	18.7	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		140	26	140	18.6	0.080	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		296	50	296	16.9	0.086	0.3	NA	0.0	0.3	0.01	0.02	0.01	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 4:25:18 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33913\72. Toowoomba Cecil Plains Road_Brimblecombe Road.sip9

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba Cecil Plains Road														
5	T1	158	24	158	15.2	0.095	0.1	LOS A	0.1	0.5	0.03	0.03	0.03	98.9
6	R2	6	2	6	33.3	0.095	9.4	LOS A	0.1	0.5	0.03	0.03	0.03	71.9
Approach		164	26	164	15.9	0.095	0.4	NA	0.1	0.5	0.03	0.03	0.03	97.6
North: Brimblecombe Road														
7	L2	6	1	6	16.7	0.006	9.1	LOS A	0.0	0.2	0.32	0.61	0.32	67.1
9	R2	1	0	1	0.0	0.006	8.9	LOS A	0.0	0.2	0.32	0.61	0.32	72.4
Approach		7	1	7	14.3	0.006	9.0	LOS A	0.0	0.2	0.32	0.61	0.32	67.8
West: Toowoomba Cecil Plains Road														
10	L2	1	0	1	0.0	0.123	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	212	40	212	18.9	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		213	40	213	18.8	0.123	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		384	67	384	17.4	0.123	0.4	NA	0.1	0.5	0.02	0.02	0.02	98.0

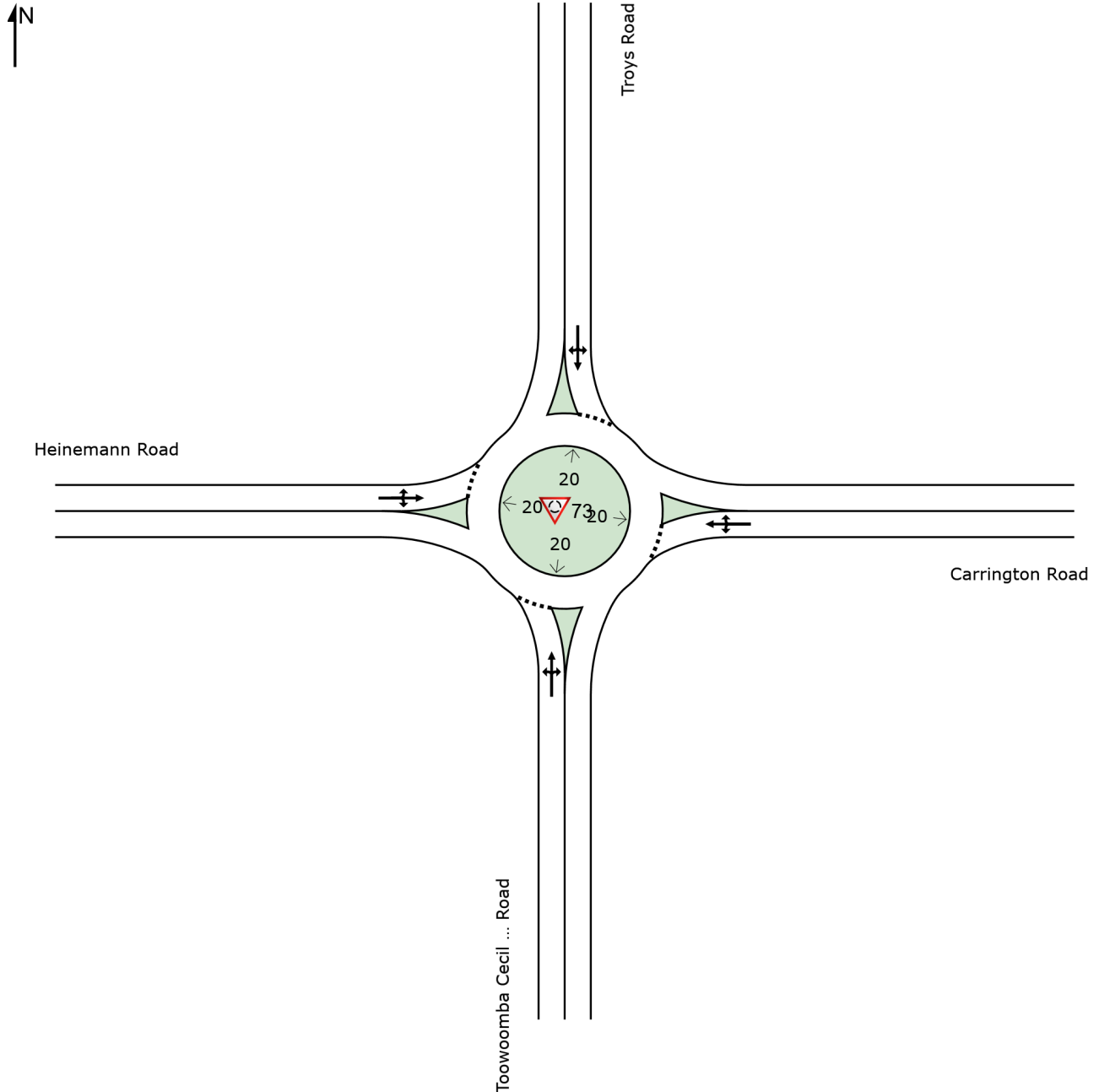
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]**

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Cecil Plains Road														
1	L2	208	68	208	32.7	0.401	6.2	LOS A	2.8	24.9	0.58	0.62	0.58	52.3
2	T1	176	48	176	27.3	0.401	6.2	LOS A	2.8	24.9	0.58	0.62	0.58	53.6
3	R2	1	0	1	0.0	0.401	10.2	LOS B	2.8	24.9	0.58	0.62	0.58	57.1
Approach		385	116	385	30.1	0.401	6.2	LOS A	2.8	24.9	0.58	0.62	0.58	52.9
East: Carrington Road														
4	L2	1	0	1	0.0	0.279	6.9	LOS A	1.6	14.6	0.67	0.80	0.67	53.6
5	T1	1	0	1	0.0	0.279	7.1	LOS A	1.6	14.6	0.67	0.80	0.67	50.6
6	R2	208	68	208	32.7	0.279	12.9	LOS B	1.6	14.6	0.67	0.80	0.67	48.0
Approach		210	68	210	32.4	0.279	12.8	LOS B	1.6	14.6	0.67	0.80	0.67	48.0
North: Troys Road														
7	L2	222	68	222	30.6	0.462	6.4	LOS A	3.4	30.2	0.63	0.64	0.63	49.4
8	T1	219	64	219	29.2	0.462	6.5	LOS A	3.4	30.2	0.63	0.64	0.63	53.0
9	R2	1	0	1	0.0	0.462	10.4	LOS B	3.4	30.2	0.63	0.64	0.63	54.3
Approach		442	132	442	29.9	0.462	6.5	LOS A	3.4	30.2	0.63	0.64	0.63	51.1
West: Heinemann Road														
10	L2	1	0	1	0.0	0.279	6.4	LOS A	1.6	14.5	0.64	0.77	0.64	54.0
11	T1	1	0	1	0.0	0.279	6.7	LOS A	1.6	14.5	0.64	0.77	0.64	53.4
12	R2	222	68	222	30.6	0.279	12.3	LOS B	1.6	14.5	0.64	0.77	0.64	48.7
Approach		224	68	224	30.4	0.279	12.3	LOS B	1.6	14.5	0.64	0.77	0.64	48.7
All Vehicles		1261	384	1261	30.5	0.462	8.5	LOS A	3.4	30.2	0.62	0.68	0.62	50.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:13:12 PM

Project: c:\pw_work\lurecon_emogen.collins\lurecon-au-pw-34\dms33914\73. Toowoomba Cecil Plains Road_Charlton Connection Road.sip9

MOVEMENT SUMMARY

 **Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2022 PM Scenario 1 (Site Folder: Existing Conditions)]**

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Cecil Plains Road														
1	L2	223	72	223	32.3	0.488	6.5	LOS A	3.7	32.6	0.65	0.65	0.65	52.0
2	T1	242	67	242	27.7	0.488	6.6	LOS A	3.7	32.6	0.65	0.65	0.65	53.2
3	R2	1	0	1	0.0	0.488	10.5	LOS B	3.7	32.6	0.65	0.65	0.65	56.7
Approach		466	139	466	29.8	0.488	6.6	LOS A	3.7	32.6	0.65	0.65	0.65	52.6
East: Carrington Road														
4	L2	1	0	1	0.0	0.280	6.4	LOS A	1.6	14.7	0.63	0.77	0.63	54.0
5	T1	1	0	1	0.0	0.280	6.6	LOS A	1.6	14.7	0.63	0.77	0.63	51.0
6	R2	223	72	223	32.3	0.280	12.3	LOS B	1.6	14.7	0.63	0.77	0.63	48.4
Approach		225	72	225	32.0	0.280	12.2	LOS B	1.6	14.7	0.63	0.77	0.63	48.4
North: Troys Road														
7	L2	192	59	192	30.7	0.384	5.9	LOS A	2.7	23.7	0.56	0.59	0.56	49.6
8	T1	185	54	185	29.2	0.384	6.1	LOS A	2.7	23.7	0.56	0.59	0.56	53.3
9	R2	1	0	1	0.0	0.384	10.1	LOS B	2.7	23.7	0.56	0.59	0.56	54.6
Approach		378	113	378	29.9	0.384	6.0	LOS A	2.7	23.7	0.56	0.59	0.56	51.4
West: Heinemann Road														
10	L2	1	0	1	0.0	0.261	7.0	LOS A	1.5	13.5	0.67	0.80	0.67	53.5
11	T1	1	0	1	0.0	0.261	7.2	LOS A	1.5	13.5	0.67	0.80	0.67	52.9
12	R2	192	59	192	30.7	0.261	13.0	LOS B	1.5	13.5	0.67	0.80	0.67	48.2
Approach		194	59	194	30.4	0.261	12.9	LOS B	1.5	13.5	0.67	0.80	0.67	48.3
All Vehicles		1263	383	1263	30.3	0.488	8.4	LOS A	3.7	32.6	0.62	0.68	0.62	50.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:13:13 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33914\73. Toowoomba Cecil Plains Road_Charlton Connection Road.sip9

MOVEMENT SUMMARY

 **Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2022 AM Scenario 2 (Site Folder: Existing Conditions)]**

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Cecil Plains Road														
1	L2	1	0	1	0.0	0.407	5.5	LOS A	2.8	24.9	0.59	0.67	0.59	51.6
2	T1	176	48	176	27.3	0.407	6.4	LOS A	2.8	24.9	0.59	0.67	0.59	51.9
3	R2	208	68	208	32.7	0.407	11.2	LOS B	2.8	24.9	0.59	0.67	0.59	48.2
Approach		385	116	385	30.1	0.407	9.0	LOS A	2.8	24.9	0.59	0.67	0.59	49.8
East: Carrington Road														
4	L2	208	68	208	32.7	0.290	8.0	LOS A	1.8	16.1	0.70	0.76	0.70	50.5
5	T1	1	0	1	0.0	0.290	7.1	LOS A	1.8	16.1	0.70	0.76	0.70	53.9
6	R2	1	0	1	0.0	0.290	11.7	LOS B	1.8	16.1	0.70	0.76	0.70	58.3
Approach		210	68	210	32.4	0.290	8.0	LOS A	1.8	16.1	0.70	0.76	0.70	50.6
North: Troys Road														
7	L2	1	0	1	0.0	0.455	5.5	LOS A	3.3	29.3	0.61	0.67	0.61	54.2
8	T1	219	64	219	29.2	0.455	6.4	LOS A	3.3	29.3	0.61	0.67	0.61	51.6
9	R2	222	68	222	30.6	0.455	11.1	LOS B	3.3	29.3	0.61	0.67	0.61	51.7
Approach		442	132	442	29.9	0.455	8.8	LOS A	3.3	29.3	0.61	0.67	0.61	51.6
West: Heinemann Road														
10	L2	222	68	222	30.6	0.287	7.4	LOS A	1.8	15.6	0.66	0.73	0.66	51.3
11	T1	1	0	1	0.0	0.287	6.7	LOS A	1.8	15.6	0.66	0.73	0.66	57.1
12	R2	1	0	1	0.0	0.287	11.3	LOS B	1.8	15.6	0.66	0.73	0.66	58.9
Approach		224	68	224	30.4	0.287	7.4	LOS A	1.8	15.6	0.66	0.73	0.66	51.4
All Vehicles		1261	384	1261	30.5	0.455	8.5	LOS A	3.3	29.3	0.63	0.70	0.63	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:13:13 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33914\73. Toowoomba Cecil Plains Road_Charlton Connection Road.sip9

MOVEMENT SUMMARY

 **Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2022 PM Scenario 2 (Site Folder: Existing Conditions)]**

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Cecil Plains Road														
1	L2	1	0	1	0.0	0.467	5.4	LOS A	3.5	30.8	0.59	0.65	0.59	51.8
2	T1	242	67	242	27.7	0.467	6.2	LOS A	3.5	30.8	0.59	0.65	0.59	52.0
3	R2	223	72	223	32.3	0.467	11.0	LOS B	3.5	30.8	0.59	0.65	0.59	48.4
Approach		466	139	466	29.8	0.467	8.5	LOS A	3.5	30.8	0.59	0.65	0.59	50.2
East: Carrington Road														
4	L2	223	72	223	32.3	0.289	7.4	LOS A	1.8	15.8	0.66	0.72	0.66	51.0
5	T1	1	0	1	0.0	0.289	6.6	LOS A	1.8	15.8	0.66	0.72	0.66	54.3
6	R2	1	0	1	0.0	0.289	11.2	LOS B	1.8	15.8	0.66	0.72	0.66	58.9
Approach		225	72	225	32.0	0.289	7.4	LOS A	1.8	15.8	0.66	0.72	0.66	51.1
North: Troys Road														
7	L2	1	0	1	0.0	0.400	5.5	LOS A	2.8	24.3	0.59	0.67	0.59	54.2
8	T1	185	54	185	29.2	0.400	6.4	LOS A	2.8	24.3	0.59	0.67	0.59	51.6
9	R2	192	59	192	30.7	0.400	11.2	LOS B	2.8	24.3	0.59	0.67	0.59	51.7
Approach		378	113	378	29.9	0.400	8.8	LOS A	2.8	24.3	0.59	0.67	0.59	51.7
West: Heinemann Road														
10	L2	192	59	192	30.7	0.272	8.1	LOS A	1.7	14.8	0.71	0.77	0.71	50.8
11	T1	1	0	1	0.0	0.272	7.2	LOS A	1.7	14.8	0.71	0.77	0.71	56.5
12	R2	1	0	1	0.0	0.272	11.9	LOS B	1.7	14.8	0.71	0.77	0.71	58.2
Approach		194	59	194	30.4	0.272	8.1	LOS A	1.7	14.8	0.71	0.77	0.71	50.9
All Vehicles		1263	383	1263	30.3	0.467	8.4	LOS A	3.5	30.8	0.62	0.69	0.62	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:13:14 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33914\73. Toowoomba Cecil Plains Road_Charlton Connection Road.sip9

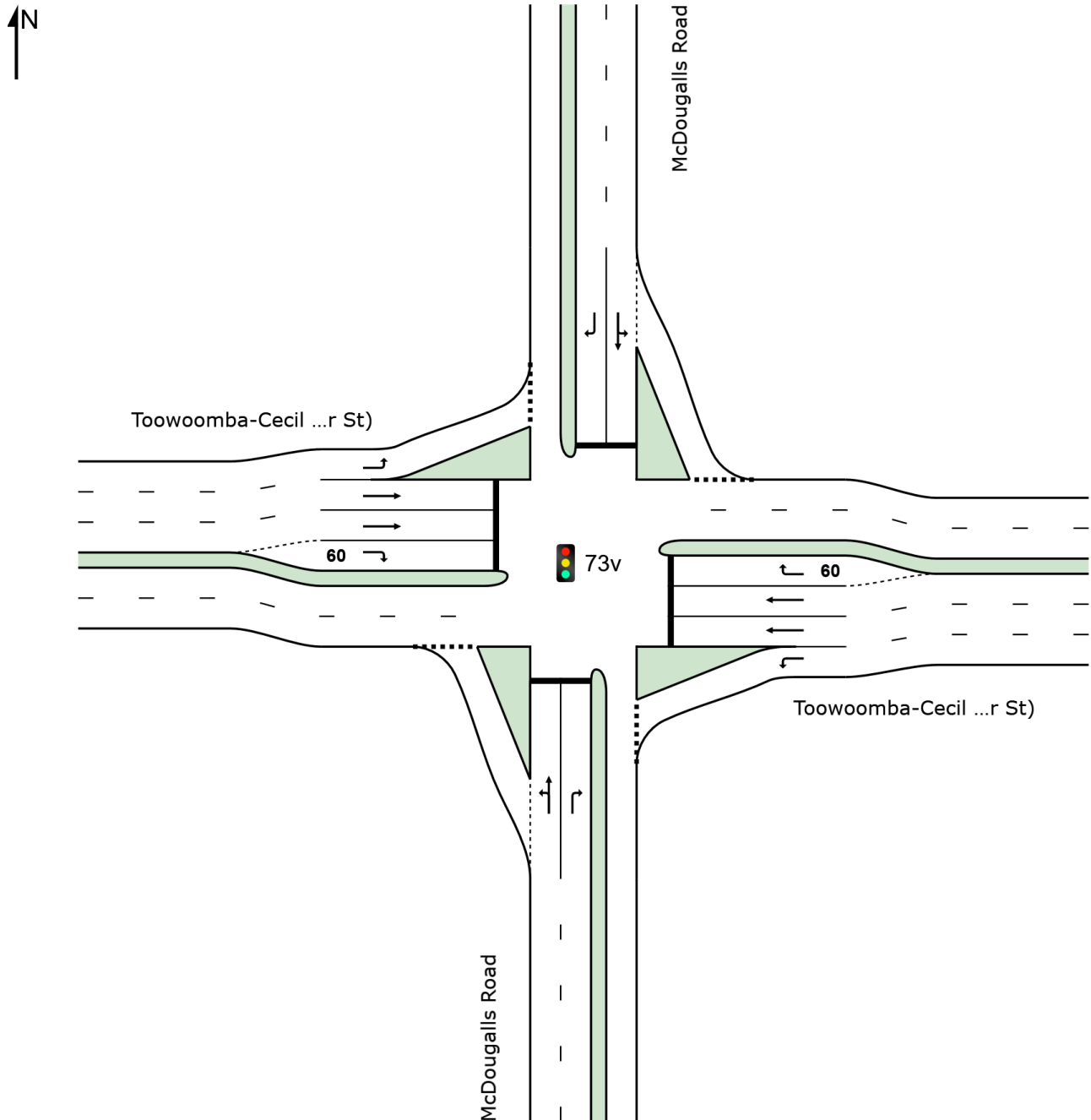
SITE LAYOUT

 Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road
2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road
2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: McDougalls Road														
1	L2	119	24	119	20.2	0.591	36.0	LOS D	10.8	88.3	0.89	0.84	0.89	38.5
2	T1	169	34	169	20.1	0.591	30.2	LOS C	10.8	88.3	0.89	0.84	0.89	39.3
3	R2	119	24	119	20.2	0.401	42.1	LOS D	5.1	41.7	0.89	0.78	0.89	35.1
Approach		407	82	407	20.1	0.591	35.4	LOS D	10.8	88.3	0.89	0.83	0.89	37.7
East: Toowoomba-Cecil Plains Road (Taylor St)														
4	L2	104	34	104	32.7	0.096	8.9	LOS A	1.2	10.7	0.32	0.62	0.32	50.8
5	T1	658	213	658	32.4	* 0.730	24.8	LOS C	11.8	105.3	0.97	0.85	1.02	42.7
6	R2	86	28	86	32.6	0.393	28.9	LOS C	2.1	19.0	0.95	0.76	0.95	39.6
Approach		848	275	848	32.4	0.730	23.2	LOS C	11.8	105.3	0.88	0.81	0.93	43.2
North: McDougalls Road														
7	L2	144	29	144	20.1	0.683	36.0	LOS D	12.3	101.1	0.93	0.87	0.94	38.4
8	T1	171	34	171	19.9	* 0.683	30.2	LOS C	12.3	101.1	0.93	0.87	0.94	39.2
9	R2	90	18	90	20.0	0.310	41.2	LOS D	3.7	30.7	0.87	0.77	0.87	35.4
Approach		405	81	405	20.0	0.683	34.7	LOS C	12.3	101.1	0.92	0.85	0.93	38.0
West: Toowoomba-Cecil Plains Road (Taylor St)														
10	L2	58	18	58	31.0	0.051	7.9	LOS A	0.5	4.7	0.26	0.60	0.26	51.5
11	T1	461	141	461	30.6	0.427	29.0	LOS C	8.9	78.9	0.84	0.71	0.84	40.6
12	R2	151	46	151	30.5	* 0.735	34.6	LOS C	5.2	45.7	1.00	0.86	1.16	37.3
Approach		670	205	670	30.6	0.735	28.5	LOS C	8.9	78.9	0.82	0.73	0.86	40.6
All Vehicles		2330	643	2330	27.6	0.735	28.8	LOS C	12.3	105.3	0.87	0.80	0.90	40.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:40:20 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33915\74. Toowoomba Cecil Plains Road_McDougalls Road.sip9

PHASING SUMMARY

 **Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2022 AM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: 1

Reference Phase: Phase B

Input Phase Sequence: A, B, C, D, E

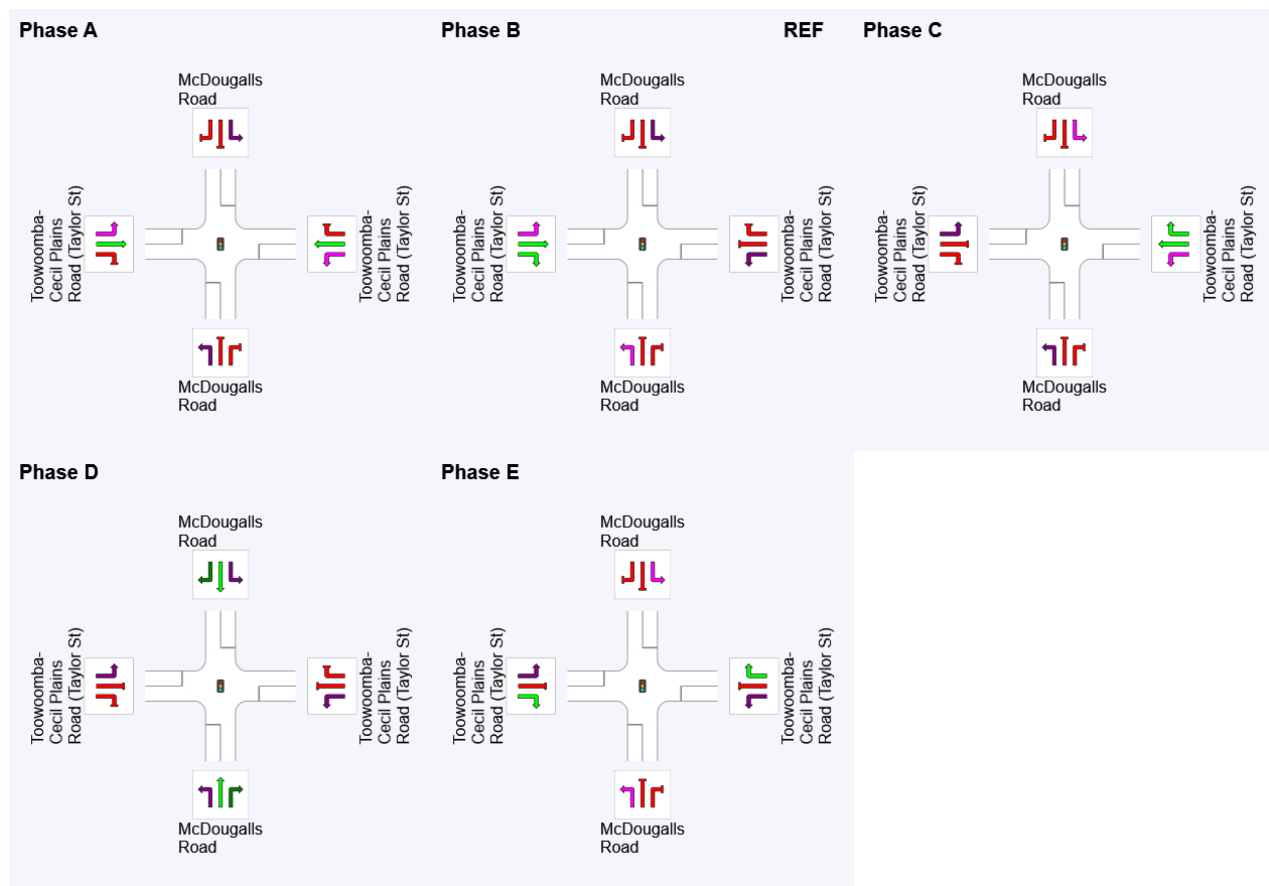
Output Phase Sequence: A, B, C, D, E

Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	74	0	12	25	61
Green Time (sec)	20	6	7	30	7
Phase Time (sec)	26	12	13	36	13
Phase Split	26%	12%	13%	36%	13%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:40:20 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33915\74. Toowoomba Cecil Plains Road_McDougalls Road.sip9

MOVEMENT SUMMARY

 Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road
2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: McDougalls Road														
1	L2	134	27	134	20.1	0.641	37.3	LOS D	9.6	78.4	0.94	0.87	0.94	37.8
2	T1	125	25	125	20.0	* 0.641	31.5	LOS C	9.6	78.4	0.94	0.87	0.94	38.5
3	R2	95	19	95	20.0	0.356	44.2	LOS D	4.1	33.8	0.90	0.77	0.90	34.4
Approach		354	71	354	20.1	0.641	37.1	LOS D	9.6	78.4	0.93	0.84	0.93	37.0
East: Toowoomba-Cecil Plains Road (Taylor St)														
4	L2	75	24	75	32.0	0.068	8.6	LOS A	0.8	7.1	0.30	0.61	0.30	51.0
5	T1	699	226	699	32.3	* 0.698	21.7	LOS C	11.7	104.3	0.94	0.81	0.96	44.2
6	R2	75	24	75	32.0	0.281	27.1	LOS C	1.9	17.0	0.91	0.75	0.91	40.4
Approach		849	274	849	32.3	0.698	21.1	LOS C	11.7	104.3	0.88	0.79	0.89	44.4
North: McDougalls Road														
7	L2	95	35	95	36.8	0.583	36.5	LOS D	8.2	73.6	0.92	0.83	0.92	38.1
8	T1	125	38	125	30.4	0.583	30.5	LOS C	8.2	73.6	0.92	0.83	0.92	39.2
9	R2	104	21	104	20.2	0.371	44.2	LOS D	4.5	37.2	0.91	0.78	0.91	34.4
Approach		324	94	324	29.0	0.583	36.6	LOS D	8.2	73.6	0.91	0.82	0.91	37.2
West: Toowoomba-Cecil Plains Road (Taylor St)														
10	L2	65	20	65	30.8	0.055	7.4	LOS A	0.5	4.4	0.23	0.60	0.23	51.9
11	T1	508	156	508	30.7	0.443	27.8	LOS C	9.7	85.7	0.83	0.70	0.83	41.2
12	R2	160	49	160	30.6	* 0.675	31.4	LOS C	4.9	43.4	0.99	0.83	1.07	38.6
Approach		733	225	733	30.7	0.675	26.8	LOS C	9.7	85.7	0.81	0.72	0.83	41.4
All Vehicles		2260	664	2260	29.4	0.698	27.6	LOS C	11.7	104.3	0.87	0.78	0.88	41.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:40:21 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33915\74. Toowoomba Cecil Plains Road_McDougalls Road.sip9

PHASING SUMMARY

 Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road
2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: 1 - Import

Reference Phase: Phase B

Input Phase Sequence: A, B, C, D, E

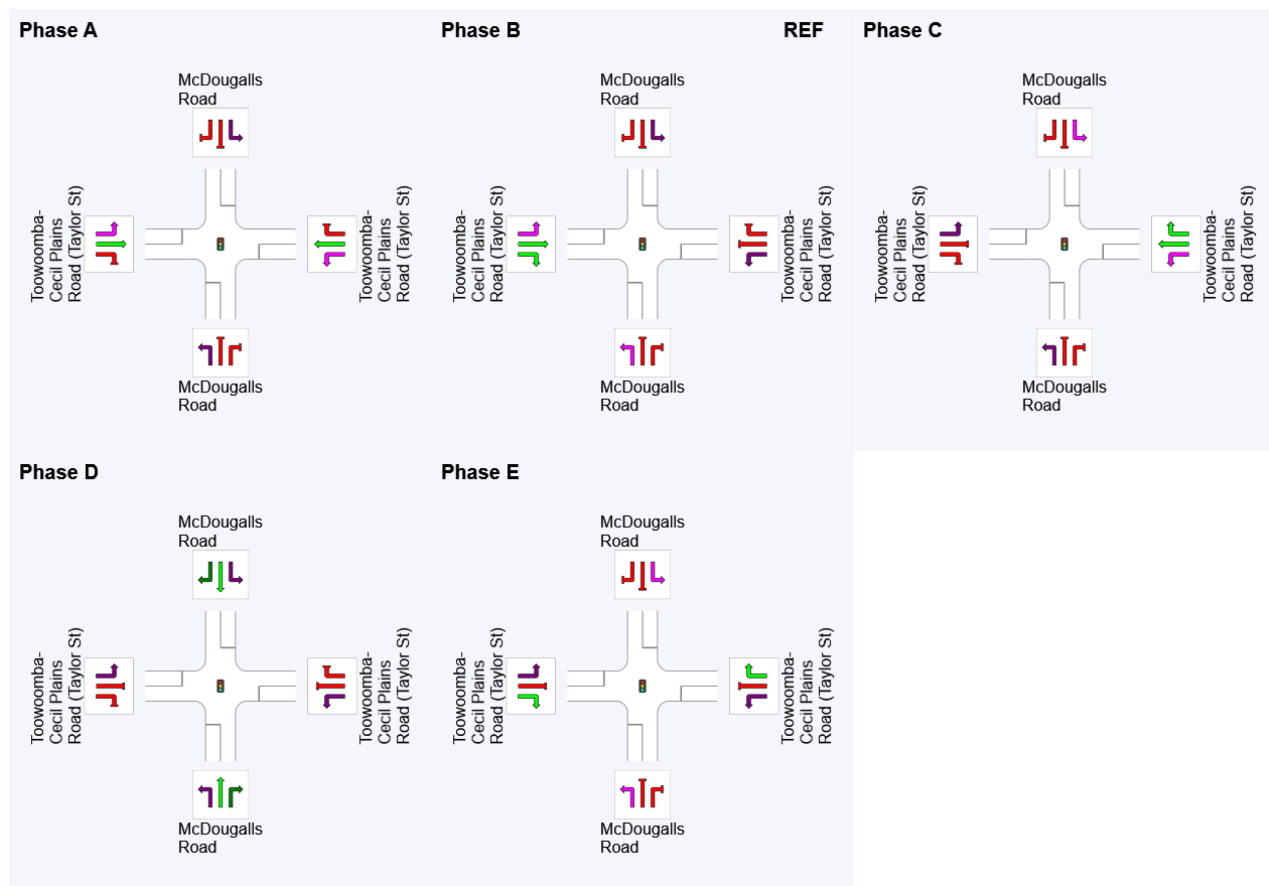
Output Phase Sequence: A, B, C, D, E

Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	72	0	12	26	57
Green Time (sec)	22	6	8	25	9
Phase Time (sec)	28	12	14	31	15
Phase Split	28%	12%	14%	31%	15%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

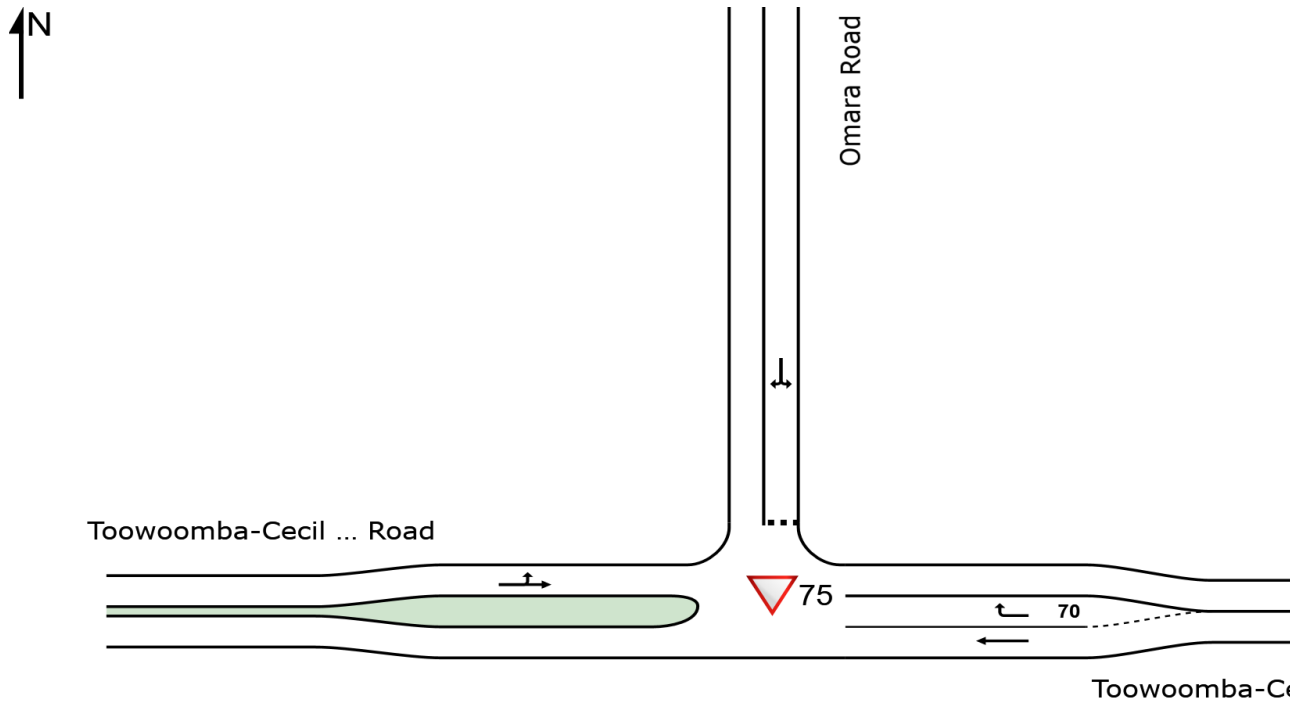
Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:40:21 PM
 Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33915\74. Toowoomba Cecil Plains Road_McDougalls Road.sip9

SITE LAYOUT

▼ Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Wednesday, 2 November 2022 5:59:55 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34005\75. Toowoomba-Cecil Plains Road_Omara Road.sip9

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba-Cecil Plains Road														
5	T1	147	22	147	15.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	1	0	1	0.0	0.001	8.5	LOS A	0.0	0.0	0.40	0.57	0.40	73.2
Approach		148	22	148	14.9	0.083	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
North: Omara Road														
7	L2	1	0	1	0.0	0.291	8.6	LOS A	1.3	10.5	0.56	0.83	0.60	69.5
9	R2	193	27	193	14.0	0.291	11.7	LOS B	1.3	10.5	0.56	0.83	0.60	64.6
Approach		194	27	194	13.9	0.291	11.7	LOS B	1.3	10.5	0.56	0.83	0.60	64.6
West: Toowoomba-Cecil Plains Road														
10	L2	184	33	184	17.9	0.192	8.3	LOS A	0.0	0.0	0.00	0.38	0.00	72.7
11	T1	139	26	139	18.7	0.192	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.0
Approach		323	59	323	18.3	0.192	4.7	NA	0.0	0.0	0.00	0.38	0.00	78.9
All Vehicles		665	108	665	16.2	0.291	5.7	NA	1.3	10.5	0.16	0.43	0.17	77.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:56:03 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34005\75. Toowoomba-Cecil Plains Road_Omara Road.sip9

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2022
PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba-Cecil Plains Road														
5	T1	158	24	158	15.2	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	1	0	1	0.0	0.001	8.9	LOS A	0.0	0.0	0.46	0.58	0.46	72.9
Approach		159	24	159	15.1	0.089	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
North: Omara Road														
7	L2	1	0	1	0.0	0.361	9.6	LOS A	1.9	14.5	0.63	0.92	0.79	66.8
9	R2	207	29	207	14.0	0.361	13.8	LOS B	1.9	14.5	0.63	0.92	0.79	62.3
Approach		208	29	208	13.9	0.361	13.8	LOS B	1.9	14.5	0.63	0.92	0.79	62.3
West: Toowoomba-Cecil Plains Road														
10	L2	197	35	197	17.8	0.242	8.3	LOS A	0.0	0.0	0.00	0.33	0.00	73.8
11	T1	212	40	212	18.9	0.242	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	90.4
Approach		409	75	409	18.3	0.242	4.0	NA	0.0	0.0	0.00	0.33	0.00	81.6
All Vehicles		776	128	776	16.5	0.361	5.8	NA	1.9	14.5	0.17	0.42	0.21	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:56:04 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34005\75. Toowoomba-Cecil Plains Road_Omara Road.sip9

MOVEMENT SUMMARY

 Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2022
AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba-Cecil Plains Road														
5	T1	147	22	147	15.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	184	33	184	17.9	0.129	8.5	LOS A	0.6	5.0	0.29	0.63	0.29	66.7
Approach		331	55	331	16.6	0.129	4.7	NA	0.6	5.0	0.16	0.35	0.16	78.3
North: Omara Road														
7	L2	193	27	193	14.0	0.147	8.8	LOS A	0.6	5.0	0.27	0.63	0.27	68.1
9	R2	1	0	1	0.0	0.147	11.3	LOS B	0.6	5.0	0.27	0.63	0.27	72.5
Approach		194	27	194	13.9	0.147	8.8	LOS A	0.6	5.0	0.27	0.63	0.27	68.1
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.080	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	139	26	139	18.7	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		140	26	140	18.6	0.080	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		665	108	665	16.2	0.147	4.9	NA	0.6	5.0	0.16	0.36	0.16	78.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:56:05 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34005\75. Toowoomba-Cecil Plains Road_Omara Road.sip9

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2022
PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba-Cecil Plains Road														
5	T1	158	24	158	15.2	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	197	35	197	17.8	0.150	8.9	LOS A	0.7	5.8	0.37	0.66	0.37	66.4
Approach		355	59	355	16.6	0.150	4.9	NA	0.7	5.8	0.21	0.37	0.21	78.1
North: Omara Road														
7	L2	207	29	207	14.0	0.170	9.2	LOS A	0.7	5.8	0.35	0.66	0.35	67.7
9	R2	1	0	1	0.0	0.170	12.6	LOS B	0.7	5.8	0.35	0.66	0.35	72.1
Approach		208	29	208	13.9	0.170	9.2	LOS A	0.7	5.8	0.35	0.66	0.35	67.7
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.123	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	212	40	212	18.9	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		213	40	213	18.8	0.123	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		776	128	776	16.5	0.170	4.7	NA	0.7	5.8	0.19	0.35	0.19	79.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Wednesday, 2 November 2022 5:56:05 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34005\75. Toowoomba-Cecil Plains Road_Omara Road.sip9

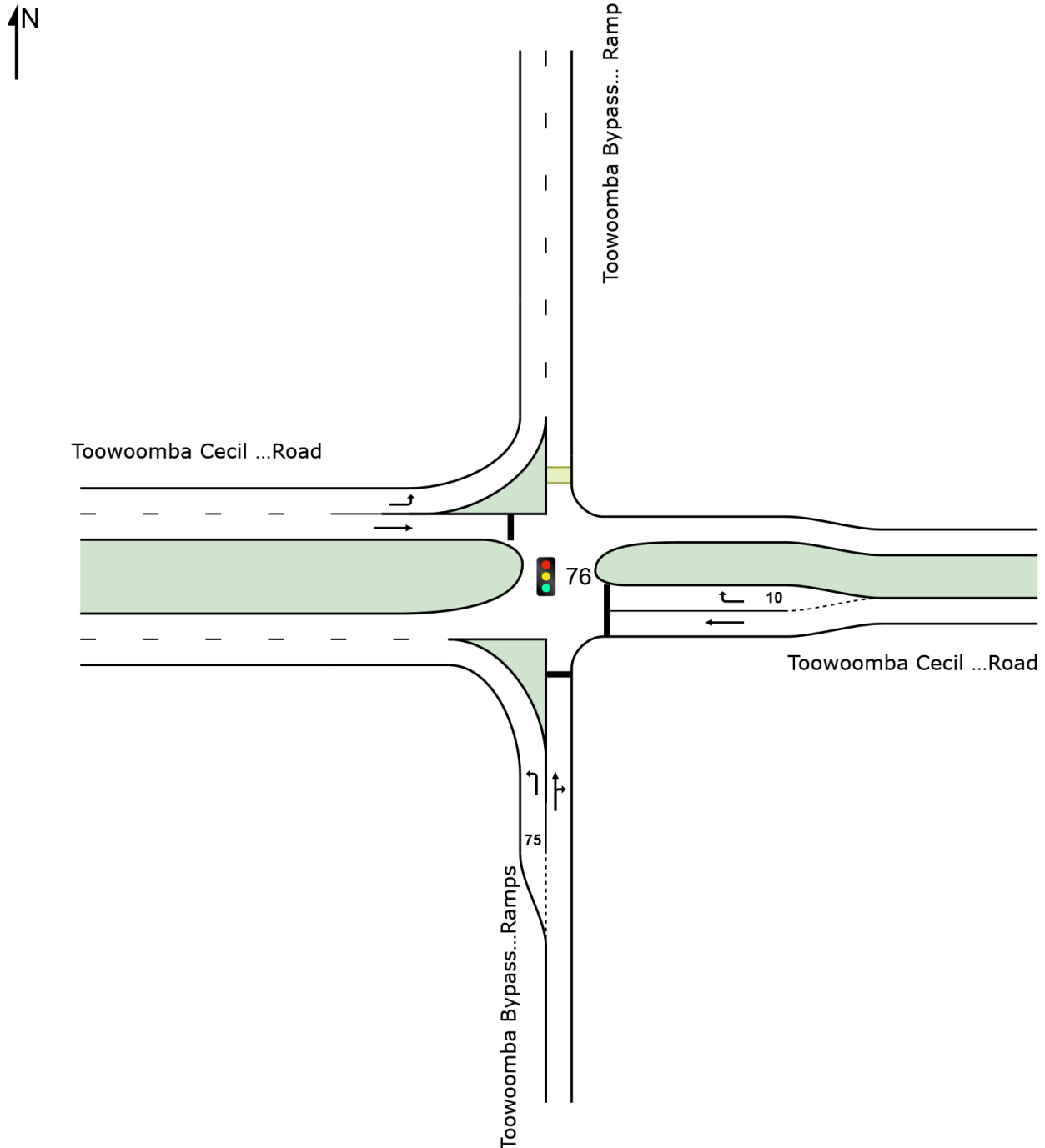
SITE LAYOUT

 Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass
NB Ramps 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass
NB Ramps 2022 AM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Bypass NB Ramps														
1	L2	3	1	3	33.3	0.002	8.1	LOS A	0.0	0.0	0.00	0.58	0.00	57.0
2	T1	1	0	1	0.0	* 0.162	17.3	LOS B	0.8	5.9	0.90	0.73	0.90	56.0
3	R2	40	6	40	15.0	0.162	24.2	LOS C	0.8	5.9	0.90	0.73	0.90	40.9
Approach		44	7	44	15.9	0.162	23.0	LOS C	0.8	5.9	0.84	0.72	0.84	42.4
East: Toowoomba Cecil Plains Road														
5	T1	196	23	196	11.7	0.197	5.0	LOS A	2.0	15.1	0.53	0.44	0.53	81.3
6	R2	8	2	8	25.0	* 0.034	23.5	LOS C	0.1	1.2	0.88	0.67	0.88	40.6
Approach		204	25	204	12.3	0.197	5.7	LOS A	2.0	15.1	0.55	0.45	0.55	78.2
West: Toowoomba Cecil Plains Road														
10	L2	34	8	34	23.5	0.021	7.9	LOS A	0.0	0.0	0.00	0.59	0.00	59.4
11	T1	113	17	113	15.0	* 0.254	13.7	LOS B	1.9	14.7	0.84	0.66	0.84	55.9
Approach		147	25	147	17.0	0.254	12.3	LOS B	1.9	14.7	0.64	0.64	0.64	57.0
All Vehicles		395	57	395	14.4	0.254	10.1	LOS B	2.0	15.1	0.62	0.55	0.62	63.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
All Pedestrians		50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

 Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase A

Input Phase Sequence: A, B, C

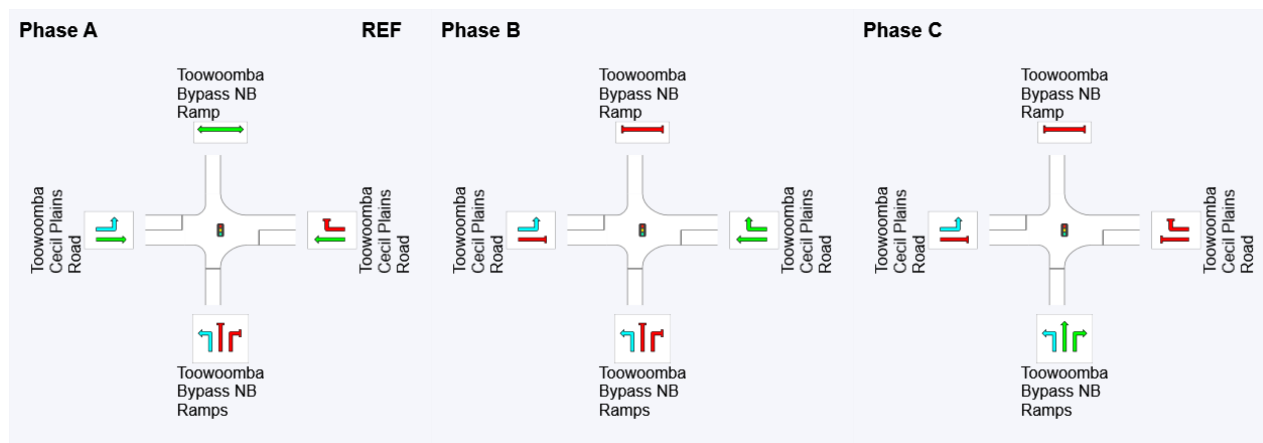
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	16	28
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

MOVEMENT SUMMARY

 **Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2022 PM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Bypass NB Ramps														
1	L2	2	1	2	50.0	0.001	8.3	LOS A	0.0	0.0	0.00	0.58	0.00	53.3
2	T1	1	0	1	0.0	* 0.140	28.7	LOS C	0.6	5.5	0.94	0.70	0.94	47.8
3	R2	20	7	20	35.0	0.140	36.1	LOS D	0.6	5.5	0.94	0.70	0.94	33.7
Approach		23	8	23	34.8	0.140	33.3	LOS C	0.6	5.5	0.86	0.69	0.86	35.9
East: Toowoomba Cecil Plains Road														
5	T1	149	22	149	14.8	0.120	3.1	LOS A	1.4	11.2	0.35	0.29	0.35	86.5
6	R2	4	1	4	25.0	* 0.025	34.5	LOS C	0.1	0.9	0.92	0.64	0.92	34.3
Approach		153	23	153	15.0	0.120	4.0	LOS A	1.4	11.2	0.36	0.29	0.36	83.2
West: Toowoomba Cecil Plains Road														
10	L2	51	8	51	15.7	0.031	7.8	LOS A	0.0	0.0	0.00	0.59	0.00	61.5
11	T1	167	18	167	10.8	* 0.183	8.9	LOS A	2.7	20.7	0.58	0.48	0.58	63.0
Approach		218	26	218	11.9	0.183	8.7	LOS A	2.7	20.7	0.45	0.51	0.45	62.5
All Vehicles		394	57	394	14.5	0.183	8.3	LOS A	2.7	20.7	0.44	0.43	0.44	65.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	184.8	208.6	1.13
All Pedestrians		50	50	24.4	LOS C	0.1	0.1	0.90	0.90	184.8	208.6	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase A

Input Phase Sequence: A, B, C

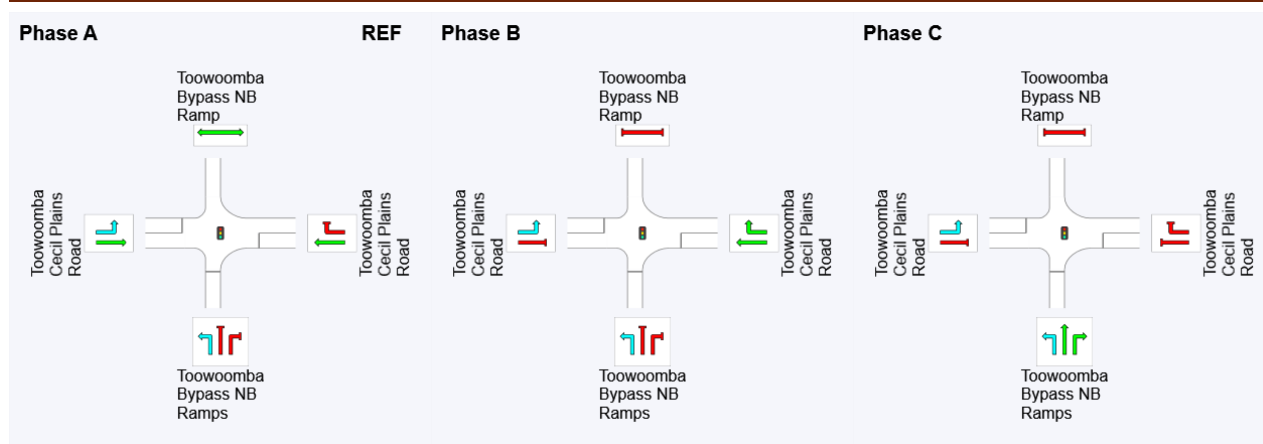
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	36	48
Green Time (sec)	30	6	6
Phase Time (sec)	36	12	12
Phase Split	60%	20%	20%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

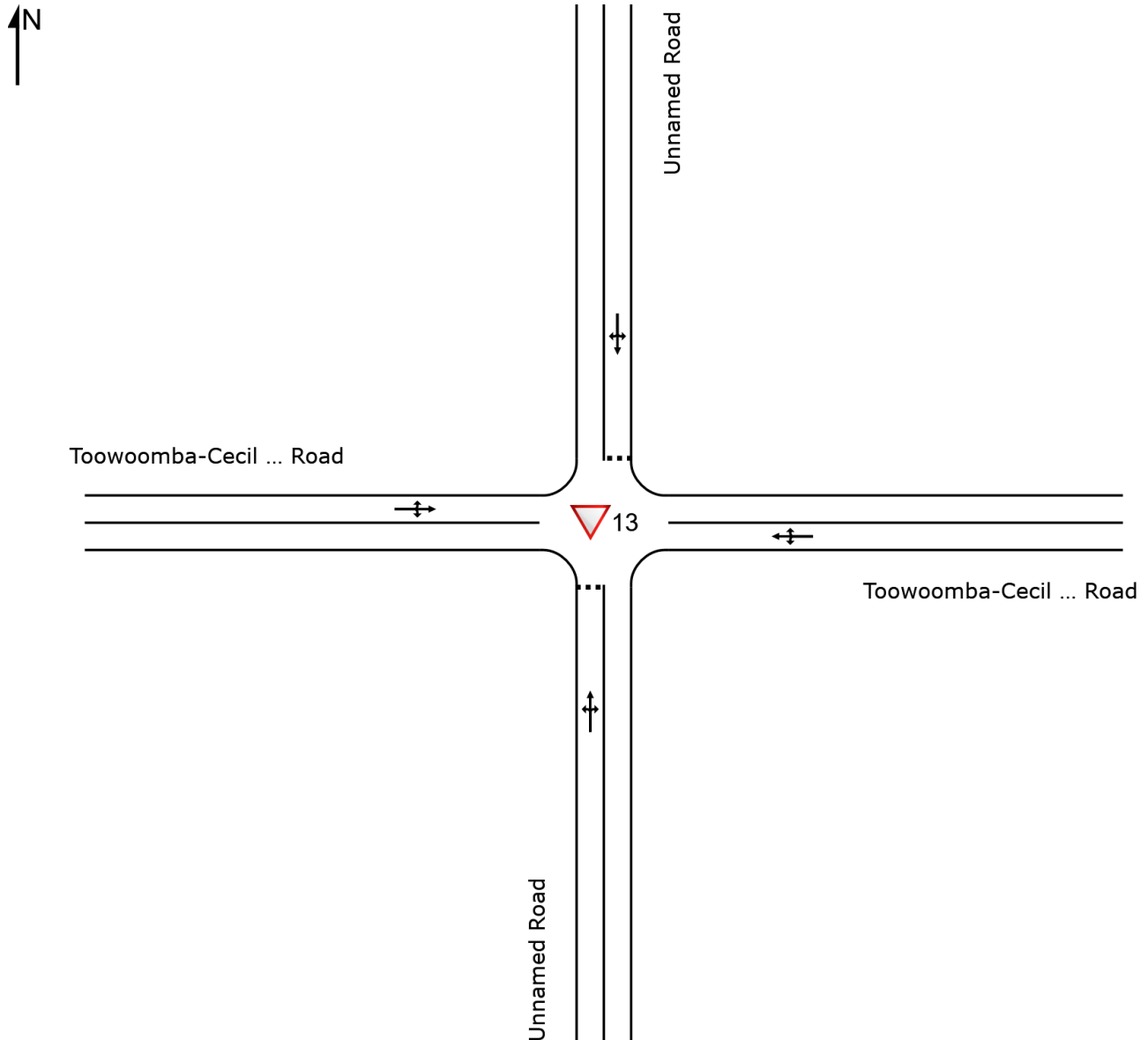
	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

SITE LAYOUT

▼ Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2022
AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
2	T1	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
3	R2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.4
Approach		3	0	3	0.0	0.003	7.8	LOS A	0.0	0.1	0.21	0.60	0.21	74.7
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.047	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.0
8	T1	79	16	79	20.3	0.047	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
6	R2	1	0	1	0.0	0.047	7.6	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		81	16	81	19.8	0.047	0.2	NA	0.0	0.1	0.01	0.02	0.01	98.9
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
8	T1	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
9	R2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.4
Approach		3	0	3	0.0	0.003	7.8	LOS A	0.0	0.1	0.21	0.60	0.21	74.7
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.045	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.0
2	T1	77	14	77	18.2	0.045	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
12	R2	1	0	1	0.0	0.045	7.6	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		79	14	79	17.7	0.045	0.2	NA	0.0	0.1	0.01	0.02	0.01	98.9
All Vehicles		166	30	166	18.1	0.047	0.5	NA	0.0	0.1	0.01	0.04	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 9:32:39 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34224\77.Toowoomba-Cecil Plains Road_Unnamed Road.sip9

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2022
PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
2	T1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
3	R2	1	0	1	0.0	0.003	8.8	LOS A	0.0	0.1	0.29	0.60	0.29	73.9
Approach		3	0	3	0.0	0.003	8.2	LOS A	0.0	0.1	0.29	0.60	0.29	74.2
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.083	8.1	LOS A	0.0	0.1	0.00	0.01	0.00	88.3
8	T1	141	28	141	19.9	0.083	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.6
6	R2	1	0	1	0.0	0.083	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.8
Approach		143	28	143	19.6	0.083	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.28	0.60	0.28	74.5
8	T1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.28	0.60	0.28	74.5
9	R2	1	0	1	0.0	0.003	8.8	LOS A	0.0	0.1	0.28	0.60	0.28	74.0
Approach		3	0	3	0.0	0.003	8.2	LOS A	0.0	0.1	0.28	0.60	0.28	74.3
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.072	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	88.2
2	T1	124	23	124	18.5	0.072	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	1	0	1	0.0	0.072	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		126	23	126	18.3	0.072	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
All Vehicles		275	51	275	18.5	0.083	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 9:32:40 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34224\77.Toowoomba-Cecil Plains Road_Unnamed Road.sip9

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2022
AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
2	T1	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
3	R2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.4
Approach		3	0	3	0.0	0.003	7.8	LOS A	0.0	0.1	0.21	0.60	0.21	74.7
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.047	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.0
8	T1	79	16	79	20.3	0.047	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
6	R2	1	0	1	0.0	0.047	7.6	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		81	16	81	19.8	0.047	0.2	NA	0.0	0.1	0.01	0.02	0.01	98.9
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
8	T1	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.1	0.21	0.60	0.21	74.9
9	R2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.21	0.60	0.21	74.4
Approach		3	0	3	0.0	0.003	7.8	LOS A	0.0	0.1	0.21	0.60	0.21	74.7
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.045	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.0
2	T1	77	14	77	18.2	0.045	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
12	R2	1	0	1	0.0	0.045	7.6	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		79	14	79	17.7	0.045	0.2	NA	0.0	0.1	0.01	0.02	0.01	98.9
All Vehicles		166	30	166	18.1	0.047	0.5	NA	0.0	0.1	0.01	0.04	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 9:32:41 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34224\77.Toowoomba-Cecil Plains Road_Unnamed Road.sip9

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2022
PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
2	T1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
3	R2	1	0	1	0.0	0.003	8.8	LOS A	0.0	0.1	0.29	0.60	0.29	73.9
Approach		3	0	3	0.0	0.003	8.2	LOS A	0.0	0.1	0.29	0.60	0.29	74.2
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.083	8.1	LOS A	0.0	0.1	0.00	0.01	0.00	88.3
8	T1	141	28	141	19.9	0.083	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.6
6	R2	1	0	1	0.0	0.083	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.8
Approach		143	28	143	19.6	0.083	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.28	0.60	0.28	74.5
8	T1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.28	0.60	0.28	74.5
9	R2	1	0	1	0.0	0.003	8.8	LOS A	0.0	0.1	0.28	0.60	0.28	74.0
Approach		3	0	3	0.0	0.003	8.2	LOS A	0.0	0.1	0.28	0.60	0.28	74.3
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.072	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	88.2
2	T1	124	23	124	18.5	0.072	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	1	0	1	0.0	0.072	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		126	23	126	18.3	0.072	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
All Vehicles		275	51	275	18.5	0.083	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 9:32:42 AM

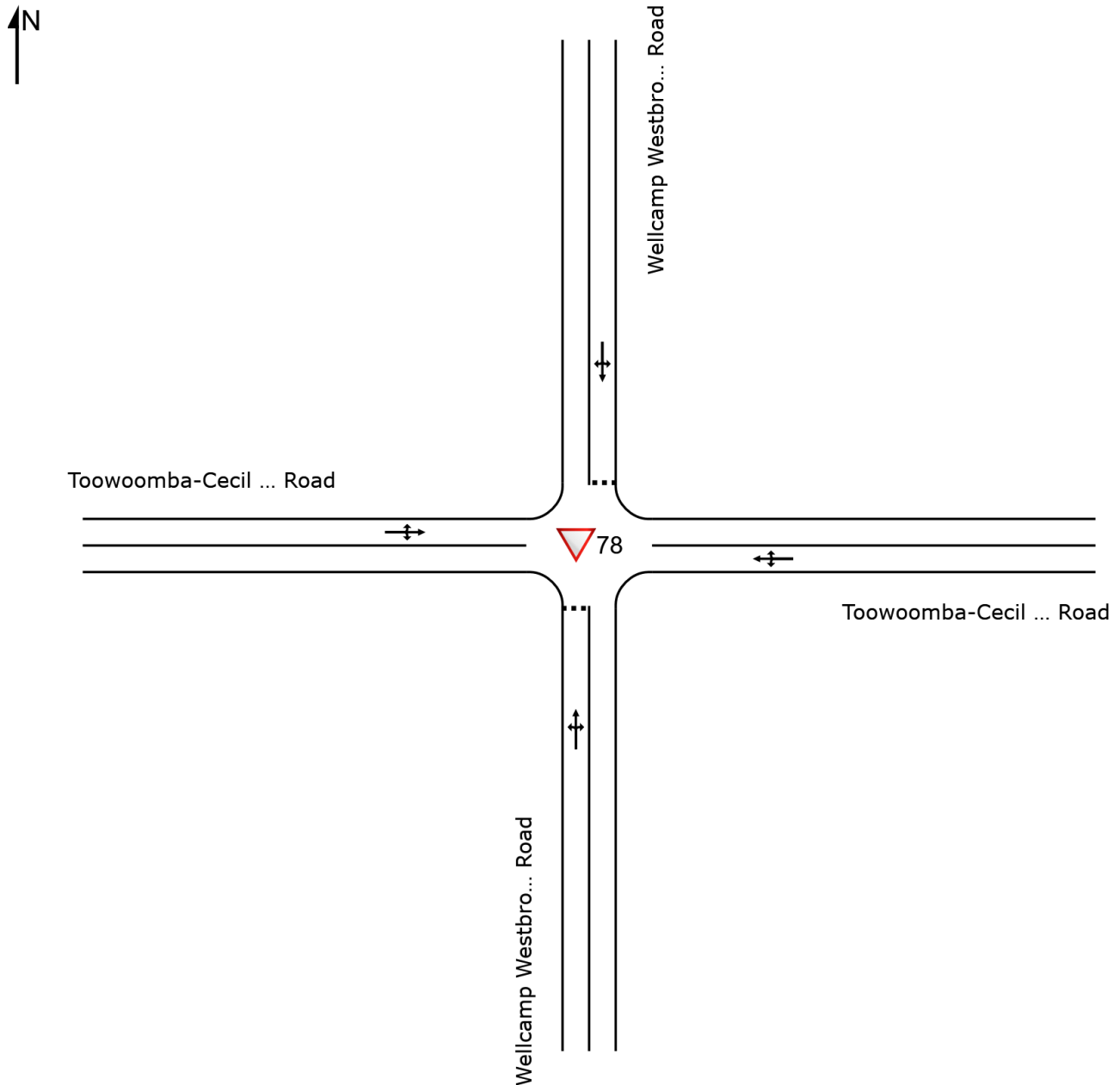
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34224\77.Toowoomba-Cecil Plains Road_Unnamed Road.sip9

SITE LAYOUT

▽ Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
1	L2	1	0	1	0.0	0.064	8.2	LOS A	0.2	1.8	0.37	0.70	0.37	72.4
2	T1	1	0	1	0.0	0.064	8.1	LOS A	0.2	1.8	0.37	0.70	0.37	72.1
3	R2	45	11	45	24.4	0.064	9.9	LOS A	0.2	1.8	0.37	0.70	0.37	63.8
Approach		47	11	47	23.4	0.064	9.9	LOS A	0.2	1.8	0.37	0.70	0.37	64.1
East: Toowoomba-Cecil Plains Road														
4	L2	42	10	42	23.8	0.091	8.5	LOS A	0.0	0.1	0.01	0.18	0.01	74.2
5	T1	114	16	114	14.0	0.091	0.0	LOS A	0.0	0.1	0.01	0.18	0.01	94.8
6	R2	1	0	1	0.0	0.091	8.0	LOS A	0.0	0.1	0.01	0.18	0.01	84.1
Approach		157	26	157	16.6	0.091	2.3	NA	0.0	0.1	0.01	0.18	0.01	88.2
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.060	8.2	LOS A	0.2	1.7	0.37	0.69	0.37	72.4
8	T1	1	0	1	0.0	0.060	8.0	LOS A	0.2	1.7	0.37	0.69	0.37	72.1
9	R2	42	10	42	23.8	0.060	9.9	LOS A	0.2	1.7	0.37	0.69	0.37	64.0
Approach		44	10	44	22.7	0.060	9.8	LOS A	0.2	1.7	0.37	0.69	0.37	64.4
West: Toowoomba-Cecil Plains Road														
10	L2	45	11	45	24.4	0.100	8.5	LOS A	0.0	0.1	0.01	0.19	0.01	73.6
11	T1	119	30	119	25.2	0.100	0.0	LOS A	0.0	0.1	0.01	0.19	0.01	94.2
12	R2	1	0	1	0.0	0.100	8.0	LOS A	0.0	0.1	0.01	0.19	0.01	83.6
Approach		165	41	165	24.8	0.100	2.4	NA	0.0	0.1	0.01	0.19	0.01	87.5
All Vehicles		413	88	413	21.3	0.100	4.0	NA	0.2	1.8	0.09	0.30	0.09	81.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 11:46:39 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34007\78. Toowoomba-Cecil Plains Road_Wellcamp Westbrook Road.sip9

MOVEMENT SUMMARY

▼ Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
1	L2	1	0	1	0.0	0.074	8.3	LOS A	0.2	2.1	0.42	0.73	0.42	71.4
2	T1	1	0	1	0.0	0.074	8.6	LOS A	0.2	2.1	0.42	0.73	0.42	71.1
3	R2	47	11	47	23.4	0.074	10.6	LOS B	0.2	2.1	0.42	0.73	0.42	63.4
Approach		49	11	49	22.4	0.074	10.5	LOS B	0.2	2.1	0.42	0.73	0.42	63.6
East: Toowoomba-Cecil Plains Road														
4	L2	64	15	64	23.4	0.115	8.5	LOS A	0.0	0.1	0.01	0.22	0.01	73.8
5	T1	133	19	133	14.3	0.115	0.0	LOS A	0.0	0.1	0.01	0.22	0.01	93.8
6	R2	1	0	1	0.0	0.115	8.2	LOS A	0.0	0.1	0.01	0.22	0.01	83.3
Approach		198	34	198	17.2	0.115	2.8	NA	0.0	0.1	0.01	0.22	0.01	86.2
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.099	8.4	LOS A	0.3	2.8	0.43	0.74	0.43	71.4
8	T1	1	0	1	0.0	0.099	8.6	LOS A	0.3	2.8	0.43	0.74	0.43	71.1
9	R2	64	15	64	23.4	0.099	10.6	LOS B	0.3	2.8	0.43	0.74	0.43	63.3
Approach		66	15	66	22.7	0.099	10.6	LOS B	0.3	2.8	0.43	0.74	0.43	63.5
West: Toowoomba-Cecil Plains Road														
10	L2	47	11	47	23.4	0.129	8.5	LOS A	0.0	0.1	0.00	0.15	0.00	74.7
11	T1	166	42	166	25.3	0.129	0.0	LOS A	0.0	0.1	0.00	0.15	0.00	95.2
12	R2	1	0	1	0.0	0.129	8.2	LOS A	0.0	0.1	0.00	0.15	0.00	84.4
Approach		214	53	214	24.8	0.129	1.9	NA	0.0	0.1	0.00	0.15	0.00	89.7
All Vehicles		527	113	527	21.4	0.129	4.1	NA	0.3	2.8	0.10	0.31	0.10	81.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 11:46:40 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34007\78. Toowoomba-Cecil Plains Road_Wellcamp Westbrook Road.sip9

MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
1	L2	45	11	45	24.4	0.037	8.9	LOS A	0.1	1.2	0.23	0.61	0.23	65.2
2	T1	1	0	1	0.0	0.037	8.1	LOS A	0.1	1.2	0.23	0.61	0.23	72.9
3	R2	1	0	1	0.0	0.037	9.6	LOS A	0.1	1.2	0.23	0.61	0.23	72.9
Approach		47	11	47	23.4	0.037	8.9	LOS A	0.1	1.2	0.23	0.61	0.23	65.5
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.096	8.4	LOS A	0.3	2.4	0.16	0.18	0.16	83.3
5	T1	114	16	114	14.0	0.096	0.2	LOS A	0.3	2.4	0.16	0.18	0.16	93.3
6	R2	42	10	42	23.8	0.096	8.6	LOS A	0.3	2.4	0.16	0.18	0.16	72.4
Approach		157	26	157	16.6	0.096	2.5	NA	0.3	2.4	0.16	0.18	0.16	86.5
North: Wellcamp Westbrook Road														
7	L2	42	10	42	23.8	0.035	8.9	LOS A	0.1	1.2	0.24	0.61	0.24	65.3
8	T1	1	0	1	0.0	0.035	8.1	LOS A	0.1	1.2	0.24	0.61	0.24	72.9
9	R2	1	0	1	0.0	0.035	9.6	LOS A	0.1	1.2	0.24	0.61	0.24	72.8
Approach		44	10	44	22.7	0.035	8.9	LOS A	0.1	1.2	0.24	0.61	0.24	65.6
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.104	8.3	LOS A	0.3	2.7	0.15	0.18	0.15	82.9
11	T1	119	30	119	25.2	0.104	0.2	LOS A	0.3	2.7	0.15	0.18	0.15	92.8
12	R2	45	11	45	24.4	0.104	8.6	LOS A	0.3	2.7	0.15	0.18	0.15	71.9
Approach		165	41	165	24.8	0.104	2.5	NA	0.3	2.7	0.15	0.18	0.15	85.9
All Vehicles		413	88	413	21.3	0.104	3.9	NA	0.3	2.7	0.17	0.28	0.17	80.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 11:46:40 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34007\78. Toowoomba-Cecil Plains Road_Wellcamp Westbrook Road.sip9

MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
1	L2	47	11	47	23.4	0.039	9.0	LOS A	0.2	1.3	0.25	0.62	0.25	65.4
2	T1	1	0	1	0.0	0.039	8.7	LOS A	0.2	1.3	0.25	0.62	0.25	72.8
3	R2	1	0	1	0.0	0.039	10.5	LOS B	0.2	1.3	0.25	0.62	0.25	72.8
Approach		49	11	49	22.4	0.039	9.0	LOS A	0.2	1.3	0.25	0.62	0.25	65.7
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.126	8.6	LOS A	0.5	3.8	0.22	0.21	0.22	82.0
5	T1	133	19	133	14.3	0.126	0.4	LOS A	0.5	3.8	0.22	0.21	0.22	91.6
6	R2	64	15	64	23.4	0.126	8.9	LOS A	0.5	3.8	0.22	0.21	0.22	71.5
Approach		198	34	198	17.2	0.126	3.2	NA	0.5	3.8	0.22	0.21	0.22	83.9
North: Wellcamp Westbrook Road														
7	L2	64	15	64	23.4	0.055	9.2	LOS A	0.2	1.8	0.29	0.63	0.29	65.2
8	T1	1	0	1	0.0	0.055	8.7	LOS A	0.2	1.8	0.29	0.63	0.29	72.5
9	R2	1	0	1	0.0	0.055	10.4	LOS B	0.2	1.8	0.29	0.63	0.29	72.5
Approach		66	15	66	22.7	0.055	9.2	LOS A	0.2	1.8	0.29	0.63	0.29	65.4
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.134	8.4	LOS A	0.4	3.0	0.14	0.15	0.14	83.7
11	T1	166	42	166	25.3	0.134	0.2	LOS A	0.4	3.0	0.14	0.15	0.14	93.8
12	R2	47	11	47	23.4	0.134	8.7	LOS A	0.4	3.0	0.14	0.15	0.14	72.9
Approach		214	53	214	24.8	0.134	2.1	NA	0.4	3.0	0.14	0.15	0.14	88.2
All Vehicles		527	113	527	21.4	0.134	4.0	NA	0.5	3.8	0.20	0.28	0.20	80.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 25 November 2022 11:46:41 AM

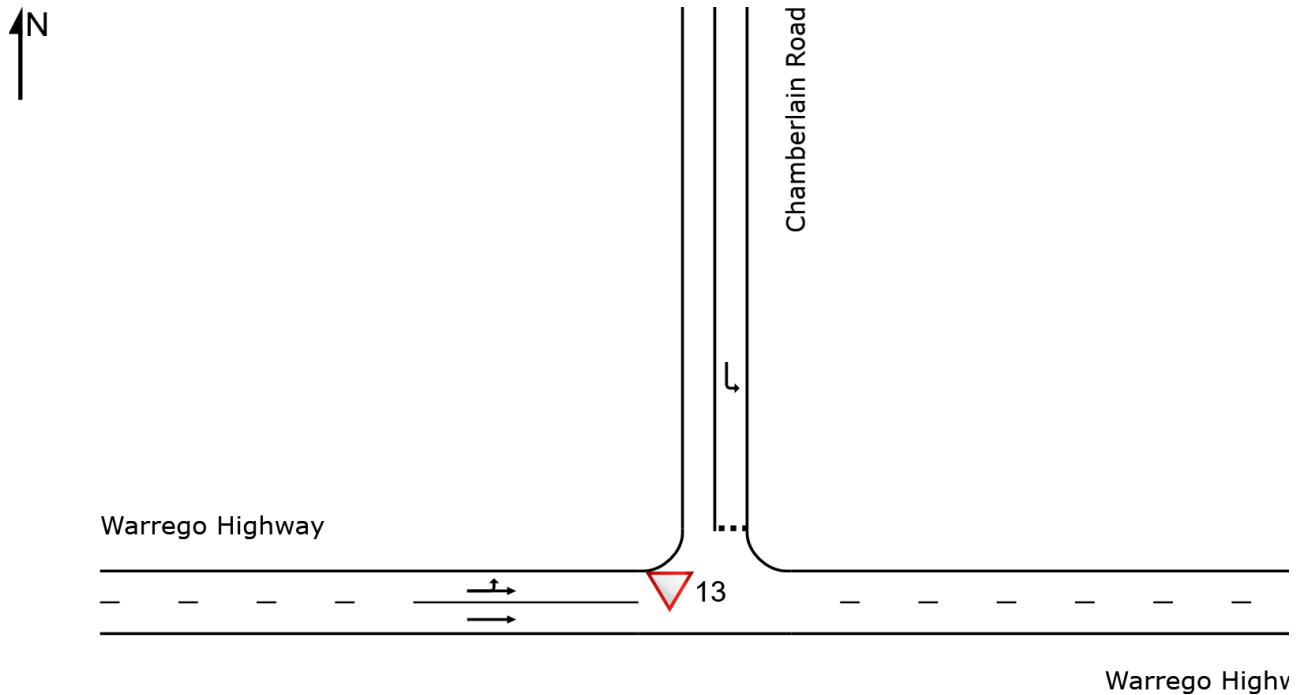
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34007\78. Toowoomba-Cecil Plains Road_Wellcamp Westbrook Road.sip9

SITE LAYOUT

▼ Site: 13 [Warrego Highway / Chamberlain Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 3 November 2022 4:35:45 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34223\79.Warrego Highway_Chamberlain Road.sip9

MOVEMENT SUMMARY

▼ Site: 13 [Warrego Highway / Chamberlain Road 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.7	LOS A	0.0	0.0	0.35	0.57	0.35	73.2
Approach		1	0	1	0.0	0.001	8.7	LOS A	0.0	0.0	0.35	0.57	0.35	73.2
West: Warrego Highway														
10	L2	1	0	1	0.0	0.158	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	546	106	546	19.4	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		547	106	547	19.4	0.158	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		548	106	548	19.3	0.158	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 4:31:53 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34223\79.Warrego Highway_Chamberlain Road.sip9

MOVEMENT SUMMARY

▼ Site: 13 [Warrego Highway / Chamberlain Road 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
Approach		1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
West: Warrego Highway														
10	L2	1	0	1	0.0	0.170	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	588	114	588	19.4	0.170	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		589	114	589	19.4	0.170	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		590	114	590	19.3	0.170	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 4:31:54 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34223\79.Warrego Highway_Chamberlain Road.sip9

MOVEMENT SUMMARY

▼ Site: 13 [Warrego Highway / Chamberlain Road 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.7	LOS A	0.0	0.0	0.35	0.57	0.35	73.2
Approach		1	0	1	0.0	0.001	8.7	LOS A	0.0	0.0	0.35	0.57	0.35	73.2
West: Warrego Highway														
10	L2	1	0	1	0.0	0.158	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	546	106	546	19.4	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		547	106	547	19.4	0.158	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		548	106	548	19.3	0.158	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 4:31:54 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34223\79.Warrego Highway_Chamberlain Road.sip9

MOVEMENT SUMMARY

▼ Site: 13 [Warrego Highway / Chamberlain Road 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
Approach		1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
West: Warrego Highway														
10	L2	1	0	1	0.0	0.170	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	588	114	588	19.4	0.170	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		589	114	589	19.4	0.170	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		590	114	590	19.3	0.170	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 4:31:55 PM

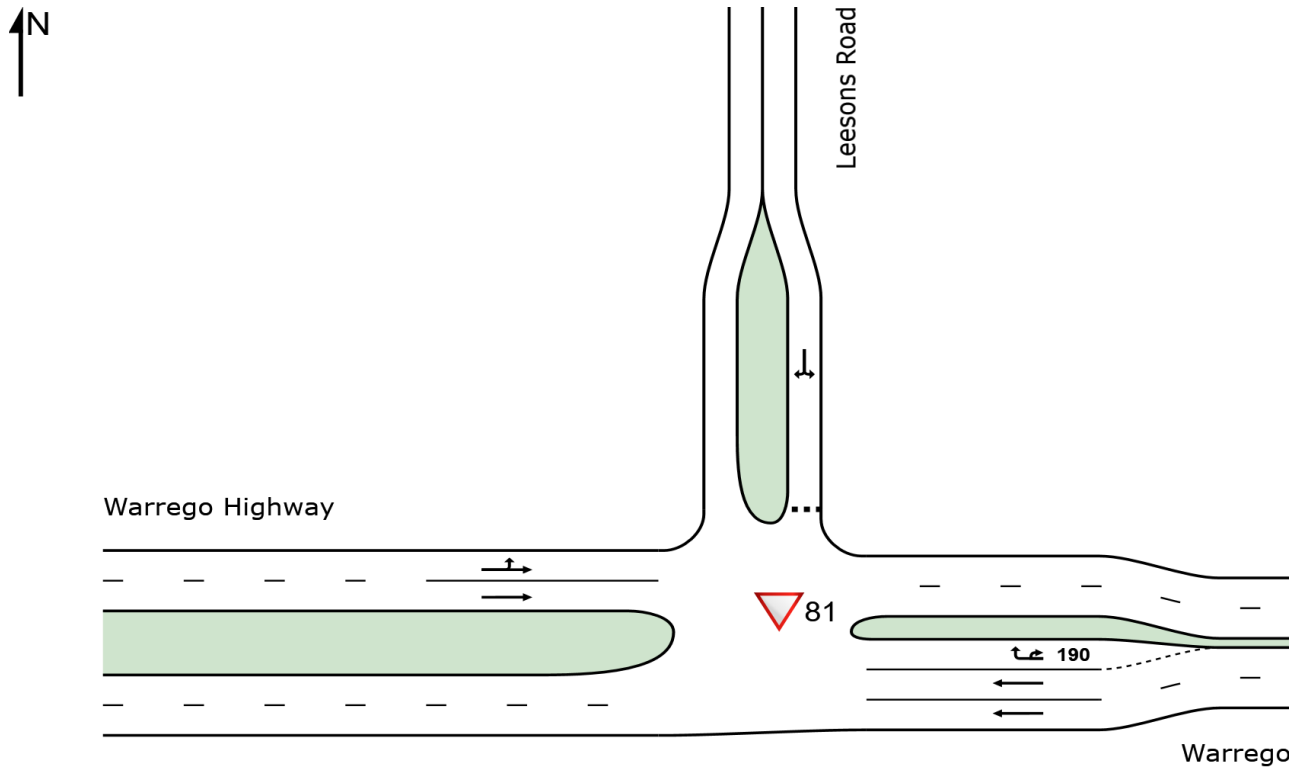
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34223\79.Warrego Highway_Chamberlain Road.sip9

SITE LAYOUT

▼ Site: 81 [Warrego Highway / Leeson Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 3 November 2022 4:59:32 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\81. Warrego Highway_Leeson Road.sip9

MOVEMENT SUMMARY

▼ Site: 81 [Warrego Highway / Leeson Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Warrego Highway														
5	T1	522	90	522	17.2	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.004	10.6	LOS B	0.0	0.1	0.62	0.71	0.62	53.9
6u	U	1	0	1	0.0	0.004	14.6	LOS B	0.0	0.1	0.62	0.71	0.62	50.8
Approach		524	90	524	17.2	0.149	0.1	NA	0.0	0.1	0.00	0.00	0.00	79.8
North: Leeson Road														
7	L2	3	0	3	0.0	0.012	8.5	LOS A	0.0	0.3	0.60	0.69	0.60	55.1
9	R2	1	0	1	0.0	0.012	36.0	LOS E	0.0	0.3	0.60	0.69	0.60	58.5
Approach		4	0	4	0.0	0.012	15.3	LOS C	0.0	0.3	0.60	0.69	0.60	55.9
West: Warrego Highway														
10	L2	1	0	1	0.0	0.192	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	74.0
11	T1	705	65	705	9.2	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
Approach		706	65	706	9.2	0.192	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.9
All Vehicles		1234	155	1234	12.6	0.192	0.1	NA	0.0	0.3	0.00	0.00	0.00	79.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 81 [Warrego Highway / Leasons Road 2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Warrego Highway														
5	T1	660	61	660	9.2	0.179	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	2	1	2	50.0	0.008	14.4	LOS B	0.0	0.2	0.65	0.75	0.65	44.2
6u	U	1	0	1	0.0	0.008	14.5	LOS B	0.0	0.2	0.65	0.75	0.65	50.0
Approach		663	62	663	9.4	0.179	0.1	NA	0.0	0.2	0.00	0.00	0.00	79.6
North: Leasons Road														
7	L2	4	1	4	25.0	0.016	9.4	LOS A	0.0	0.4	0.60	0.71	0.60	48.7
9	R2	1	0	1	0.0	0.016	43.6	LOS E	0.0	0.4	0.60	0.71	0.60	57.5
Approach		5	1	5	20.0	0.016	16.2	LOS C	0.0	0.4	0.60	0.71	0.60	50.2
West: Warrego Highway														
10	L2	2	0	2	0.0	0.191	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	73.9
11	T1	688	84	688	12.2	0.191	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
Approach		690	84	690	12.2	0.191	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.8
All Vehicles		1358	147	1358	10.8	0.191	0.1	NA	0.0	0.4	0.00	0.01	0.00	79.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

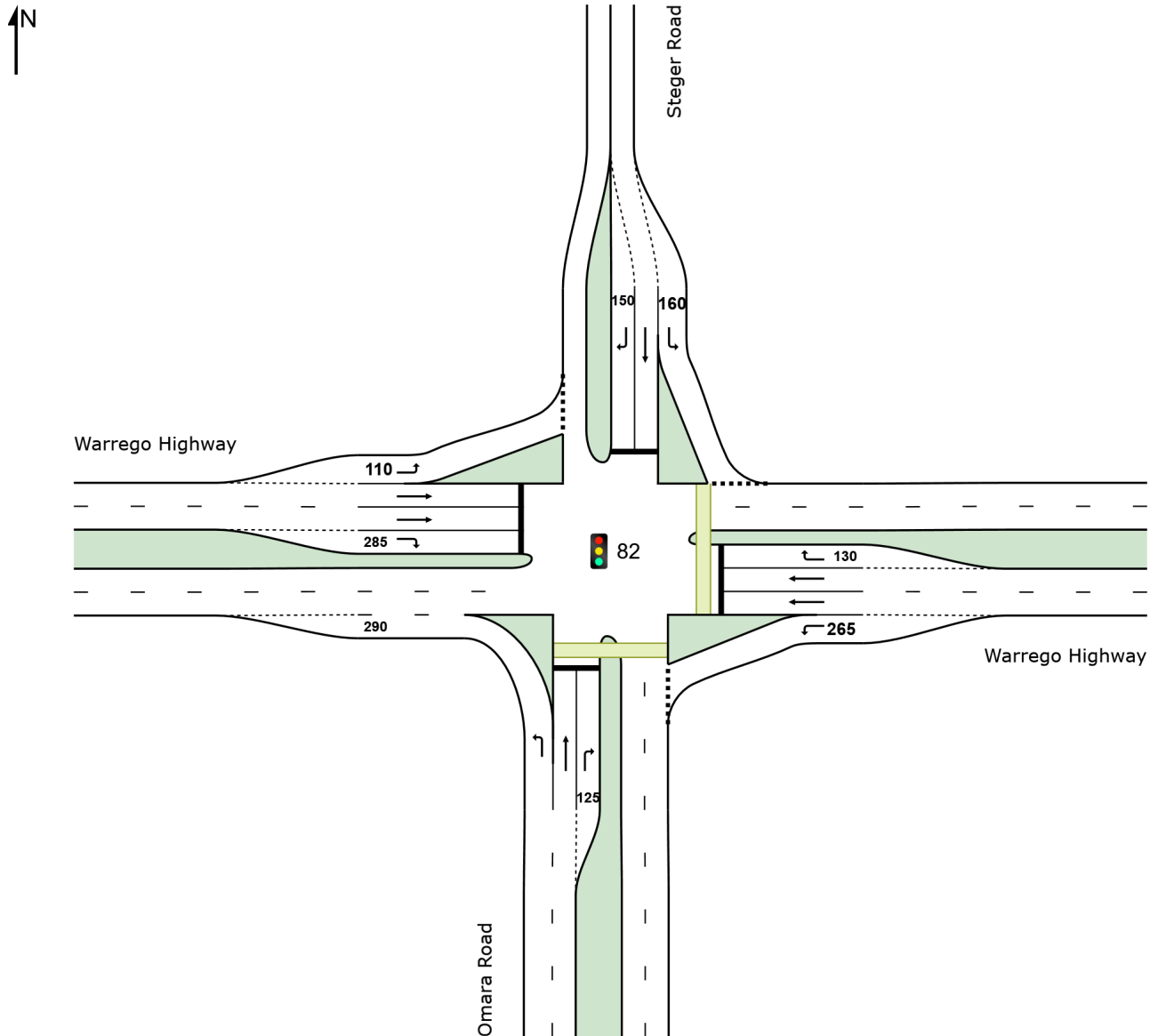
SITE LAYOUT

 Site: 82 [Warrego Highway / Omara Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 3 November 2022 5:17:41 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34012\82. Warrego Highway_Omara Road.sip9

MOVEMENT SUMMARY

 **Site: 82 [Warrego Highway / Omara Road 2022 AM Peak (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Omara Road														
1	L2	143	18	143	12.6	0.081	6.1	LOS A	0.0	0.0	0.00	0.52	0.00	54.5
2	T1	7	1	7	14.3	0.026	24.1	LOS C	0.2	1.4	0.88	0.58	0.88	43.1
3	R2	29	13	29	44.8	* 0.168	33.8	LOS C	0.8	8.0	0.93	0.71	0.93	34.8
Approach		179	32	179	17.9	0.168	11.3	LOS B	0.8	8.0	0.19	0.55	0.19	49.5
East: Warrego Highway														
4	L2	38	6	38	15.8	0.031	8.0	LOS A	0.2	1.5	0.28	0.63	0.28	55.4
5	T1	359	69	359	19.2	0.296	15.6	LOS B	3.9	31.8	0.77	0.63	0.77	54.0
6	R2	38	7	38	18.4	0.116	28.7	LOS C	0.9	7.7	0.85	0.72	0.85	42.0
Approach		435	82	435	18.9	0.296	16.0	LOS B	3.9	31.8	0.73	0.64	0.73	52.8
North: Steger Road														
7	L2	15	5	15	33.3	0.017	7.8	LOS A	0.1	0.8	0.33	0.60	0.33	48.2
8	T1	10	2	10	20.0	0.039	24.3	LOS C	0.3	2.1	0.88	0.60	0.88	43.0
9	R2	6	2	6	33.3	0.026	30.3	LOS C	0.2	1.4	0.88	0.65	0.88	37.1
Approach		31	9	31	29.0	0.039	17.5	LOS B	0.3	2.1	0.61	0.61	0.61	44.0
West: Warrego Highway														
10	L2	31	2	31	6.5	0.023	7.4	LOS A	0.1	0.8	0.23	0.62	0.23	56.1
11	T1	534	52	534	9.7	* 0.416	16.3	LOS B	6.1	46.1	0.81	0.68	0.81	53.4
12	R2	134	13	134	9.7	* 0.386	30.1	LOS C	3.6	27.0	0.91	0.78	0.91	41.6
Approach		699	67	699	9.6	0.416	18.6	LOS B	6.1	46.1	0.80	0.70	0.80	50.7
All Vehicles		1344	190	1344	14.1	0.416	16.8	LOS B	6.1	46.1	0.69	0.66	0.69	51.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Omara Road												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	192.2	218.2	1.14
East: Warrego Highway												
P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14

All Pedestrians	100	100	24.4	LOS C	0.1	0.1	0.90	0.90	193.1	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:13:25 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34012\82. Warrego Highway_Omara Road.sip9

PHASING SUMMARY

 Site: 82 [Warrego Highway / Omara Road 2022 AM Peak (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase A

Input Phase Sequence: A, B*, C*, D, E

Output Phase Sequence: A, D, E

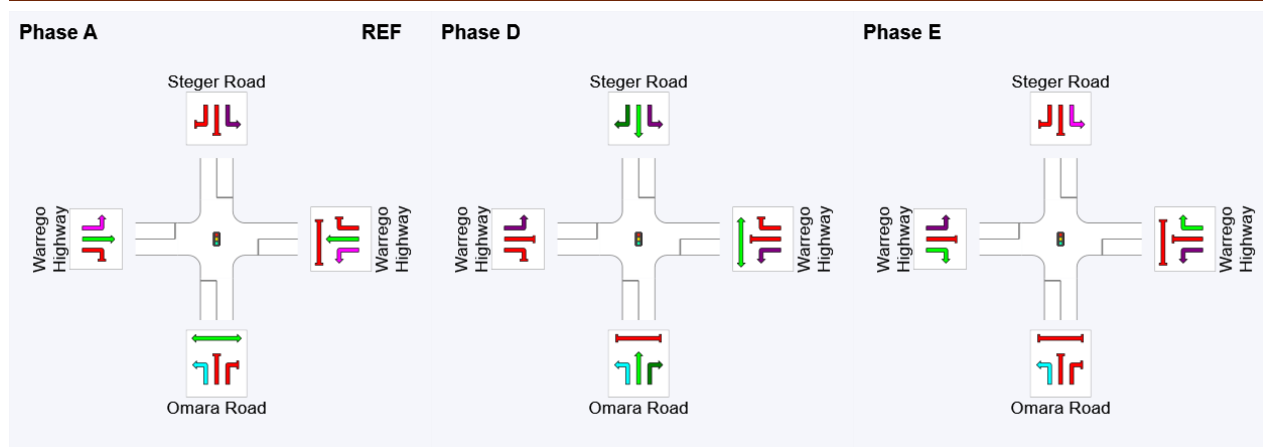
(* Variable Phase)

Phase Timing Summary

Phase	A	D	E
Phase Change Time (sec)	0	27	42
Green Time (sec)	21	9	12
Phase Time (sec)	27	15	18
Phase Split	45%	25%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

MOVEMENT SUMMARY

 Site: 82 [Warrego Highway / Omara Road 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Omara Road														
1	L2	115	10	115	8.7	0.063	6.2	LOS A	0.0	0.0	0.00	0.52	0.00	54.6
2	T1	13	2	13	15.4	0.049	24.4	LOS C	0.3	2.7	0.88	0.61	0.88	43.0
3	R2	51	11	51	21.6	* 0.277	33.9	LOS C	1.5	12.2	0.95	0.74	0.95	37.1
Approach		179	23	179	12.8	0.277	15.4	LOS B	1.5	12.2	0.33	0.59	0.33	47.4
East: Warrego Highway														
4	L2	45	5	45	11.1	0.038	8.2	LOS A	0.3	1.9	0.30	0.64	0.30	55.4
5	T1	523	49	523	9.4	* 0.449	18.1	LOS B	6.3	47.4	0.84	0.71	0.84	52.1
6	R2	33	4	33	12.1	0.083	26.5	LOS C	0.8	6.0	0.81	0.71	0.81	43.2
Approach		601	58	601	9.7	0.449	17.8	LOS B	6.3	47.4	0.80	0.70	0.80	51.7
North: Steger Road														
7	L2	19	4	19	21.1	0.020	7.6	LOS A	0.1	1.0	0.33	0.60	0.33	50.7
8	T1	15	3	15	20.0	0.058	24.5	LOS C	0.4	3.2	0.88	0.62	0.88	42.9
9	R2	13	2	13	15.4	0.053	30.3	LOS C	0.3	2.7	0.88	0.68	0.88	39.2
Approach		47	9	47	19.1	0.058	19.3	LOS B	0.4	3.2	0.66	0.63	0.66	44.5
West: Warrego Highway														
10	L2	32	4	32	12.5	0.024	7.5	LOS A	0.1	0.9	0.23	0.62	0.23	55.8
11	T1	476	62	476	13.0	0.418	17.9	LOS B	5.6	43.9	0.83	0.70	0.83	52.2
12	R2	177	17	177	9.6	* 0.436	28.7	LOS C	4.6	34.9	0.90	0.79	0.90	42.3
Approach		685	83	685	12.1	0.436	20.2	LOS C	5.6	43.9	0.82	0.72	0.82	49.4
All Vehicles		1512	173	1512	11.4	0.449	18.6	LOS B	6.3	47.4	0.75	0.69	0.75	49.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Omara Road												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	192.2	218.2	1.14
East: Warrego Highway												
P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14

All Pedestrians	100	100	24.4	LOS C	0.1	0.1	0.90	0.90	193.1	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:13:27 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34012\82. Warrego Highway_Omara Road.sip9

PHASING SUMMARY

 Site: 82 [Warrego Highway / Omara Road 2022 PM Peak (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase A

Input Phase Sequence: A, B*, C*, D, E

Output Phase Sequence: A, D, E

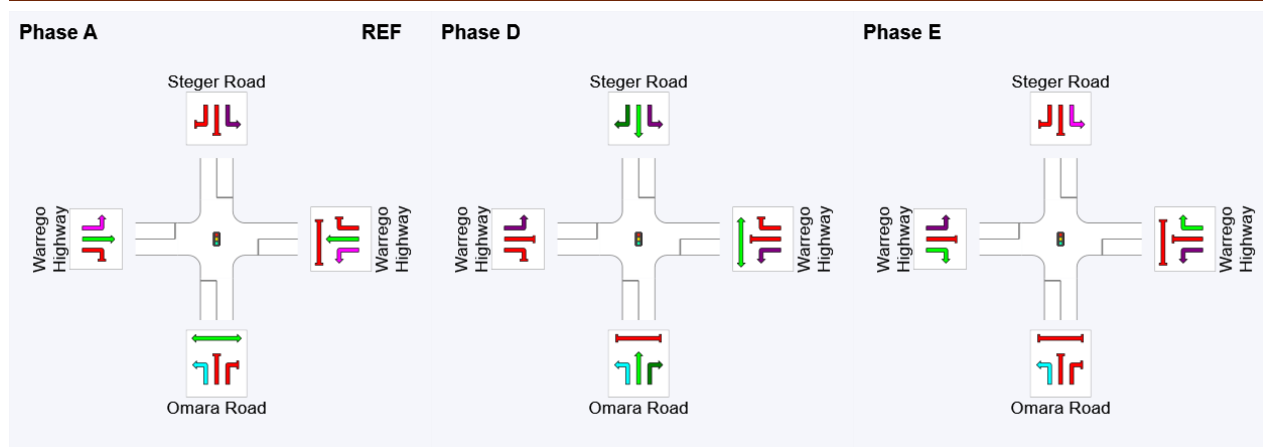
(* Variable Phase)

Phase Timing Summary

Phase	A	D	E
Phase Change Time (sec)	0	25	40
Green Time (sec)	19	9	14
Phase Time (sec)	25	15	20
Phase Split	42%	25%	33%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

MOVEMENT SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 AM Peak – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Omara Road														
1	L2	152	19	152	12.5	0.086	6.1	LOS A	0.0	0.0	0.00	0.52	0.00	54.5
2	T1	8	1	8	12.5	0.030	24.2	LOS C	0.2	1.6	0.88	0.59	0.88	43.1
3	R2	31	14	31	45.2	* 0.180	33.8	LOS C	0.9	8.6	0.93	0.72	0.93	34.8
Approach		191	34	191	17.8	0.180	11.4	LOS B	0.9	8.6	0.19	0.56	0.19	49.4
East: Warrego Highway														
4	L2	41	7	41	17.1	0.034	8.1	LOS A	0.2	1.7	0.29	0.63	0.29	55.3
5	T1	382	74	382	19.4	0.315	15.7	LOS B	4.2	34.1	0.77	0.64	0.77	53.9
6	R2	40	8	40	20.0	0.123	28.8	LOS C	1.0	8.2	0.85	0.72	0.85	41.9
Approach		463	89	463	19.2	0.315	16.1	LOS B	4.2	34.1	0.74	0.64	0.74	52.7
North: Steger Road														
7	L2	15	5	15	33.3	0.017	8.0	LOS A	0.1	0.9	0.35	0.60	0.35	48.1
8	T1	10	2	10	20.0	0.039	24.3	LOS C	0.3	2.1	0.88	0.60	0.88	43.0
9	R2	7	2	7	28.6	0.030	30.2	LOS C	0.2	1.6	0.88	0.65	0.88	37.6
Approach		32	9	32	28.1	0.039	18.0	LOS B	0.3	2.1	0.63	0.61	0.63	43.8
West: Warrego Highway														
10	L2	33	2	33	6.1	0.024	7.4	LOS A	0.1	0.8	0.23	0.62	0.23	56.1
11	T1	566	55	566	9.7	* 0.441	16.5	LOS B	6.5	49.4	0.82	0.69	0.82	53.3
12	R2	142	14	142	9.9	* 0.409	30.3	LOS C	3.8	28.9	0.92	0.78	0.92	41.5
Approach		741	71	741	9.6	0.441	18.7	LOS B	6.5	49.4	0.81	0.70	0.81	50.6
All Vehicles		1427	203	1427	14.2	0.441	16.9	LOS B	6.5	49.4	0.70	0.66	0.70	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

- * Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Omara Road												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	192.2	218.2	1.14
East: Warrego Highway												

P2 Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14
All Pedestrians	100	100	24.4	LOS C	0.1	0.1	0.90	0.90	193.1	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:13:28 PM

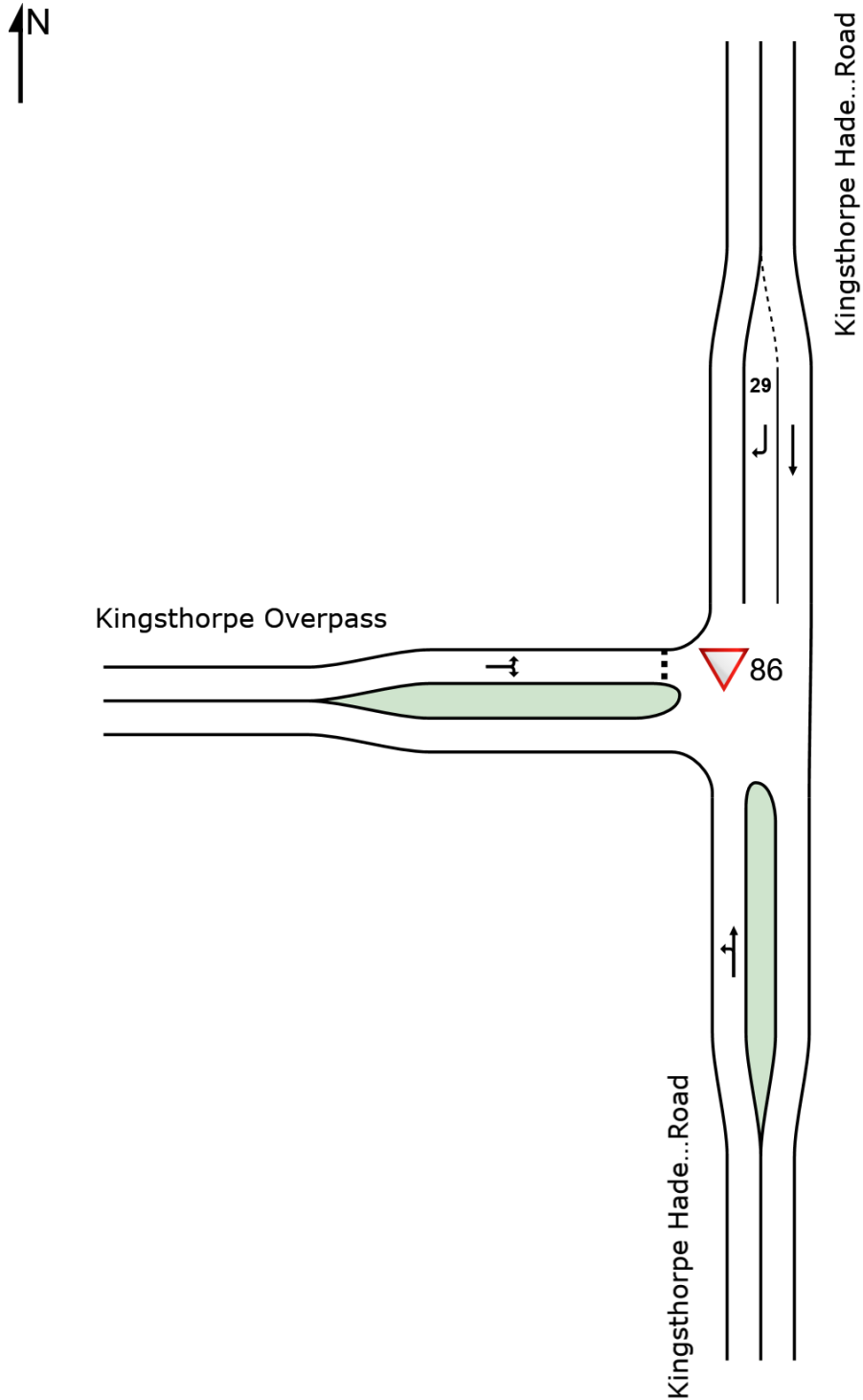
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34012\82. Warrego Highway_Omara Road.sip9

SITE LAYOUT

▼ Site: 86 [Kingsthope Haden Road / Kingsthorpe Overpass
2022 AM - Existing Conditions (Site Folder: Existing
Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 86 [Kingsthorpe Haden Road / Kingsthorpe Overpass
2022 AM - Existing Conditions (Site Folder: Existing
Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsthorpe Haden Road														
1	L2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.17	0.00	55.8
2	T1	5	0	5	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	57.9
Approach		7	0	7	0.0	0.004	1.6	NA	0.0	0.0	0.00	0.17	0.00	57.3
North: Kingsthorpe Haden Road														
8	T1	273	14	273	5.1	0.145	6.8	LOS A	0.0	0.0	0.00	0.64	0.00	67.1
9	R2	7	2	7	28.6	0.005	8.2	LOS A	0.0	0.0	0.00	0.68	0.00	64.6
Approach		280	16	280	5.7	0.145	6.8	NA	0.0	0.0	0.00	0.65	0.00	67.0
West: Kingsthorpe Overpass														
10	L2	60	9	60	15.0	0.057	5.7	LOS A	0.2	1.7	0.01	0.57	0.01	57.9
12	R2	16	1	16	6.3	0.057	6.9	LOS A	0.2	1.7	0.01	0.57	0.01	49.7
Approach		76	10	76	13.2	0.057	6.0	LOS A	0.2	1.7	0.01	0.57	0.01	56.4
All Vehicles		363	26	363	7.2	0.145	6.5	NA	0.2	1.7	0.00	0.62	0.00	63.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:25:58 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\86.Kingsthorpe Haden Road_Kingsthorpe Overpass.sip9

MOVEMENT SUMMARY

▼ Site: 86 [Kingsthorpe Haden Road / Kingsthorpe Overpass
2022 PM - Existing Conditions (Site Folder: Existing
Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kingsthorpe Haden Road														
1	L2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	55.8
2	T1	6	1	6	16.7	0.004	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	57.9
Approach		8	1	8	12.5	0.004	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.4
North: Kingsthorpe Haden Road														
8	T1	92	7	92	7.6	0.050	6.8	LOS A	0.0	0.0	0.00	0.65	0.00	66.8
9	R2	7	1	7	14.3	0.004	7.8	LOS A	0.0	0.0	0.00	0.68	0.00	69.3
Approach		99	8	99	8.1	0.050	6.9	NA	0.0	0.0	0.00	0.65	0.00	67.0
West: Kingsthorpe Overpass														
10	L2	247	12	247	4.9	0.161	5.6	LOS A	0.7	5.3	0.04	0.56	0.04	60.4
12	R2	6	1	6	16.7	0.161	6.2	LOS A	0.7	5.3	0.04	0.56	0.04	48.6
Approach		253	13	253	5.1	0.161	5.6	LOS A	0.7	5.3	0.04	0.56	0.04	60.2
All Vehicles		360	22	360	6.1	0.161	5.9	NA	0.7	5.3	0.03	0.58	0.03	61.5

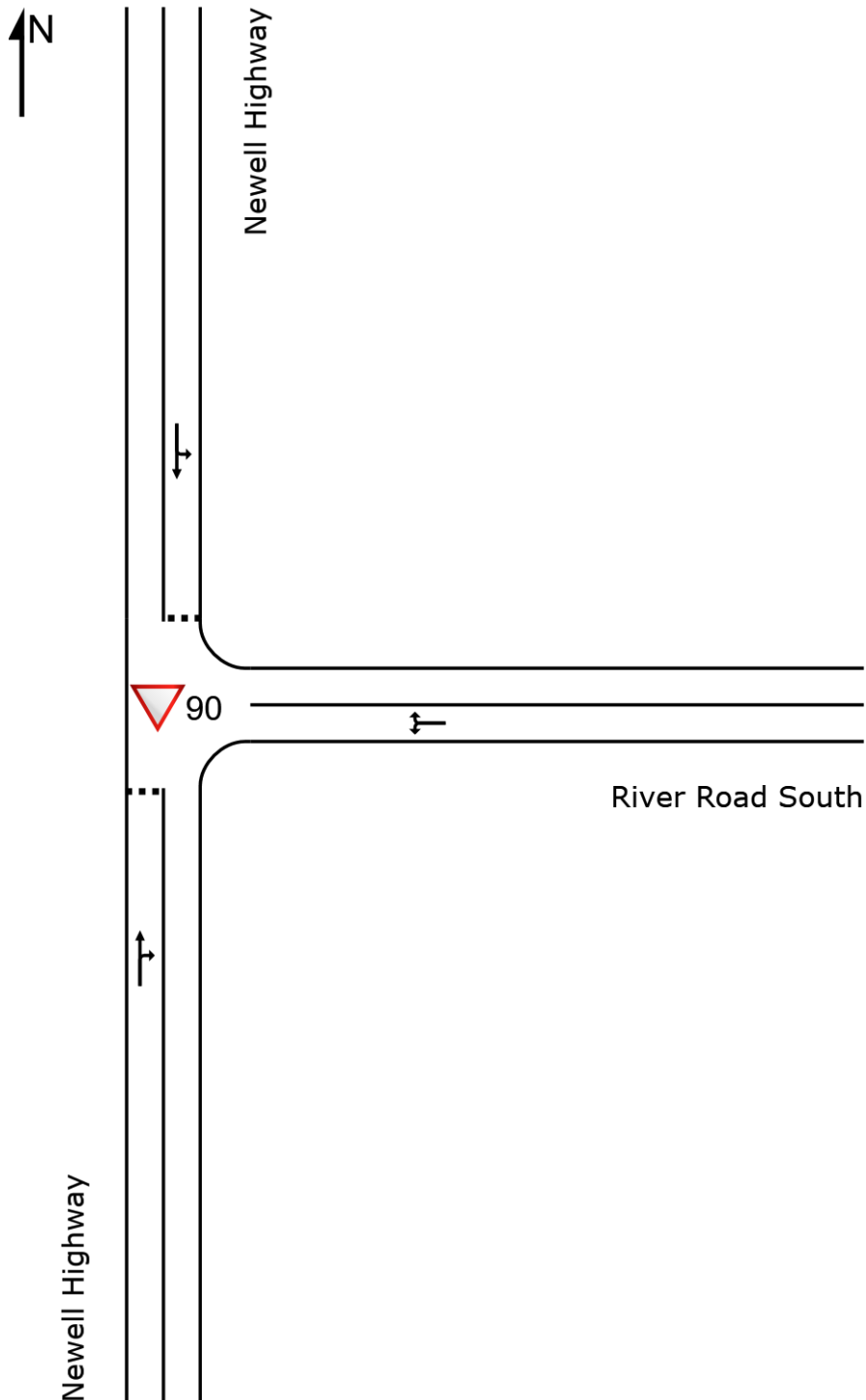
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 90 [Newell Highway_River Road_South 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 90 [Newell Highway_River Road_South 2022 AM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Newell Highway														
2	T1	224	72	224	32.1	0.175	7.4	LOS A	0.7	6.4	0.01	0.65	0.01	65.9
3	R2	1	0	1	0.0	0.175	8.7	LOS A	0.7	6.4	0.01	0.65	0.01	75.8
Approach		225	72	225	32.0	0.175	7.4	LOS A	0.7	6.4	0.01	0.65	0.01	66.0
East: River Road South														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.199	7.8	LOS A	0.8	7.3	0.26	0.54	0.26	62.4
8	T1	225	74	225	32.9	0.199	5.1	LOS A	0.8	7.3	0.26	0.54	0.26	52.9
Approach		226	74	226	32.7	0.199	5.1	LOS A	0.8	7.3	0.26	0.54	0.26	53.0
All Vehicles		453	146	453	32.2	0.199	6.3	NA	0.8	7.3	0.14	0.59	0.14	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:40:51 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34011\90. Newell Highway_River Road_South.sip9

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2022 PM
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Newell Highway														
2	T1	197	63	197	32.0	0.154	7.4	LOS A	0.6	5.5	0.01	0.65	0.01	66.0
3	R2	1	0	1	0.0	0.154	8.7	LOS A	0.6	5.5	0.01	0.65	0.01	75.8
Approach		198	63	198	31.8	0.154	7.4	LOS A	0.6	5.5	0.01	0.65	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.192	7.8	LOS A	0.8	7.1	0.24	0.53	0.24	62.4
8	T1	221	73	221	33.0	0.192	5.0	LOS A	0.8	7.1	0.24	0.53	0.24	53.0
Approach		222	73	222	32.9	0.192	5.1	LOS A	0.8	7.1	0.24	0.53	0.24	53.0
All Vehicles		422	136	422	32.2	0.192	6.2	NA	0.8	7.1	0.13	0.59	0.13	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:40:52 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34011\90. Newell Highway_River Road_South.sip9

MOVEMENT SUMMARY

▼ Site: 89 [Newell Highway_River Road_South 2022 AM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Newell Highway														
2	T1	224	72	224	32.1	0.175	7.4	LOS A	0.7	6.4	0.01	0.65	0.01	65.9
3	R2	1	0	1	0.0	0.175	8.7	LOS A	0.7	6.4	0.01	0.65	0.01	75.8
Approach		225	72	225	32.0	0.175	7.4	LOS A	0.7	6.4	0.01	0.65	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.199	7.8	LOS A	0.8	7.3	0.26	0.54	0.26	62.4
8	T1	225	74	225	32.9	0.199	5.1	LOS A	0.8	7.3	0.26	0.54	0.26	52.9
Approach		226	74	226	32.7	0.199	5.1	LOS A	0.8	7.3	0.26	0.54	0.26	53.0
All Vehicles		453	146	453	32.2	0.199	6.3	NA	0.8	7.3	0.14	0.59	0.14	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:40:52 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34011\90. Newell Highway_River Road_South.sip9

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2022 PM
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Newell Highway														
2	T1	197	63	197	32.0	0.154	7.4	LOS A	0.6	5.5	0.01	0.65	0.01	66.0
3	R2	1	0	1	0.0	0.154	8.7	LOS A	0.6	5.5	0.01	0.65	0.01	75.8
Approach		198	63	198	31.8	0.154	7.4	LOS A	0.6	5.5	0.01	0.65	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.192	7.8	LOS A	0.8	7.1	0.24	0.53	0.24	62.4
8	T1	221	73	221	33.0	0.192	5.0	LOS A	0.8	7.1	0.24	0.53	0.24	53.0
Approach		222	73	222	32.9	0.192	5.1	LOS A	0.8	7.1	0.24	0.53	0.24	53.0
All Vehicles		422	136	422	32.2	0.192	6.2	NA	0.8	7.1	0.13	0.59	0.13	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:40:53 PM

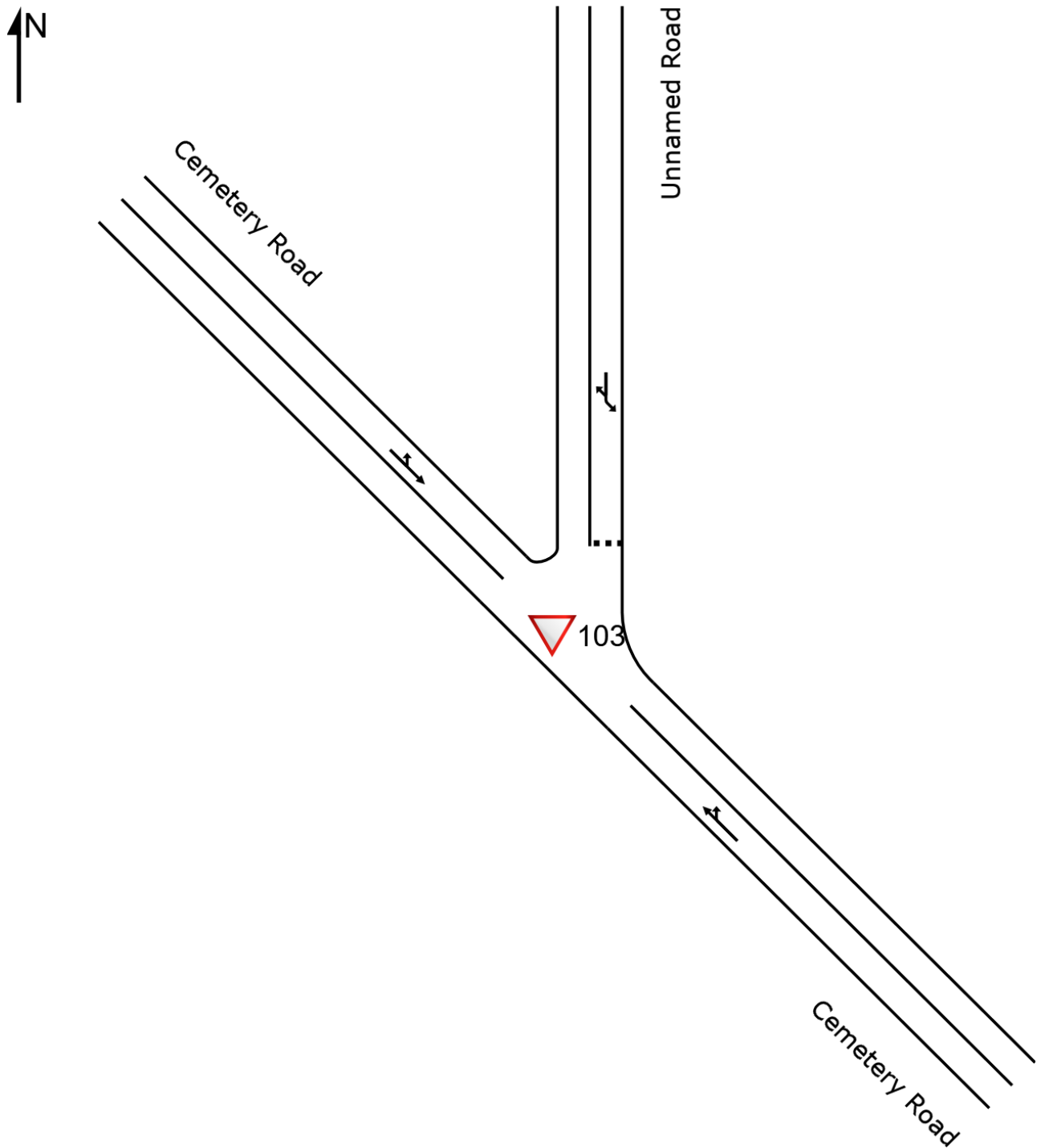
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34011\90. Newell Highway_River Road_South.sip9

SITE LAYOUT

▼ Site: 103 [Cemetery Road / Unnamed Road 2022 AM Scenario
1 (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 103 [Cemetery Road / Unnamed Road 2022 AM Scenario
1 (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.04	0.31	0.04	90.9
23a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.04	0.31	0.04	82.2
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.04	0.31	0.04	86.3
North: Unnamed Road														
7a	L1	1	0	1	0.0	0.010	7.3	LOS A	0.0	0.3	0.03	0.69	0.03	73.9
9b	R3	11	2	11	18.2	0.010	8.5	LOS A	0.0	0.3	0.03	0.69	0.03	67.1
Approach		12	2	12	16.7	0.010	8.4	LOS A	0.0	0.3	0.03	0.69	0.03	67.7
NorthWest: Cemetery Road														
27b	L3	9	1	9	11.1	0.006	9.2	LOS A	0.0	0.0	0.00	0.63	0.00	70.9
28	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.63	0.00	82.2
Approach		10	1	10	10.0	0.006	8.3	NA	0.0	0.0	0.00	0.63	0.00	71.8
All Vehicles		24	3	24	12.5	0.010	7.9	NA	0.0	0.3	0.02	0.63	0.02	70.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 103 [Cemetery Road / Unnamed Road 2022 PM Scenario 1 (Site Folder: Existing Intersection)]**

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.04	0.31	0.04	90.9
23a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.04	0.31	0.04	82.2
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.04	0.31	0.04	86.3
North: Unnamed Road														
7a	L1	1	0	1	0.0	0.008	7.3	LOS A	0.0	0.2	0.02	0.69	0.02	73.9
9b	R3	9	1	9	11.1	0.008	8.3	LOS A	0.0	0.2	0.02	0.69	0.02	69.7
Approach		10	1	10	10.0	0.008	8.2	LOS A	0.0	0.2	0.02	0.69	0.02	70.1
NorthWest: Cemetery Road														
27b	L3	8	1	8	12.5	0.006	9.3	LOS A	0.0	0.0	0.00	0.63	0.00	70.5
28	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.63	0.00	82.4
Approach		9	1	9	11.1	0.006	8.2	NA	0.0	0.0	0.00	0.63	0.00	71.7
All Vehicles		21	2	21	9.5	0.008	7.8	NA	0.0	0.2	0.01	0.63	0.01	72.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:53:47 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33851\103. Cemetery Road_Unnamed Road.sip9

MOVEMENT SUMMARY

▼ Site: 103 [Cemetery Road / Unnamed Road 2022 AM Scenario
2 (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.2	0.02	0.58	0.02	85.4
23a	R1	9	1	9	11.1	0.006	7.2	LOS A	0.0	0.2	0.02	0.58	0.02	72.7
Approach		10	1	10	10.0	0.006	6.4	NA	0.0	0.2	0.02	0.58	0.02	73.8
North: Unnamed Road														
7a	L1	11	2	11	18.2	0.008	7.8	LOS A	0.0	0.3	0.01	0.67	0.01	68.0
9b	R3	1	0	1	0.0	0.008	8.0	LOS A	0.0	0.3	0.01	0.67	0.01	74.8
Approach		12	2	12	16.7	0.008	7.8	LOS A	0.0	0.3	0.01	0.67	0.01	68.5
NorthWest: Cemetery Road														
27b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
All Vehicles		24	3	24	12.5	0.008	7.0	NA	0.0	0.3	0.01	0.61	0.01	71.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:53:48 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33851\103. Cemetery Road_Unnamed Road.sip9

MOVEMENT SUMMARY

▼ Site: 103 [Cemetery Road / Unnamed Road 2022 PM Scenario
2 (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.005	0.0	LOS A	0.0	0.2	0.02	0.57	0.02	85.6
23a	R1	8	1	8	12.5	0.005	7.2	LOS A	0.0	0.2	0.02	0.57	0.02	72.3
Approach		9	1	9	11.1	0.005	6.4	NA	0.0	0.2	0.02	0.57	0.02	73.6
North: Unnamed Road														
7a	L1	9	1	9	11.1	0.007	7.6	LOS A	0.0	0.2	0.01	0.67	0.01	70.5
9b	R3	1	0	1	0.0	0.007	8.0	LOS A	0.0	0.2	0.01	0.67	0.01	74.8
Approach		10	1	10	10.0	0.007	7.6	LOS A	0.0	0.2	0.01	0.67	0.01	70.9
NorthWest: Cemetery Road														
27b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
All Vehicles		21	2	21	9.5	0.007	6.8	NA	0.0	0.2	0.01	0.60	0.01	73.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 5:53:48 PM

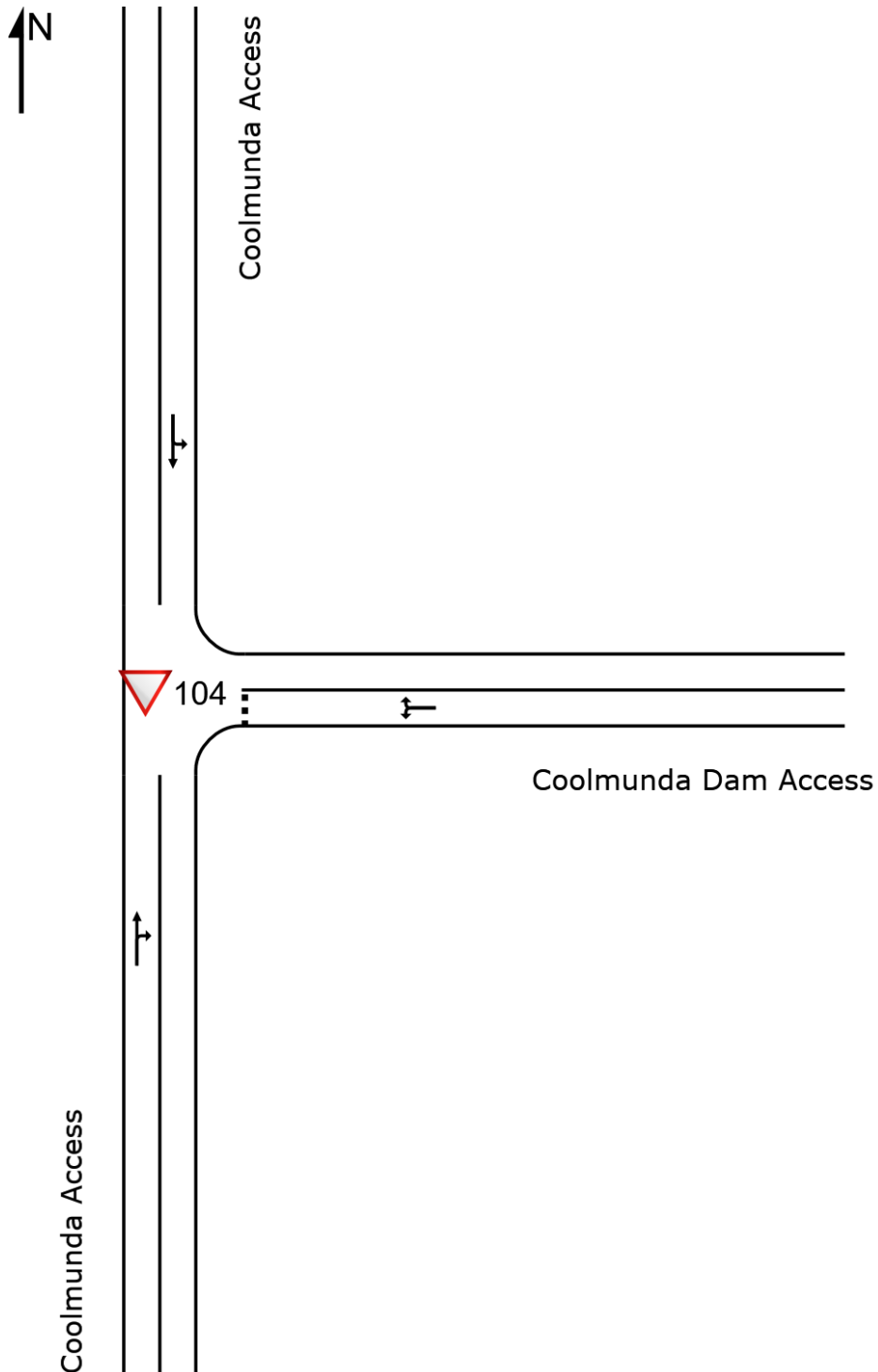
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33851\103. Cemetery Road_Unnamed Road.sip9

SITE LAYOUT

▼ Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access
2022 AM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.02	0.15	0.02	58.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.15	0.02	56.0
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.02	0.15	0.02	57.6
East: Coolmunda Dam Access														
4	L2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.03	0.58	0.03	53.6
6	R2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.58	0.03	51.6
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.58	0.03	52.0
North: Coolmunda Access														
7	L2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.0	0.00	0.29	0.00	54.4
8	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	57.4
Approach		6	2	6	33.3	0.004	3.0	NA	0.0	0.0	0.00	0.29	0.00	55.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:05:48 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33852\104. Coolmunda Dam Access_Coolmunda Dam Access.sip9

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access
2022 PM Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.02	0.15	0.02	58.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.15	0.02	56.0
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.02	0.15	0.02	57.6
East: Coolmunda Dam Access														
4	L2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.03	0.58	0.03	53.6
6	R2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.58	0.03	51.6
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.58	0.03	52.0
North: Coolmunda Access														
7	L2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.0	0.00	0.29	0.00	54.4
8	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	57.4
Approach		6	2	6	33.3	0.004	3.0	NA	0.0	0.0	0.00	0.29	0.00	55.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:05:50 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33852\104. Coolmunda Dam Access_Coolmunda Dam Access.sip9

MOVEMENT SUMMARY

▼ Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access
2022 AM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.03	0.30	0.03	57.3
3	R2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.1	0.03	0.30	0.03	53.6
Approach		6	2	6	33.3	0.004	2.9	NA	0.0	0.1	0.03	0.30	0.03	55.4
East: Coolmunda Dam Access														
4	L2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.57	0.03	52.2
6	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.03	0.57	0.03	53.0
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.57	0.03	52.4
North: Coolmunda Access														
7	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	56.7
8	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.2
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:05:50 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33852\104. Coolmunda Dam Access_Coolmunda Dam Access.sip9

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access
2022 PM Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.03	0.30	0.03	57.3
3	R2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.1	0.03	0.30	0.03	53.6
Approach		6	2	6	33.3	0.004	2.9	NA	0.0	0.1	0.03	0.30	0.03	55.4
East: Coolmunda Dam Access														
4	L2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.57	0.03	52.2
6	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.03	0.57	0.03	53.0
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.57	0.03	52.4
North: Coolmunda Access														
7	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	56.7
8	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.2
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:05:51 PM

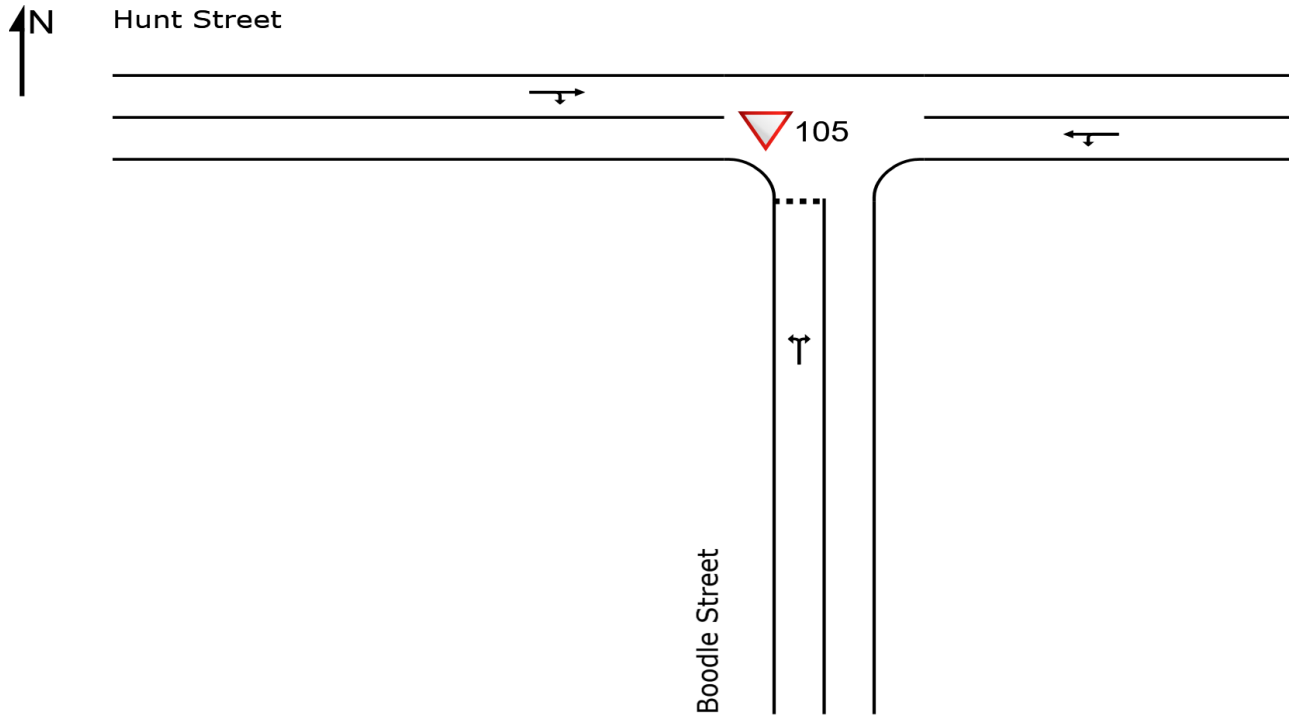
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33852\104. Coolmunda Dam Access_Coolmunda Dam Access.sip9

SITE LAYOUT

▽ Site: 105 [Hunt Street / Boodle Street 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Thursday, 3 November 2022 6:18:34 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33853\105. Hunt Street_Boodle Street.sip9

MOVEMENT SUMMARY

▼ Site: 105 [Hunt Street / Boodle Street 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:16:45 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33853\105. Hunt Street_Boodle Street.sip9

MOVEMENT SUMMARY

▼ Site: 105 [Hunt Street / Boodle Street 2022 PM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:16:45 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33853\105. Hunt Street_Boodle Street.sip9

MOVEMENT SUMMARY

▼ Site: 105 [Hunt Street / Boodle Street 2022 AM Peak Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:16:46 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33853\105. Hunt Street_Boodle Street.sip9

MOVEMENT SUMMARY

▼ Site: 105 [Hunt Street / Boodle Street 2022 PM Peak Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Thursday, 3 November 2022 6:16:46 PM

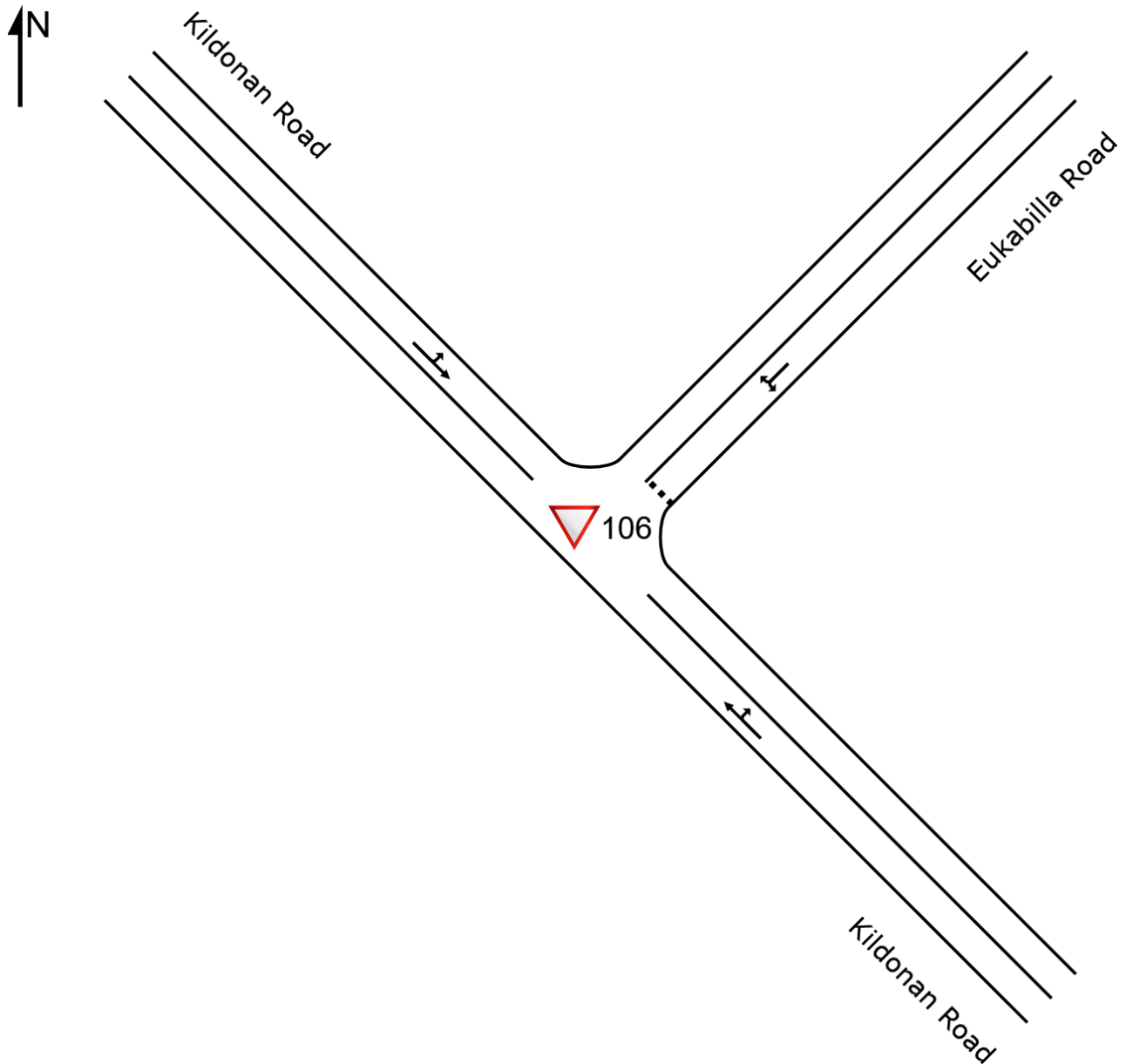
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33853\105. Hunt Street_Boodle Street.sip9

SITE LAYOUT

▽ Site: 106 [Kildonan Road / Eukabilla Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 106 [Kildonan Road / Eukabilla Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Kildonan Road														
22	T1	78	8	78	10.3	0.043	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.6
23	R2	1	0	1	0.0	0.043	7.6	LOS A	0.0	0.0	0.01	0.01	0.01	71.5
Approach		79	8	79	10.1	0.043	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.1
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.18	0.54	0.18	61.7
26	R2	1	0	1	0.0	0.002	6.0	LOS A	0.0	0.0	0.18	0.54	0.18	61.3
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.18	0.54	0.18	61.5
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.044	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
28	T1	80	8	80	10.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		81	8	81	9.9	0.044	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		162	16	162	9.9	0.044	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 106 [Kildonan Road / Eukabilla Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Kildonan Road														
22	T1	77	8	77	10.4	0.043	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.6
23	R2	1	0	1	0.0	0.043	7.6	LOS A	0.0	0.0	0.01	0.01	0.01	71.5
Approach		78	8	78	10.3	0.043	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.1
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.7	LOS A	0.0	0.0	0.17	0.54	0.17	61.7
26	R2	1	0	1	0.0	0.002	5.9	LOS A	0.0	0.0	0.17	0.54	0.17	61.4
Approach		2	0	2	0.0	0.002	5.8	LOS A	0.0	0.0	0.17	0.54	0.17	61.6
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.039	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
28	T1	71	7	71	9.9	0.039	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		72	7	72	9.7	0.039	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		152	15	152	9.9	0.043	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 106 [Kildonan Road / Eukabilla Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Kildonan Road														
22	T1	78	8	78	10.3	0.043	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.6
23	R2	1	0	1	0.0	0.043	7.6	LOS A	0.0	0.0	0.01	0.01	0.01	71.5
Approach		79	8	79	10.1	0.043	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.1
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.18	0.54	0.18	61.7
26	R2	1	0	1	0.0	0.002	6.0	LOS A	0.0	0.0	0.18	0.54	0.18	61.3
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.18	0.54	0.18	61.5
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.044	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
28	T1	80	8	80	10.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		81	8	81	9.9	0.044	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		162	16	162	9.9	0.044	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 106 [Kildonan Road / Eukabilla Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Kildonan Road														
22	T1	77	8	77	10.4	0.043	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.6
23	R2	1	0	1	0.0	0.043	7.6	LOS A	0.0	0.0	0.01	0.01	0.01	71.5
Approach		78	8	78	10.3	0.043	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.1
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.7	LOS A	0.0	0.0	0.17	0.54	0.17	61.7
26	R2	1	0	1	0.0	0.002	5.9	LOS A	0.0	0.0	0.17	0.54	0.17	61.4
Approach		2	0	2	0.0	0.002	5.8	LOS A	0.0	0.0	0.17	0.54	0.17	61.6
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.039	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
28	T1	71	7	71	9.9	0.039	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		72	7	72	9.7	0.039	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		152	15	152	9.9	0.043	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.5

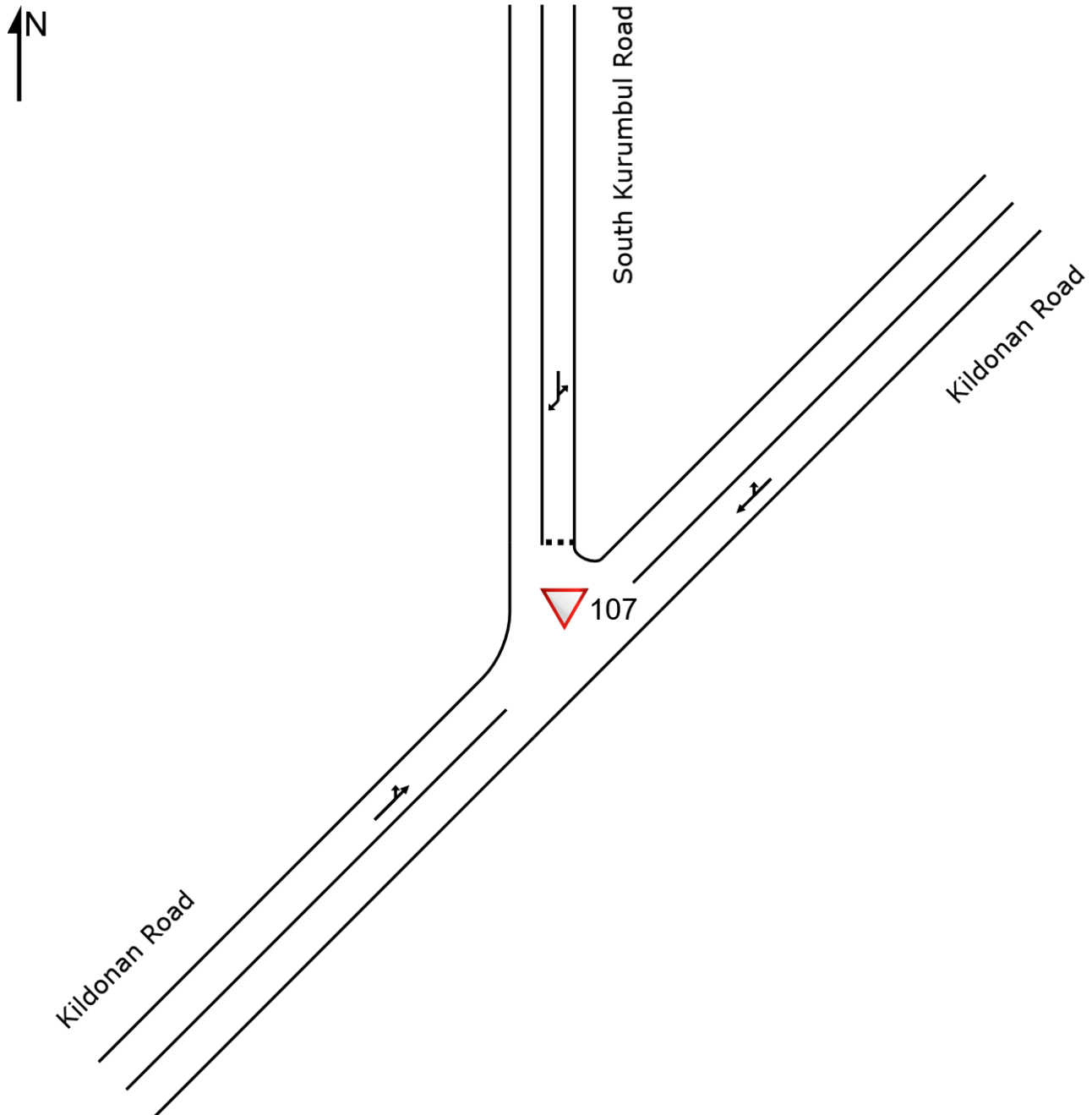
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 107 [Kildonan Road / South Kurumbul Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 107 [Kildonan Road / South Kurumbul Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]**

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Kildonan Road														
25	T1	78	8	78	10.3	0.042	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.6
26b	R3	1	0	1	0.0	0.042	8.3	LOS A	0.0	0.0	0.01	0.01	0.01	88.0
Approach		79	8	79	10.1	0.042	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.4
North: South Kurumbul Road														
7b	L3	1	0	1	0.0	0.004	9.2	LOS A	0.0	0.1	0.21	0.61	0.21	74.0
9a	R1	3	1	3	33.3	0.004	8.6	LOS A	0.0	0.1	0.21	0.61	0.21	62.9
Approach		4	1	4	25.0	0.004	8.7	LOS A	0.0	0.1	0.21	0.61	0.21	65.3
SouthWest: Kildonan Road														
30a	L1	3	1	3	33.3	0.044	8.2	LOS A	0.0	0.0	0.00	0.02	0.00	72.3
31	T1	80	8	80	10.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.4
Approach		83	9	83	10.8	0.044	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.1
All Vehicles		166	18	166	10.8	0.044	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 10:31:27 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33855\107. Kildonan Road_South Kurumbul Road.sip9

MOVEMENT SUMMARY

▼ Site: 107 [Kildonan Road / South Kurumbul Road 2022 PM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Kildonan Road														
25	T1	77	8	77	10.4	0.041	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.6
26b	R3	1	0	1	0.0	0.041	8.3	LOS A	0.0	0.0	0.01	0.01	0.01	88.0
Approach		78	8	78	10.3	0.041	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.4
North: South Kurumbul Road														
7b	L3	1	0	1	0.0	0.004	9.1	LOS A	0.0	0.1	0.20	0.61	0.20	74.1
9a	R1	3	1	3	33.3	0.004	8.5	LOS A	0.0	0.1	0.20	0.61	0.20	62.9
Approach		4	1	4	25.0	0.004	8.7	LOS A	0.0	0.1	0.20	0.61	0.20	65.4
SouthWest: Kildonan Road														
30a	L1	3	1	3	33.3	0.039	8.2	LOS A	0.0	0.0	0.00	0.03	0.00	72.3
31	T1	71	7	71	9.9	0.039	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.4
Approach		74	8	74	10.8	0.039	0.3	NA	0.0	0.0	0.00	0.03	0.00	97.9
All Vehicles		156	17	156	10.9	0.041	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 10:31:28 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33855\107. Kildonan Road_South Kurumbul Road.sip9

MOVEMENT SUMMARY

▼ Site: 107 [Kildonan Road / South Kurumbul Road 2022 AM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Kildonan Road														
25	T1	78	8	78	10.3	0.044	0.0	LOS A	0.0	0.2	0.02	0.03	0.02	99.1
26b	R3	3	1	3	33.3	0.044	9.3	LOS A	0.0	0.2	0.02	0.03	0.02	71.9
Approach		81	9	81	11.1	0.044	0.4	NA	0.0	0.2	0.02	0.03	0.02	97.8
North: South Kurumbul Road														
7b	L3	3	1	3	33.3	0.003	10.1	LOS B	0.0	0.1	0.18	0.61	0.18	62.8
9a	R1	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.18	0.61	0.18	72.5
Approach		4	1	4	25.0	0.003	9.5	LOS A	0.0	0.1	0.18	0.61	0.18	65.0
SouthWest: Kildonan Road														
30a	L1	1	0	1	0.0	0.043	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.9
31	T1	80	8	80	10.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		81	8	81	9.9	0.043	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		166	18	166	10.8	0.044	0.5	NA	0.0	0.2	0.01	0.03	0.01	97.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 10:31:28 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33855\107. Kildonan Road_South Kurumbul Road.sip9

MOVEMENT SUMMARY

 Site: 107 [Kildonan Road / South Kurumbul Road 2022 PM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Kildonan Road														
25	T1	77	8	77	10.4	0.043	0.0	LOS A	0.0	0.2	0.02	0.03	0.02	99.1
26b	R3	3	1	3	33.3	0.043	9.3	LOS A	0.0	0.2	0.02	0.03	0.02	71.9
Approach		80	9	80	11.3	0.043	0.4	NA	0.0	0.2	0.02	0.03	0.02	97.7
North: South Kurumbul Road														
7b	L3	3	1	3	33.3	0.003	10.1	LOS B	0.0	0.1	0.17	0.61	0.17	62.8
9a	R1	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.17	0.61	0.17	72.6
Approach		4	1	4	25.0	0.003	9.4	LOS A	0.0	0.1	0.17	0.61	0.17	65.0
SouthWest: Kildonan Road														
30a	L1	1	0	1	0.0	0.038	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.9
31	T1	71	7	71	9.9	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		72	7	72	9.7	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		156	17	156	10.9	0.043	0.5	NA	0.0	0.2	0.01	0.03	0.01	97.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 10:31:29 AM

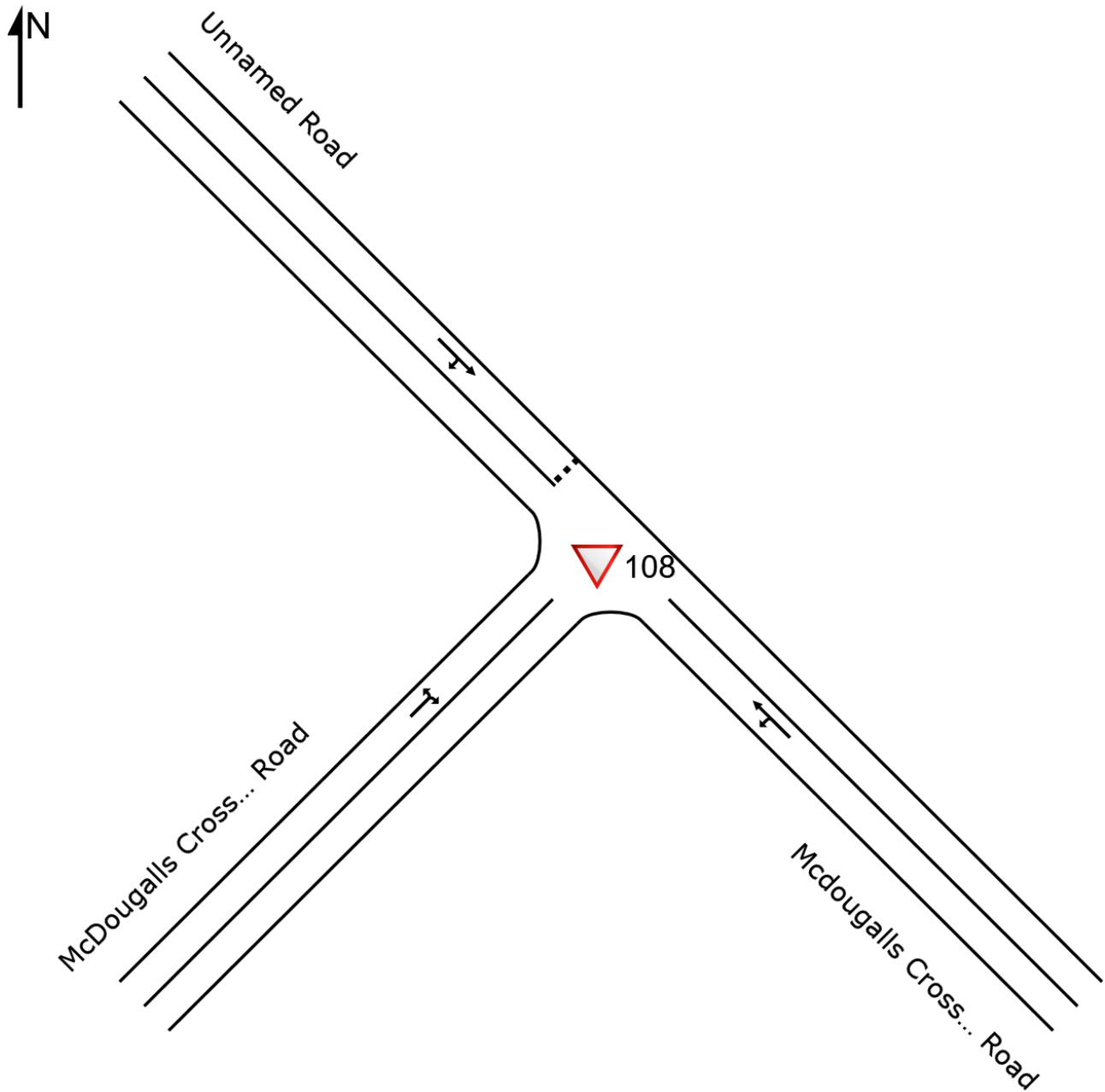
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33855\107. Kildonan Road_South Kurumbul Road.sip9

SITE LAYOUT

▽ Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2022
AM-Existing Conditions (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2022
AM-Existing Conditions (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Mcdougalls Crossing Road														
21	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.00	0.34	0.00	76.8
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	87.7
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.00	0.34	0.00	81.9
NorthWest: Unnamed Road														
28	T1	1	0	1	0.0	0.002	6.6	LOS A	0.0	0.0	0.02	0.65	0.02	67.8
29	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.9
Approach		2	0	2	0.0	0.002	7.0	LOS A	0.0	0.0	0.02	0.65	0.02	72.3
SouthWest: McDougalls Crossing Road														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
32	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	65.3
Approach		2	0	2	0.0	0.001	7.6	NA	0.0	0.0	0.01	0.66	0.01	70.9
All Vehicles		6	0	6	0.0	0.002	6.1	NA	0.0	0.0	0.01	0.55	0.01	74.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 10:42:27 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\108. Mcdougalls Crossing Road_Unnamed Road.sip9

MOVEMENT SUMMARY

Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2022
PM-Existing Conditions (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Mcdougalls Crossing Road														
21	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.00	0.34	0.00	76.8
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	87.7
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.00	0.34	0.00	81.9
NorthWest: Unnamed Road														
28	T1	1	0	1	0.0	0.002	6.6	LOS A	0.0	0.0	0.02	0.65	0.02	67.8
29	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.9
Approach		2	0	2	0.0	0.002	7.0	LOS A	0.0	0.0	0.02	0.65	0.02	72.3
SouthWest: McDougalls Crossing Road														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
32	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	65.3
Approach		2	0	2	0.0	0.001	7.6	NA	0.0	0.0	0.01	0.66	0.01	70.9
All Vehicles		6	0	6	0.0	0.002	6.1	NA	0.0	0.0	0.01	0.55	0.01	74.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 10:42:28 AM

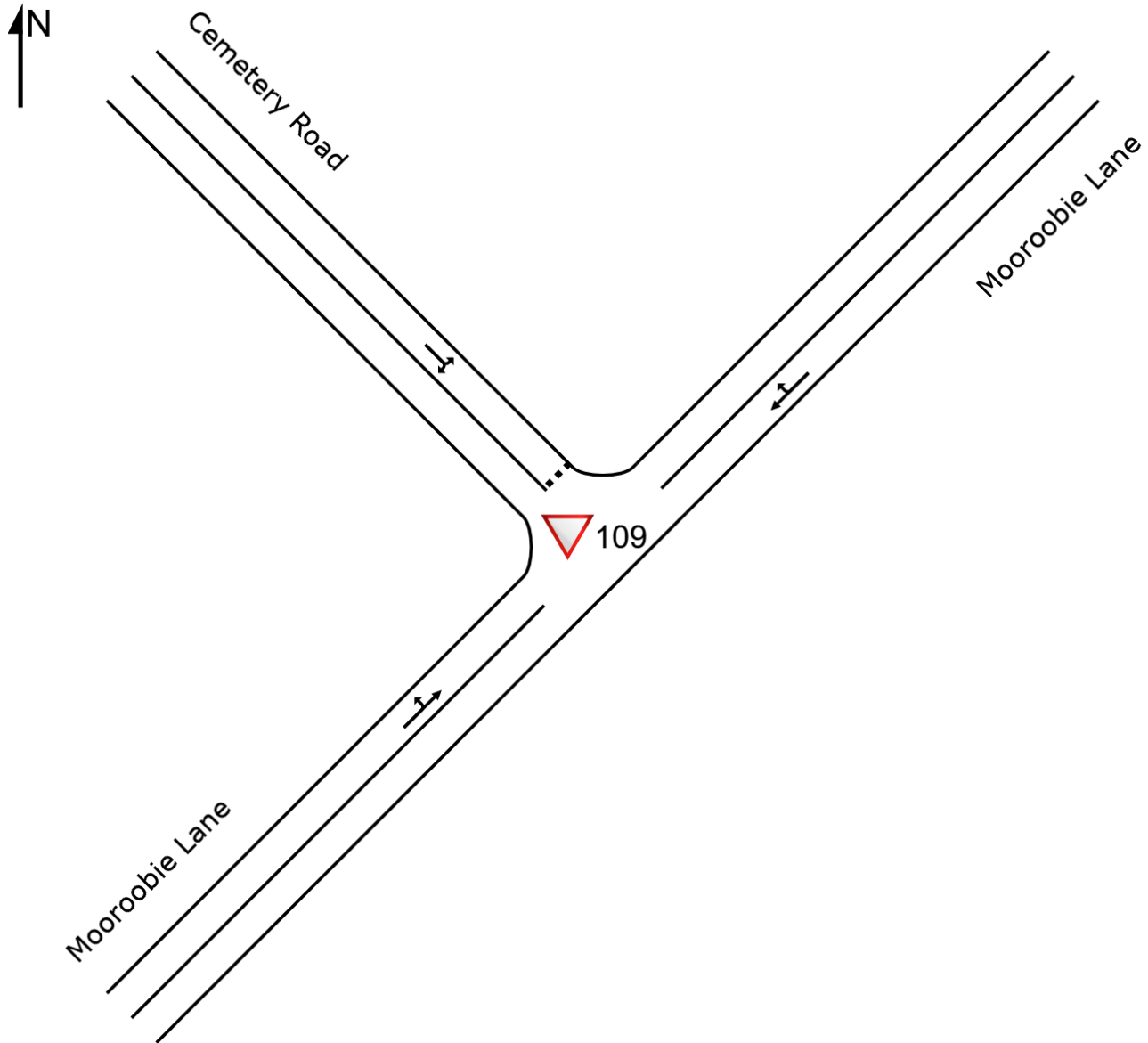
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\108. Mcdougalls Crossing Road_Unnamed Road.sip9

SITE LAYOUT

▽ Site: 109 [Moorroobie Lane / Cemetery Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 109 [Moorroobie Lane / Cemetery Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.05	0.33	0.05	90.3
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.05	0.33	0.05	75.0
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.05	0.33	0.05	82.0
NorthWest: Cemetery Road														
27	L2	1	0	1	0.0	0.008	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	69.5
29	R2	9	1	9	11.1	0.008	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	65.5
Approach		10	1	10	10.0	0.008	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	65.9
SouthWest: Mooroobie Lane														
30	L2	11	2	11	18.2	0.007	8.3	LOS A	0.0	0.0	0.00	0.61	0.00	69.2
31	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.61	0.00	83.8
Approach		12	2	12	16.7	0.007	7.6	NA	0.0	0.0	0.00	0.61	0.00	70.2
All Vehicles		24	3	24	12.5	0.008	7.0	NA	0.0	0.2	0.01	0.60	0.01	69.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 109 [Moorroobie Lane / Cemetery Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.04	0.33	0.04	90.4
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.04	0.33	0.04	75.1
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.04	0.33	0.04	82.0
NorthWest: Cemetery Road														
27	L2	1	0	1	0.0	0.008	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	69.5
29	R2	9	1	9	11.1	0.008	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	65.5
Approach		10	1	10	10.0	0.008	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	65.9
SouthWest: Mooroobie Lane														
30	L2	8	1	8	12.5	0.005	8.2	LOS A	0.0	0.0	0.00	0.59	0.00	71.4
31	T1	1	0	1	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.59	0.00	84.2
Approach		9	1	9	11.1	0.005	7.3	NA	0.0	0.0	0.00	0.59	0.00	72.6
All Vehicles		21	2	21	9.5	0.008	6.7	NA	0.0	0.2	0.01	0.59	0.01	70.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:06:40 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33857\109. Moorroobie Lane_Cemetery Road.sip9

MOVEMENT SUMMARY

▼ Site: 109 [Mooroobie Lane / Cemetery Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.3	0.02	0.61	0.02	84.4
26	R2	11	2	11	18.2	0.007	7.9	LOS A	0.0	0.3	0.02	0.61	0.02	64.0
Approach		12	2	12	16.7	0.007	7.2	NA	0.0	0.3	0.02	0.61	0.02	65.3
NorthWest: Cemetery Road														
27	L2	9	1	9	11.1	0.007	7.2	LOS A	0.0	0.2	0.01	0.63	0.01	65.7
29	R2	1	0	1	0.0	0.007	6.7	LOS A	0.0	0.2	0.01	0.63	0.01	68.9
Approach		10	1	10	10.0	0.007	7.1	LOS A	0.0	0.2	0.01	0.63	0.01	66.1
SouthWest: Mooroobie Lane														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		24	3	24	12.5	0.007	6.9	NA	0.0	0.3	0.01	0.60	0.01	66.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:06:39 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33857\109. Mooroobie Lane_Cemetery Road.sip9

MOVEMENT SUMMARY

▼ Site: 109 [Moorroobie Lane / Cemetery Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Moorroobie Lane														
25	T1	1	0	1	0.0	0.005	0.0	LOS A	0.0	0.2	0.02	0.60	0.02	84.7
26	R2	8	1	8	12.5	0.005	7.7	LOS A	0.0	0.2	0.02	0.60	0.02	66.2
Approach		9	1	9	11.1	0.005	6.9	NA	0.0	0.2	0.02	0.60	0.02	67.9
NorthWest: Cemetery Road														
27	L2	9	1	9	11.1	0.007	7.2	LOS A	0.0	0.2	0.01	0.63	0.01	65.7
29	R2	1	0	1	0.0	0.007	6.6	LOS A	0.0	0.2	0.01	0.63	0.01	68.9
Approach		10	1	10	10.0	0.007	7.1	LOS A	0.0	0.2	0.01	0.63	0.01	66.1
SouthWest: Moorroobie Lane														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		21	2	21	9.5	0.007	6.7	NA	0.0	0.2	0.01	0.59	0.01	68.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:06:40 AM

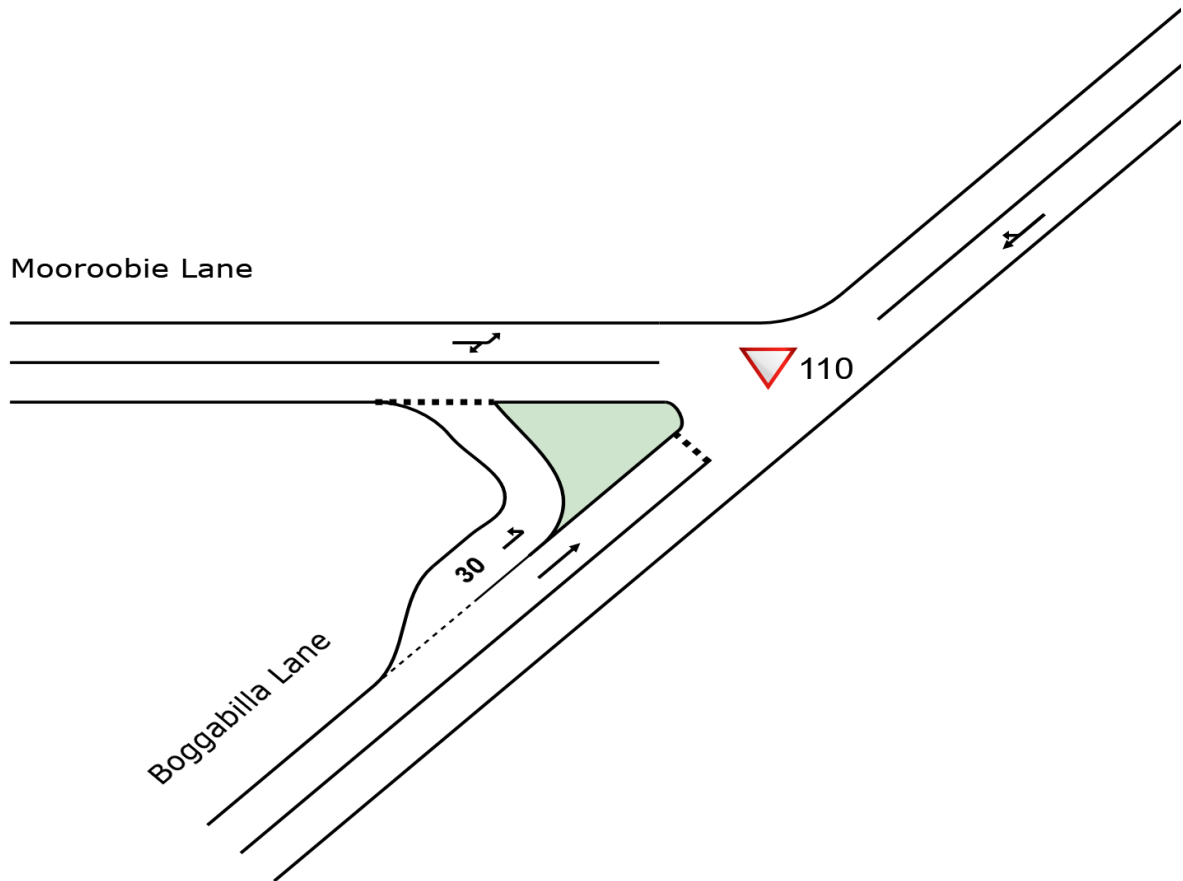
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33857\109. Moorroobie Lane_Cemetery Road.sip9

SITE LAYOUT

▽ Site: 110 [Moorroobie Lane / Moorroobie Lane 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 110 [Moorroobie Lane / Moorroobie Lane 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:20:17 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33859\110. Moorroobie Lane_Moorroobie Lane.sip9

MOVEMENT SUMMARY

Site: 110 [Moorroobie Lane / Moorroobie Lane 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Moorroobie Lane / Moorroobie Lane 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:20:18 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33859\110. Moorroobie Lane_Moorroobie Lane.sip9

MOVEMENT SUMMARY

▼ Site: 110 [Mooroobie Lane / Mooroobie Lane 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:20:19 AM

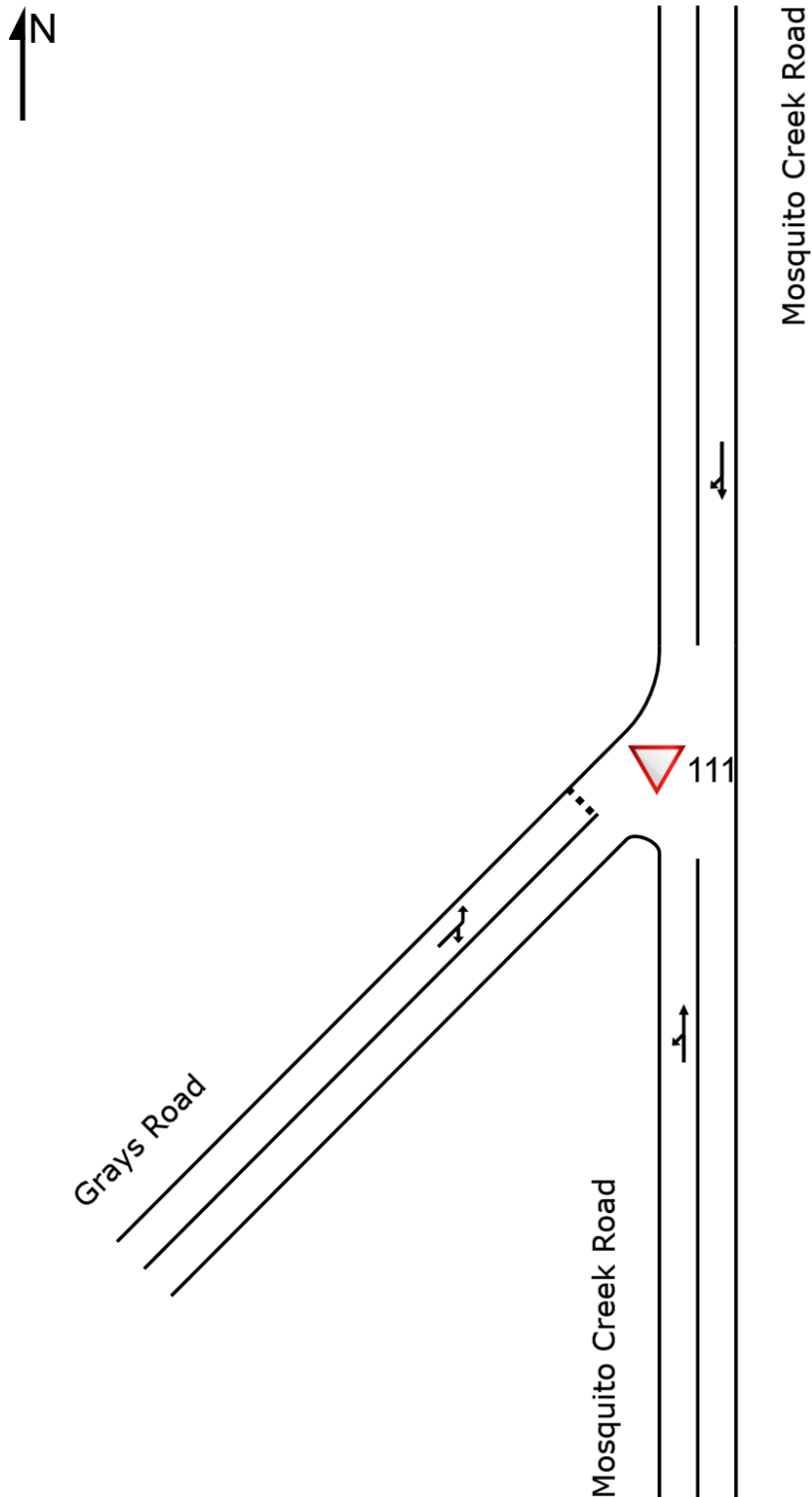
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33859\110. Mooroobie Lane_Mooroobie Lane.sip9

SITE LAYOUT

▽ Site: 111 [Mosquito Creek Road / Grays Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:35:54 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33860\111. Mosquito Creek Road_Grays Road.sip9

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:35:55 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33860\111. Mosquito Creek Road_Grays Road.sip9

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:35:55 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33860\111. Mosquito Creek Road_Grays Road.sip9

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:35:56 AM

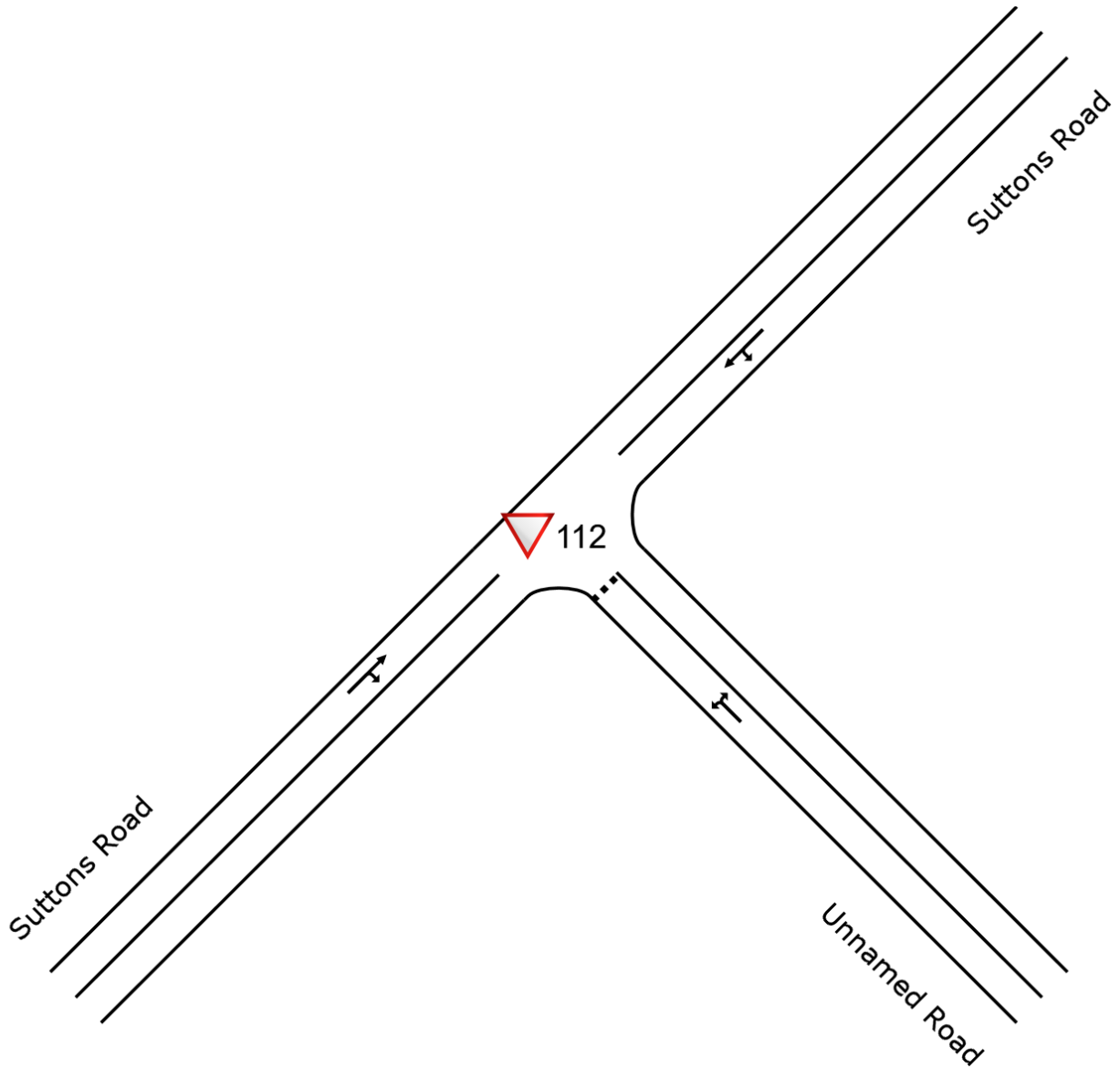
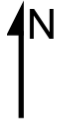
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33860\111. Mosquito Creek Road_Grays Road.sip9

SITE LAYOUT

▽ Site: 112 [Suttons Road / Unnamed Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 112 [Suttons Road / Unnamed Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:49:18 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33861\112. Suttons Road_Unnamed Road.sip9

MOVEMENT SUMMARY

▼ Site: 112 [Suttons Road / Unnamed Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:49:19 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33861\112. Suttons Road_Unnamed Road.sip9

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:49:18 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33861\112. Suttons Road_Unnamed Road.sip9

MOVEMENT SUMMARY

▼ Site: 112 [Suttons Road / Unnamed Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 19 August 2022 11:49:19 AM

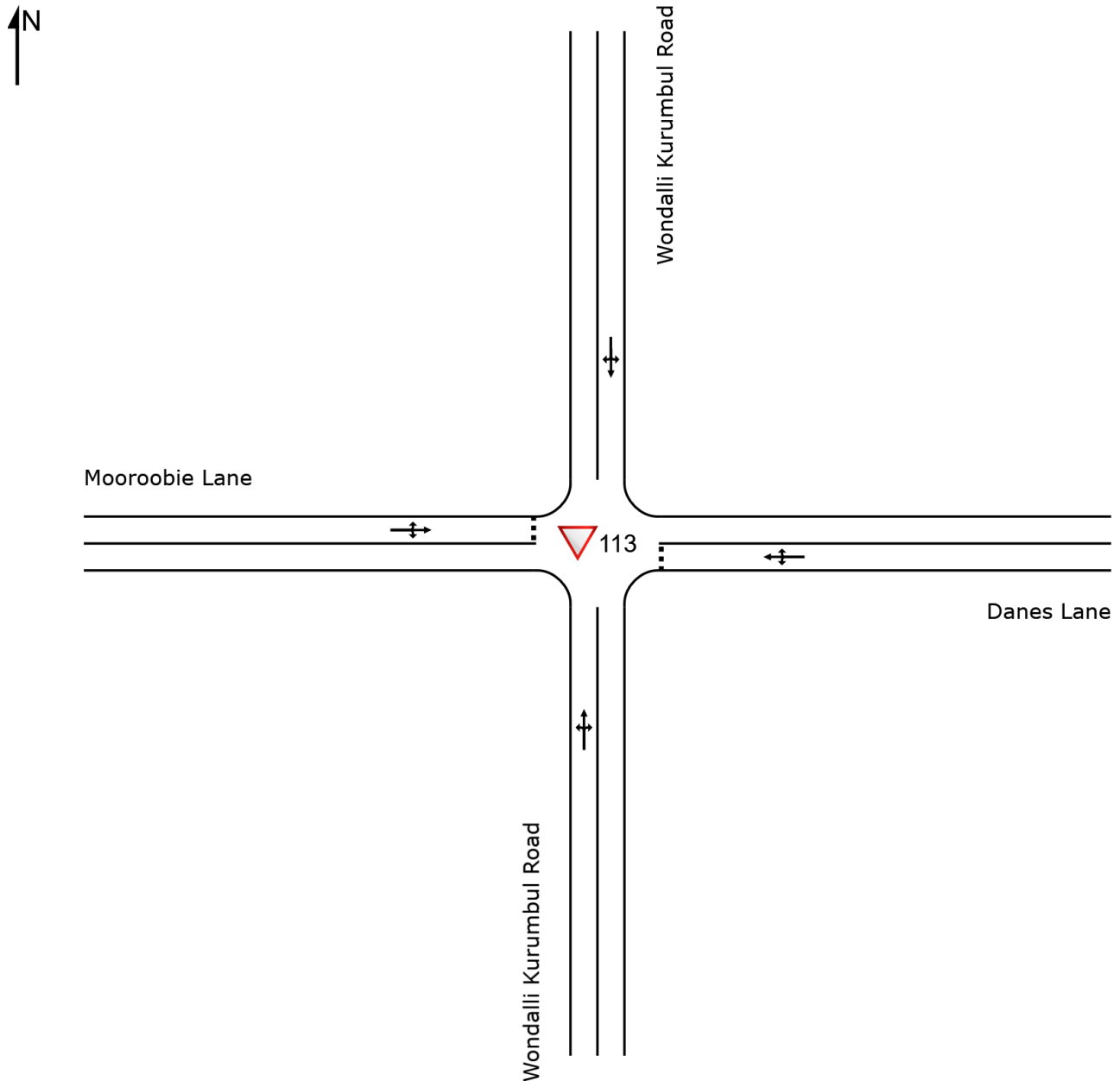
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33861\112. Suttons Road_Unnamed Road.sip9

SITE LAYOUT

▼ Site: 113 [Wondalli Kurumbul Road / Moorroobie Lane 2022
AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Moorroobie Lane 2022
AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:47:31 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33862\113. Wondalli Kurumbul Road_Moorroobie Lane.sip9

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Moorroobie Lane 2022
PM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:47:32 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33862\113. Wondalli Kurumbul Road_Moorroobie Lane.sip9

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Moorroobie Lane 2022
AM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:47:32 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33862\113. Wondalli Kurumbul Road_Moorroobie Lane.sip9

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Moorroobie Lane 2022
PM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:47:33 PM

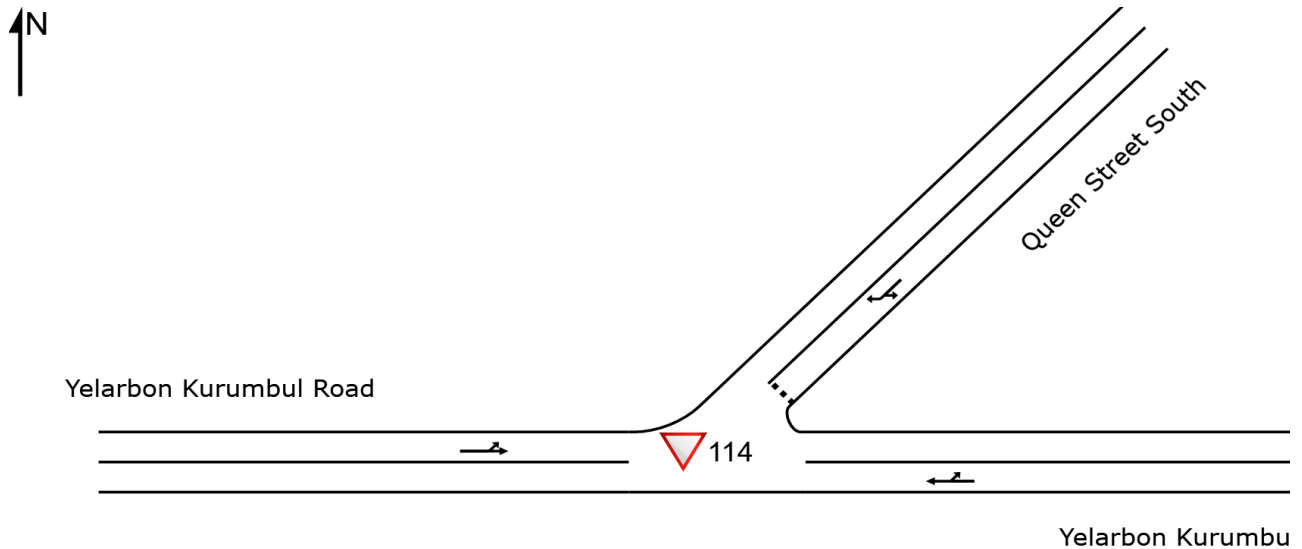
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33862\113. Wondalli Kurumbul Road_Moorroobie Lane.sip9

SITE LAYOUT

▽ Site: 114 [Yelarbon Kurumbul Road / Queen Street South
2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Friday, 4 November 2022 12:56:41 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33863\114. Yelarbon Kurumbul Road_Queen Street South.sip9

MOVEMENT SUMMARY

▼ Site: 114 [Yelarbon Kurumbul Road / Queen Street South
2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:56:07 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33863\114. Yelarbon Kurumbul Road_Queen Street South.sip9

MOVEMENT SUMMARY

 Site: 114 [Yelarbon Kurumbul Road / Queen Street South
2022 PM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:56:08 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33863\114. Yelarbon Kurumbul Road_Queen Street South.sip9

MOVEMENT SUMMARY

▼ Site: 114 [Yelarbon Kurumbul Road / Queen Street South
2022 AM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:56:08 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33863\114. Yelarbon Kurumbul Road_Queen Street South.sip9

MOVEMENT SUMMARY

▼ Site: 114 [Yelarbon Kurumbul Road / Queen Street South
2022 PM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 12:56:09 PM

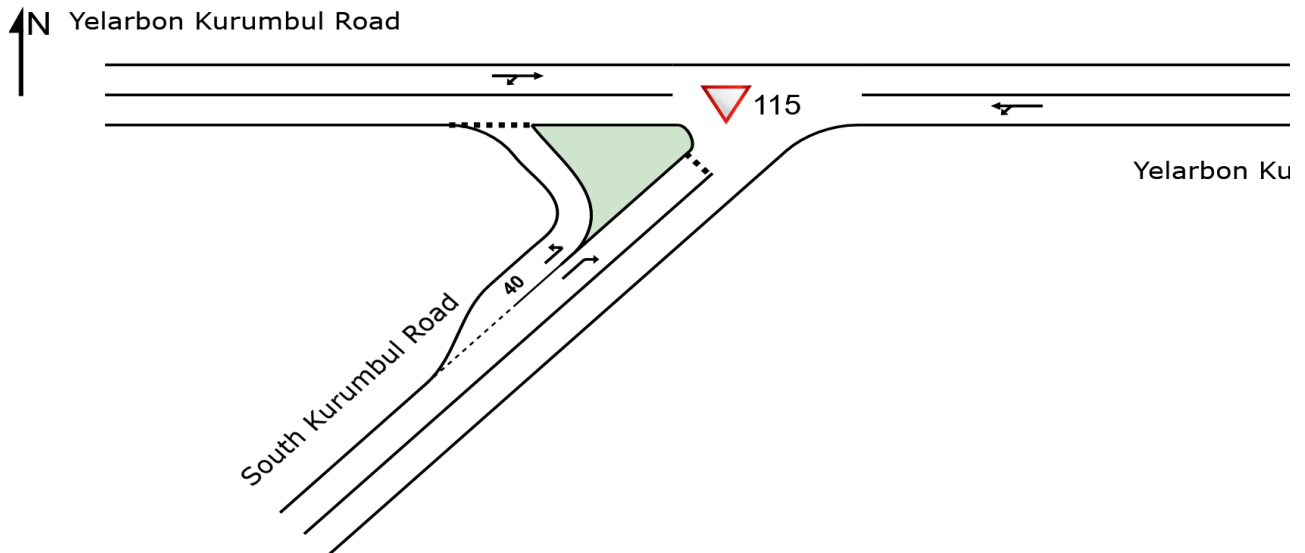
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33863\114. Yelarbon Kurumbul Road_Queen Street South.sip9

SITE LAYOUT

▽ Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road
2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Friday, 4 November 2022 1:07:11 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33864\115. Yelarbon Kurumbul Road_South Kurumbul Road.sip9

MOVEMENT SUMMARY

 Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road
2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
4a	L1	3	1	3	33.3	0.003	8.0	LOS A	0.0	0.0	0.00	0.34	0.00	69.2
5	T1	3	0	3	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	92.8
Approach		6	1	6	16.7	0.003	4.0	NA	0.0	0.0	0.00	0.34	0.00	79.3
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.03	0.25	0.03	92.7
12b	R3	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.03	0.25	0.03	83.5
Approach		3	0	3	0.0	0.002	2.8	NA	0.0	0.0	0.03	0.25	0.03	89.4
SouthWest: South Kurumbul Road														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.02	0.66	0.02	74.0
32a	R1	3	1	3	33.3	0.003	8.0	LOS A	0.0	0.1	0.04	0.65	0.04	63.9
Approach		4	1	4	25.0	0.003	8.4	LOS A	0.0	0.1	0.04	0.65	0.04	66.2
All Vehicles		13	2	13	15.4	0.003	5.1	NA	0.0	0.1	0.02	0.41	0.02	76.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 1:03:21 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33864\115. Yelarbon Kurumbul Road_South Kurumbul Road.sip9

MOVEMENT SUMMARY

**Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road
2022 PM Peak Scenario 1 (Site Folder: Existing Conditions)]**

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
4a	L1	3	1	3	33.3	0.003	8.0	LOS A	0.0	0.0	0.00	0.34	0.00	69.2
5	T1	3	0	3	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	92.8
Approach		6	1	6	16.7	0.003	4.0	NA	0.0	0.0	0.00	0.34	0.00	79.3
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.03	0.25	0.03	92.7
12b	R3	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.03	0.25	0.03	83.5
Approach		3	0	3	0.0	0.002	2.8	NA	0.0	0.0	0.03	0.25	0.03	89.4
SouthWest: South Kurumbul Road														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.02	0.66	0.02	74.0
32a	R1	3	1	3	33.3	0.003	8.0	LOS A	0.0	0.1	0.04	0.65	0.04	63.9
Approach		4	1	4	25.0	0.003	8.4	LOS A	0.0	0.1	0.04	0.65	0.04	66.2
All Vehicles		13	2	13	15.4	0.003	5.1	NA	0.0	0.1	0.02	0.41	0.02	76.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 1:03:22 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33864\115. Yelarbon Kurumbul Road_South Kurumbul Road.sip9

MOVEMENT SUMMARY

▼ Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road
2022 AM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
4a	L1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.0	0.00	0.16	0.00	85.5
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	95.4
Approach		4	0	4	0.0	0.002	1.8	NA	0.0	0.0	0.00	0.16	0.00	92.7
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.003	0.0	LOS A	0.0	0.1	0.03	0.42	0.03	89.6
12b	R3	3	1	3	33.3	0.003	9.2	LOS A	0.0	0.1	0.03	0.42	0.03	67.1
Approach		5	1	5	20.0	0.003	5.5	NA	0.0	0.1	0.03	0.42	0.03	74.6
SouthWest: South Kurumbul Road														
30b	L3	3	1	3	33.3	0.002	10.5	LOS B	0.0	0.1	0.02	0.65	0.02	63.4
32a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.04	0.63	0.04	75.8
Approach		4	1	4	25.0	0.002	9.7	LOS A	0.0	0.1	0.03	0.64	0.03	66.0
All Vehicles		13	2	13	15.4	0.003	5.6	NA	0.0	0.1	0.02	0.41	0.02	76.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 1:03:22 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33864\115. Yelarbon Kurumbul Road_South Kurumbul Road.sip9

MOVEMENT SUMMARY

▼ Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road
2022 PM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
4a	L1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.0	0.00	0.16	0.00	85.5
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	95.4
Approach		4	0	4	0.0	0.002	1.8	NA	0.0	0.0	0.00	0.16	0.00	92.7
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.003	0.0	LOS A	0.0	0.1	0.03	0.42	0.03	89.6
12b	R3	3	1	3	33.3	0.003	9.2	LOS A	0.0	0.1	0.03	0.42	0.03	67.1
Approach		5	1	5	20.0	0.003	5.5	NA	0.0	0.1	0.03	0.42	0.03	74.6
SouthWest: South Kurumbul Road														
30b	L3	3	1	3	33.3	0.002	10.5	LOS B	0.0	0.1	0.02	0.65	0.02	63.4
32a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.04	0.63	0.04	75.8
Approach		4	1	4	25.0	0.002	9.7	LOS A	0.0	0.1	0.03	0.64	0.03	66.0
All Vehicles		13	2	13	15.4	0.003	5.6	NA	0.0	0.1	0.02	0.41	0.02	76.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 1:03:23 PM

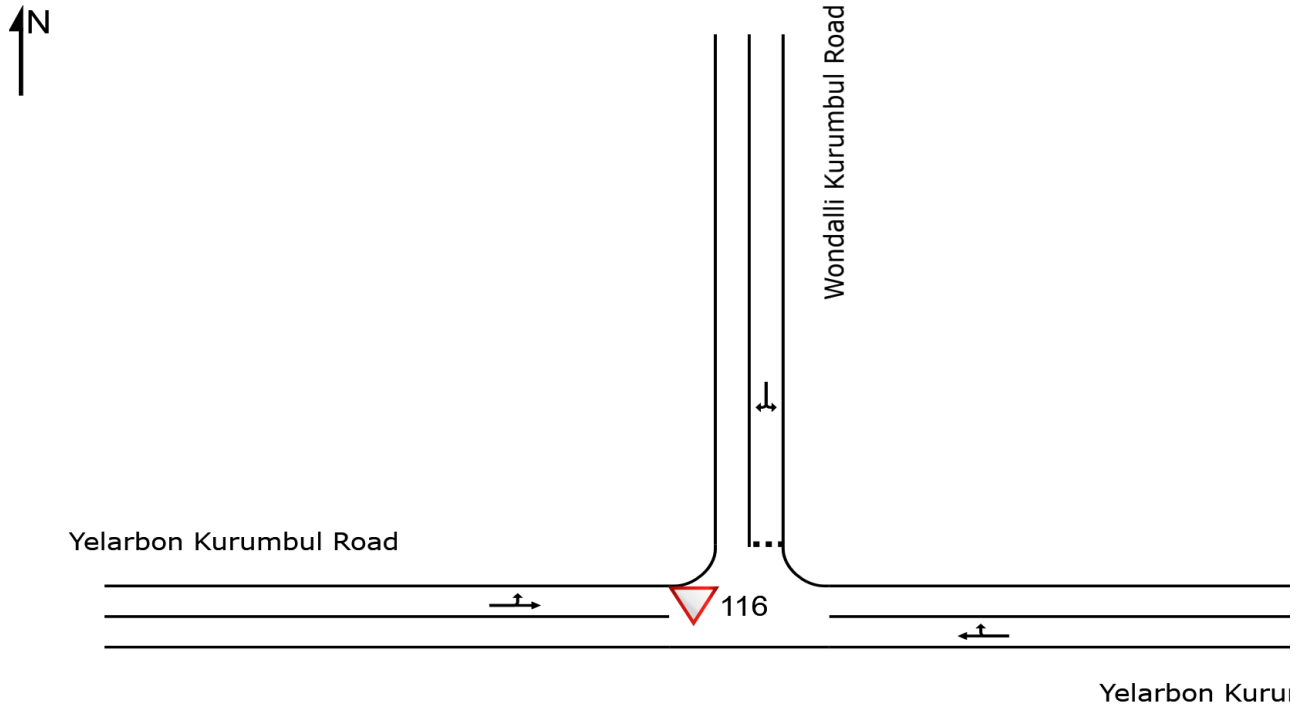
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33864\115. Yelarbon Kurumbul Road_South Kurumbul Road.sip9

SITE LAYOUT

▼ Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2022 PM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2022 AM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2022 PM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

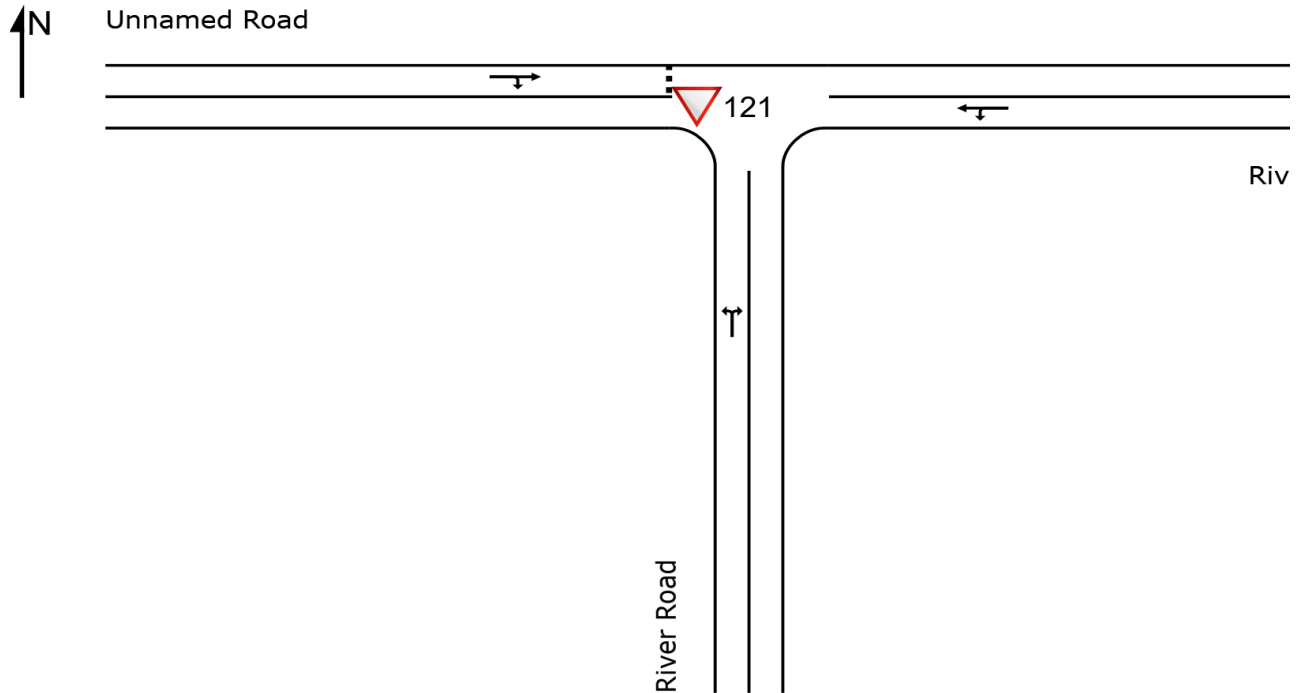
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 121 [River Road / River Road 2022 AM Peak Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 121 [River Road / River Road 2022 AM Peak Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 121 [River Road / River Road 2022 PM Peak Scenario 1
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 121 [River Road / River Road 2022 AM Peak Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 1:23:02 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33866\121. River Road_River Road.sip9

MOVEMENT SUMMARY

▼ Site: 121 [River Road / River Road 2022 PM Peak Scenario 2
(Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

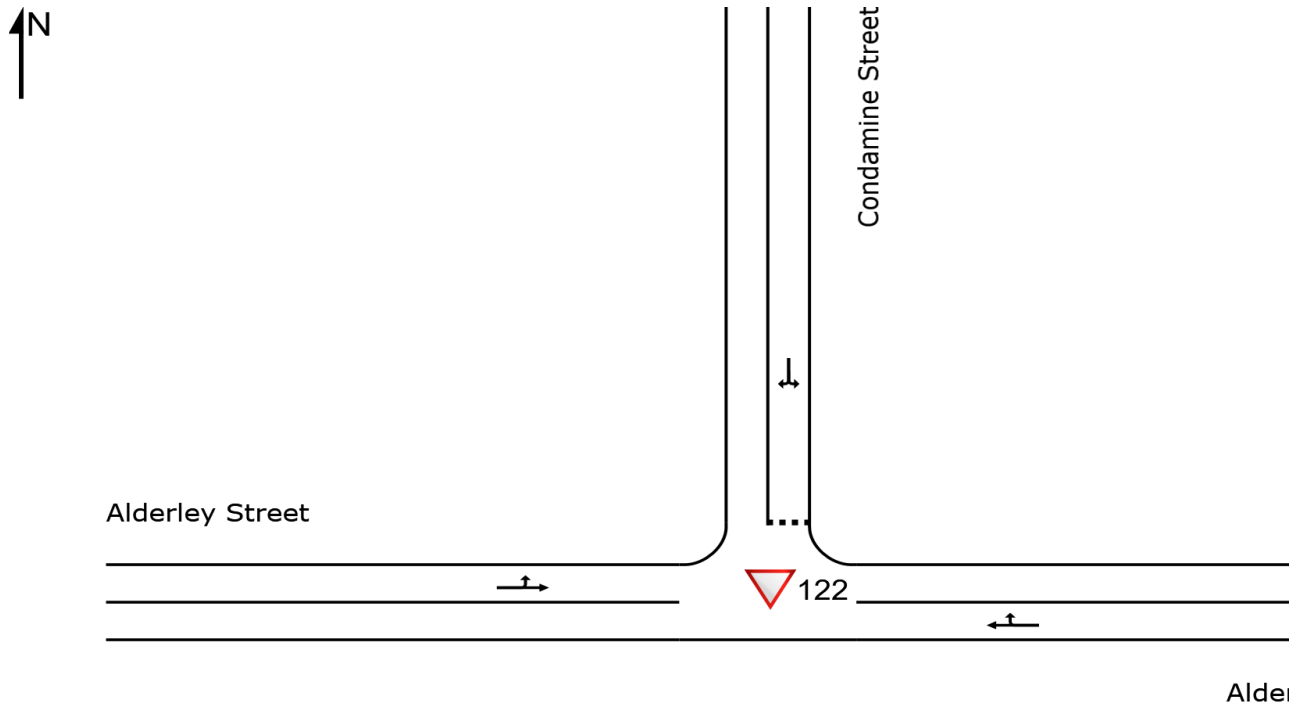
▼ Site: 122 [Condamine Street / Alderley Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Friday, 4 November 2022 1:31:05 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33957\122. Condamine Street_Alderley Street.sip9

MOVEMENT SUMMARY

▼ Site: 122 [Condamine Street / Alderley Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Alderley Street														
5	T1	676	196	676	29.0	0.398	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	50.0
6	R2	1	0	1	0.0	0.398	7.4	LOS A	0.0	0.1	0.00	0.00	0.00	48.8
Approach		677	196	677	29.0	0.398	0.0	NA	0.0	0.1	0.00	0.00	0.00	50.0
North: Condamine Street														
7	L2	1	0	1	0.0	0.202	6.5	LOS A	0.6	4.9	0.82	0.93	0.87	36.0
9	R2	49	8	49	16.3	0.202	18.7	LOS C	0.6	4.9	0.82	0.93	0.87	35.5
Approach		50	8	50	16.0	0.202	18.4	LOS C	0.6	4.9	0.82	0.93	0.87	35.5
West: Alderley Street														
10	L2	30	5	30	16.7	0.224	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	48.5
11	T1	375	64	375	17.1	0.224	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		405	69	405	17.0	0.224	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.1
All Vehicles		1132	273	1132	24.1	0.398	1.0	NA	0.6	4.9	0.04	0.06	0.04	48.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 122 [Condamine Street / Alderley Street 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Alderley Street														
5	T1	451	131	451	29.0	0.266	0.0	LOS A	0.0	0.2	0.00	0.00	0.01	49.9
6	R2	1	0	1	0.0	0.266	9.6	LOS A	0.0	0.2	0.00	0.00	0.01	48.8
Approach		452	131	452	29.0	0.266	0.0	NA	0.0	0.2	0.00	0.00	0.01	49.9
North: Condamine Street														
7	L2	1	0	1	0.0	0.130	7.6	LOS A	0.4	3.0	0.81	0.91	0.81	36.6
9	R2	32	5	32	15.6	0.130	17.5	LOS C	0.4	3.0	0.81	0.91	0.81	36.2
Approach		33	5	33	15.2	0.130	17.2	LOS C	0.4	3.0	0.81	0.91	0.81	36.2
West: Alderley Street														
10	L2	50	8	50	16.0	0.369	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	48.4
11	T1	619	106	619	17.1	0.369	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
Approach		669	114	669	17.0	0.369	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.0
All Vehicles		1154	250	1154	21.7	0.369	0.7	NA	0.4	3.0	0.03	0.05	0.03	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 122 [Condamine Street / Alderley Street 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Alderley Street														
5	T1	676	196	676	29.0	0.425	0.3	LOS A	0.6	5.0	0.08	0.03	0.09	48.8
6	R2	30	5	30	16.7	0.425	7.9	LOS A	0.6	5.0	0.08	0.03	0.09	47.8
Approach		706	201	706	28.5	0.425	0.6	NA	0.6	5.0	0.08	0.03	0.09	48.7
North: Condamine Street														
7	L2	49	8	49	16.3	0.053	6.4	LOS A	0.2	1.6	0.45	0.62	0.45	43.3
9	R2	1	0	1	0.0	0.053	15.5	LOS C	0.2	1.6	0.45	0.62	0.45	43.3
Approach		50	8	50	16.0	0.053	6.6	LOS A	0.2	1.6	0.45	0.62	0.45	43.3
West: Alderley Street														
10	L2	1	0	1	0.0	0.207	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.2
11	T1	375	64	375	17.1	0.207	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		376	64	376	17.0	0.207	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1132	273	1132	24.1	0.425	0.7	NA	0.6	5.0	0.07	0.04	0.08	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 122 [Condamine Street / Alderley Street 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Alderley Street														
5	T1	451	131	451	29.0	0.332	1.2	LOS A	1.1	9.8	0.22	0.07	0.27	45.9
6	R2	50	8	50	16.0	0.332	10.4	LOS B	1.1	9.8	0.22	0.07	0.27	46.4
Approach		501	139	501	27.7	0.332	2.1	NA	1.1	9.8	0.22	0.07	0.27	46.0
North: Condamine Street														
7	L2	32	5	32	15.6	0.050	8.4	LOS A	0.2	1.4	0.57	0.74	0.57	41.8
9	R2	1	0	1	0.0	0.050	15.0	LOS B	0.2	1.4	0.57	0.74	0.57	41.8
Approach		33	5	33	15.2	0.050	8.6	LOS A	0.2	1.4	0.57	0.74	0.57	41.8
West: Alderley Street														
10	L2	1	0	1	0.0	0.341	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.1
11	T1	619	106	619	17.1	0.341	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
Approach		620	106	620	17.1	0.341	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.8
All Vehicles		1154	250	1154	21.7	0.341	1.2	NA	1.1	9.8	0.11	0.05	0.14	47.6

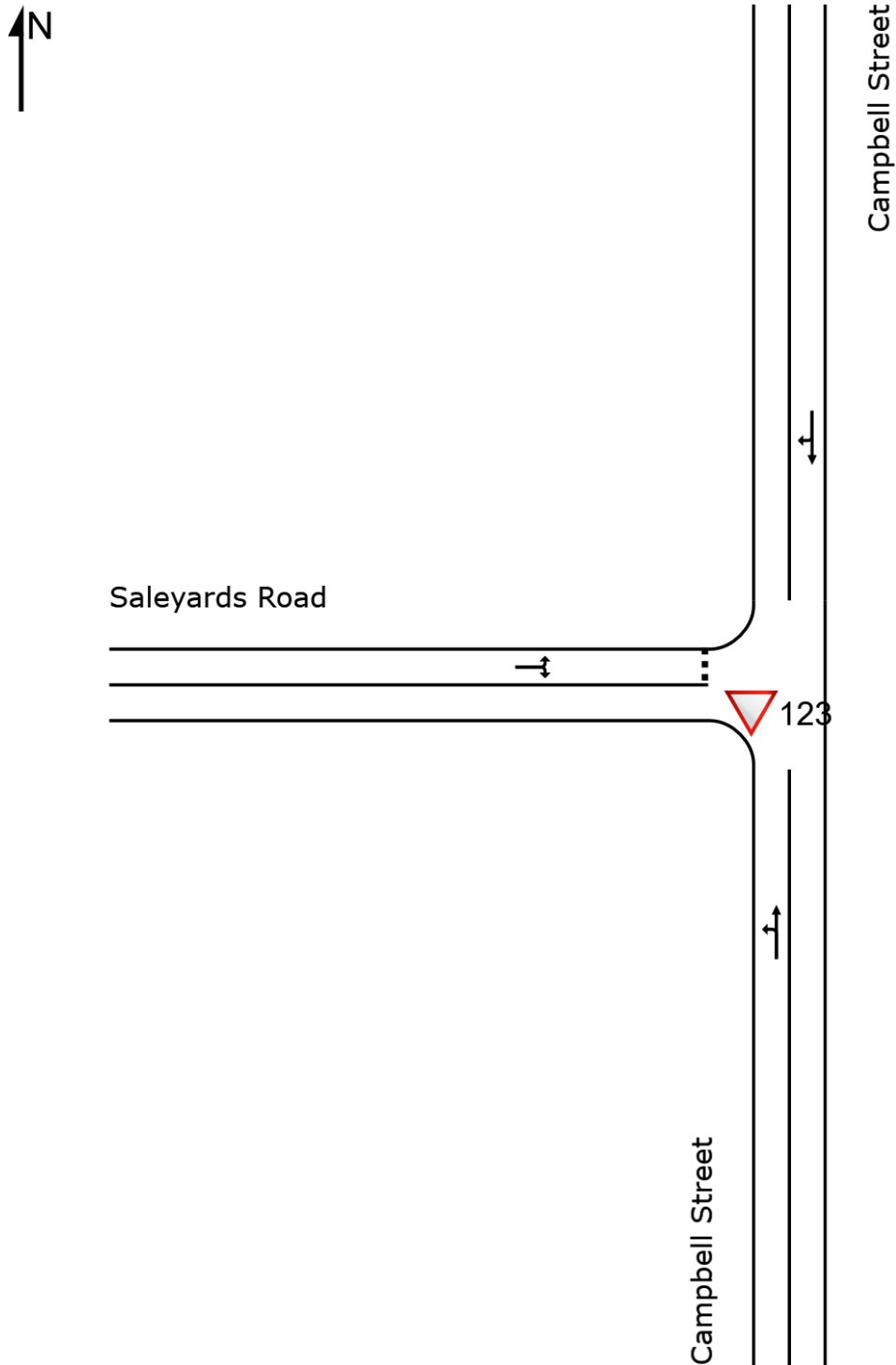
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 123 [Campbell Street / Saleyards Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 123 [Campbell Street / Saleyards Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Campbell Street														
1	L2	11	3	11	27.3	0.047	5.7	LOS A	0.0	0.0	0.00	0.08	0.00	46.5
2	T1	73	7	73	9.6	0.047	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	58.1
Approach		84	10	84	11.9	0.047	0.8	NA	0.0	0.0	0.00	0.08	0.00	56.0
North: Campbell Street														
8	T1	74	7	74	9.5	0.041	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.6
9	R2	1	0	1	0.0	0.041	5.7	LOS A	0.0	0.0	0.01	0.01	0.01	54.5
Approach		75	7	75	9.3	0.041	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.5
West: Saleyards Road														
10	L2	1	0	1	0.0	0.014	5.7	LOS A	0.0	0.4	0.23	0.57	0.23	45.3
12	R2	13	4	13	30.8	0.014	6.5	LOS A	0.0	0.4	0.23	0.57	0.23	39.9
Approach		14	4	14	28.6	0.014	6.5	LOS A	0.0	0.4	0.23	0.57	0.23	40.3
All Vehicles		173	21	173	12.1	0.047	0.9	NA	0.0	0.4	0.02	0.09	0.02	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Campbell Street														
1	L2	11	3	11	27.3	0.061	5.7	LOS A	0.0	0.0	0.00	0.06	0.00	46.7
2	T1	99	9	99	9.1	0.061	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	58.5
Approach		110	12	110	10.9	0.061	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.9
North: Campbell Street														
8	T1	77	7	77	9.1	0.042	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.6
9	R2	1	0	1	0.0	0.042	5.8	LOS A	0.0	0.0	0.01	0.01	0.01	54.5
Approach		78	7	78	9.0	0.042	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.5
West: Saleyards Road														
10	L2	1	0	1	0.0	0.020	5.8	LOS A	0.1	0.5	0.26	0.58	0.26	45.2
12	R2	18	5	18	27.8	0.020	6.6	LOS A	0.1	0.5	0.26	0.58	0.26	39.9
Approach		19	5	19	26.3	0.020	6.6	LOS A	0.1	0.5	0.26	0.58	0.26	40.2
All Vehicles		207	24	207	11.6	0.061	0.9	NA	0.1	0.5	0.03	0.09	0.03	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 123 [Campbell Street / Saleyards Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Campbell Street														
1	L2	1	0	1	0.0	0.040	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	55.2
2	T1	73	7	73	9.6	0.040	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		74	7	74	9.5	0.040	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
North: Campbell Street														
8	T1	74	7	74	9.5	0.049	0.1	LOS A	0.1	0.6	0.06	0.08	0.06	57.4
9	R2	11	3	11	27.3	0.049	6.1	LOS A	0.1	0.6	0.06	0.08	0.06	46.7
Approach		85	10	85	11.8	0.049	0.8	NA	0.1	0.6	0.06	0.08	0.06	55.2
West: Saleyards Road														
10	L2	13	4	13	30.8	0.011	6.2	LOS A	0.0	0.4	0.17	0.53	0.17	41.4
12	R2	1	0	1	0.0	0.011	6.0	LOS A	0.0	0.4	0.17	0.53	0.17	42.4
Approach		14	4	14	28.6	0.011	6.2	LOS A	0.0	0.4	0.17	0.53	0.17	41.5
All Vehicles		173	21	173	12.1	0.049	0.9	NA	0.1	0.6	0.04	0.08	0.04	55.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 123 [Campbell Street / Saleyards Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Campbell Street														
1	L2	1	0	1	0.0	0.054	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	55.2
2	T1	99	9	99	9.1	0.054	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		100	9	100	9.0	0.054	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Campbell Street														
8	T1	77	7	77	9.1	0.050	0.1	LOS A	0.1	0.6	0.07	0.07	0.07	57.3
9	R2	11	3	11	27.3	0.050	6.2	LOS A	0.1	0.6	0.07	0.07	0.07	46.7
Approach		88	10	88	11.4	0.050	0.8	NA	0.1	0.6	0.07	0.07	0.07	55.3
West: Saleyards Road														
10	L2	18	5	18	27.8	0.015	6.2	LOS A	0.1	0.5	0.20	0.54	0.20	41.6
12	R2	1	0	1	0.0	0.015	6.1	LOS A	0.1	0.5	0.20	0.54	0.20	42.2
Approach		19	5	19	26.3	0.015	6.2	LOS A	0.1	0.5	0.20	0.54	0.20	41.7
All Vehicles		207	24	207	11.6	0.054	1.0	NA	0.1	0.6	0.05	0.08	0.05	55.0

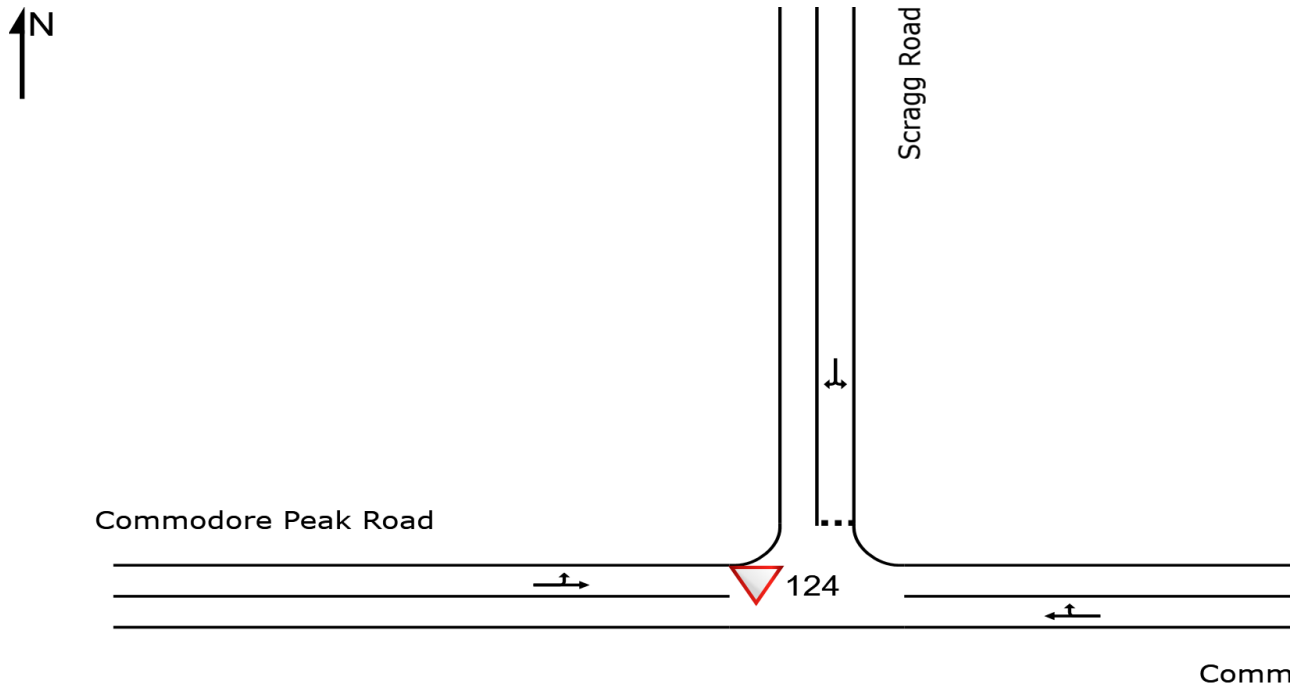
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 124 [Commodore Peak Road / Scragg Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 124 [Commodore Peak Road / Scragg Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 2:51:49 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33868\124. Commodore Peak Road_Scragg Road.sip9

MOVEMENT SUMMARY

▼ Site: 124 [Commodore Peak Road / Scragg Road 2022 PM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 2:51:50 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33868\124. Commodore Peak Road_Scragg Road.sip9

MOVEMENT SUMMARY

▼ Site: 124 [Commodore Peak Road / Scragg Road 2022 AM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 2:51:50 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33868\124. Commodore Peak Road_Scragg Road.sip9

MOVEMENT SUMMARY

▼ Site: 124 [Commodore Peak Road / Scragg Road 2022 PM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 2:51:51 PM

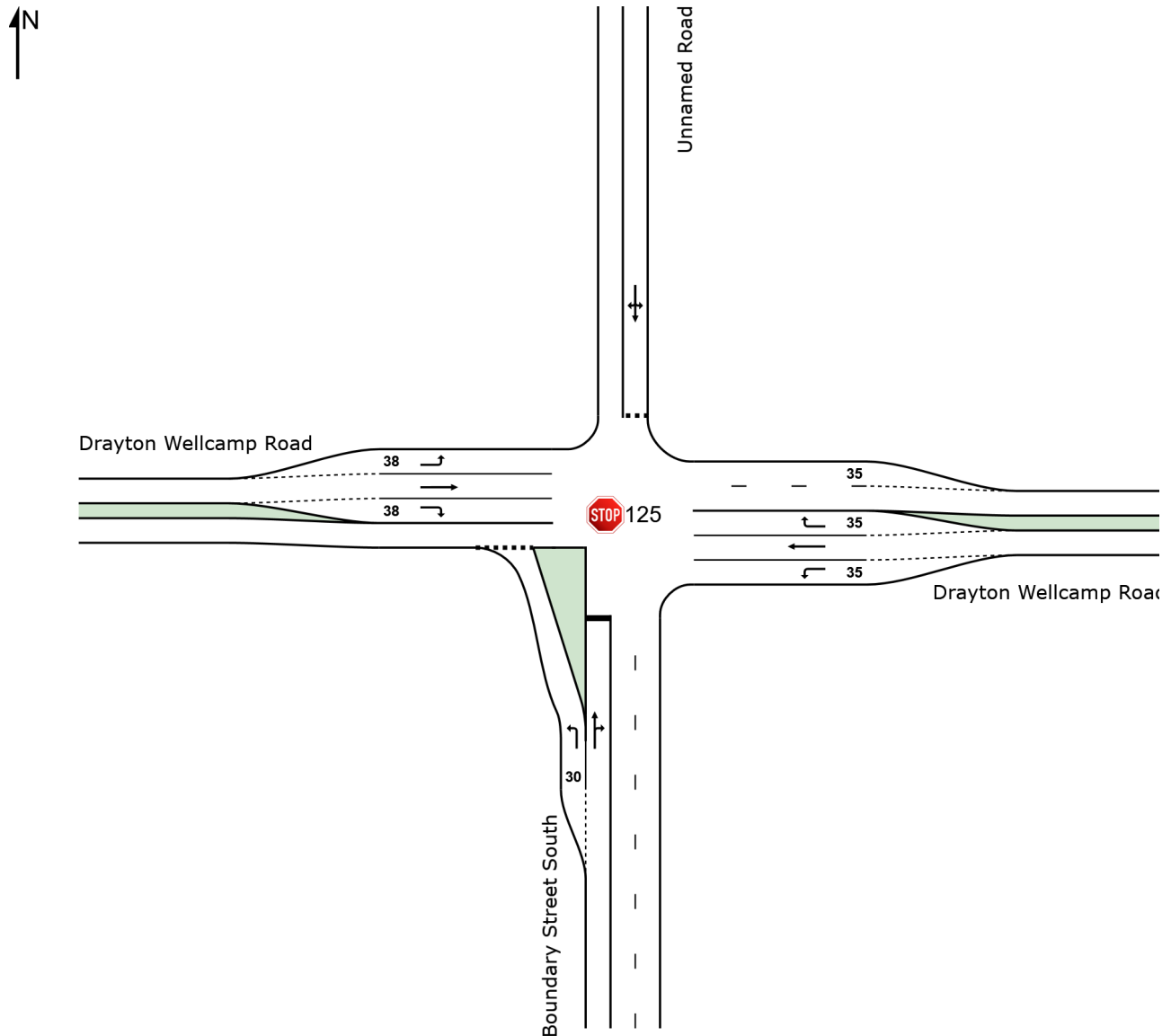
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33868\124. Commodore Peak Road_Scragg Road.sip9

SITE LAYOUT

 **Site: 125 [Drayton Wellcamp Road / Unnamed Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Friday, 4 November 2022 3:14:10 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33869\125. Drayton Wellcamp Road_Unnamed Road.sip9

MOVEMENT SUMMARY

 **Site: 125 [Drayton Wellcamp Road / Unnamed Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.53	0.21	59.6
2	T1	1	0	1	0.0	0.004	11.9	LOS B	0.0	0.1	0.42	0.83	0.42	49.3
3	R2	1	0	1	0.0	0.004	12.1	LOS B	0.0	0.1	0.42	0.83	0.42	55.0
Approach		3	0	3	0.0	0.004	10.3	LOS B	0.0	0.1	0.35	0.73	0.35	54.3
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	118	18	118	15.3	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.23	0.56	0.23	58.1
Approach		120	18	120	15.0	0.067	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.6
North: Unnamed Road														
7	L2	1	0	1	0.0	0.005	6.0	LOS A	0.0	0.1	0.33	0.54	0.33	57.1
8	T1	1	0	1	0.0	0.005	7.5	LOS A	0.0	0.1	0.33	0.54	0.33	52.2
9	R2	1	0	1	0.0	0.005	8.5	LOS A	0.0	0.1	0.33	0.54	0.33	57.2
Approach		3	0	3	0.0	0.005	7.3	LOS A	0.0	0.1	0.33	0.54	0.33	55.7
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	125	19	125	15.2	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.23	0.56	0.23	59.2
Approach		127	19	127	15.0	0.070	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		253	37	253	14.6	0.070	0.3	NA	0.0	0.1	0.01	0.02	0.01	78.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 3:09:08 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33869\125. Drayton Wellcamp Road_Unnamed Road.sip9

MOVEMENT SUMMARY

 **Site: 125 [Drayton Wellcamp Road / Unnamed Road 2022 PM
Peak Scenario 1 (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.27	0.53	0.27	59.3
2	T1	1	0	1	0.0	0.005	13.0	LOS B	0.0	0.1	0.48	0.84	0.48	48.3
3	R2	1	0	1	0.0	0.005	13.4	LOS B	0.0	0.1	0.48	0.84	0.48	53.8
Approach		3	0	3	0.0	0.005	11.2	LOS B	0.0	0.1	0.41	0.74	0.41	53.4
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	179	27	179	15.1	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.24	0.56	0.24	58.1
Approach		181	27	181	14.9	0.101	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
North: Unnamed Road														
7	L2	1	0	1	0.0	0.005	6.0	LOS A	0.0	0.1	0.37	0.56	0.37	56.5
8	T1	1	0	1	0.0	0.005	8.4	LOS A	0.0	0.1	0.37	0.56	0.37	51.6
9	R2	1	0	1	0.0	0.005	9.6	LOS A	0.0	0.1	0.37	0.56	0.37	56.5
Approach		3	0	3	0.0	0.005	8.0	LOS A	0.0	0.1	0.37	0.56	0.37	55.1
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	133	20	133	15.0	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.29	0.56	0.29	58.9
Approach		135	20	135	14.8	0.075	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		322	47	322	14.6	0.101	0.3	NA	0.0	0.1	0.01	0.02	0.01	79.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 3:09:08 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33869\125. Drayton Wellcamp Road_Unnamed Road.sip9

MOVEMENT SUMMARY

 **Site: 125 [Drayton Wellcamp Road / Unnamed Road 2022 AM
Peak Scenario 2 (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.53	0.21	59.6
2	T1	1	0	1	0.0	0.004	11.9	LOS B	0.0	0.1	0.42	0.83	0.42	49.3
3	R2	1	0	1	0.0	0.004	12.1	LOS B	0.0	0.1	0.42	0.83	0.42	55.0
Approach		3	0	3	0.0	0.004	10.3	LOS B	0.0	0.1	0.35	0.73	0.35	54.3
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	118	18	118	15.3	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.23	0.56	0.23	58.1
Approach		120	18	120	15.0	0.067	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.6
North: Unnamed Road														
7	L2	1	0	1	0.0	0.005	6.0	LOS A	0.0	0.1	0.33	0.54	0.33	57.1
8	T1	1	0	1	0.0	0.005	7.5	LOS A	0.0	0.1	0.33	0.54	0.33	52.2
9	R2	1	0	1	0.0	0.005	8.5	LOS A	0.0	0.1	0.33	0.54	0.33	57.2
Approach		3	0	3	0.0	0.005	7.3	LOS A	0.0	0.1	0.33	0.54	0.33	55.7
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	125	19	125	15.2	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.23	0.56	0.23	59.2
Approach		127	19	127	15.0	0.070	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		253	37	253	14.6	0.070	0.3	NA	0.0	0.1	0.01	0.02	0.01	78.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 3:09:09 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33869\125. Drayton Wellcamp Road_Unnamed Road.sip9

MOVEMENT SUMMARY

 **Site: 125 [Drayton Wellcamp Road / Unnamed Road 2022 PM
Peak Scenario 2 (Site Folder: Existing Conditions)]**

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.27	0.53	0.27	59.3
2	T1	1	0	1	0.0	0.005	13.0	LOS B	0.0	0.1	0.48	0.84	0.48	48.3
3	R2	1	0	1	0.0	0.005	13.4	LOS B	0.0	0.1	0.48	0.84	0.48	53.8
Approach		3	0	3	0.0	0.005	11.2	LOS B	0.0	0.1	0.41	0.74	0.41	53.4
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	179	27	179	15.1	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.24	0.56	0.24	58.1
Approach		181	27	181	14.9	0.101	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
North: Unnamed Road														
7	L2	1	0	1	0.0	0.005	6.0	LOS A	0.0	0.1	0.37	0.56	0.37	56.5
8	T1	1	0	1	0.0	0.005	8.4	LOS A	0.0	0.1	0.37	0.56	0.37	51.6
9	R2	1	0	1	0.0	0.005	9.6	LOS A	0.0	0.1	0.37	0.56	0.37	56.5
Approach		3	0	3	0.0	0.005	8.0	LOS A	0.0	0.1	0.37	0.56	0.37	55.1
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	133	20	133	15.0	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.29	0.56	0.29	58.9
Approach		135	20	135	14.8	0.075	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		322	47	322	14.6	0.101	0.3	NA	0.0	0.1	0.01	0.02	0.01	79.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 3:09:10 PM

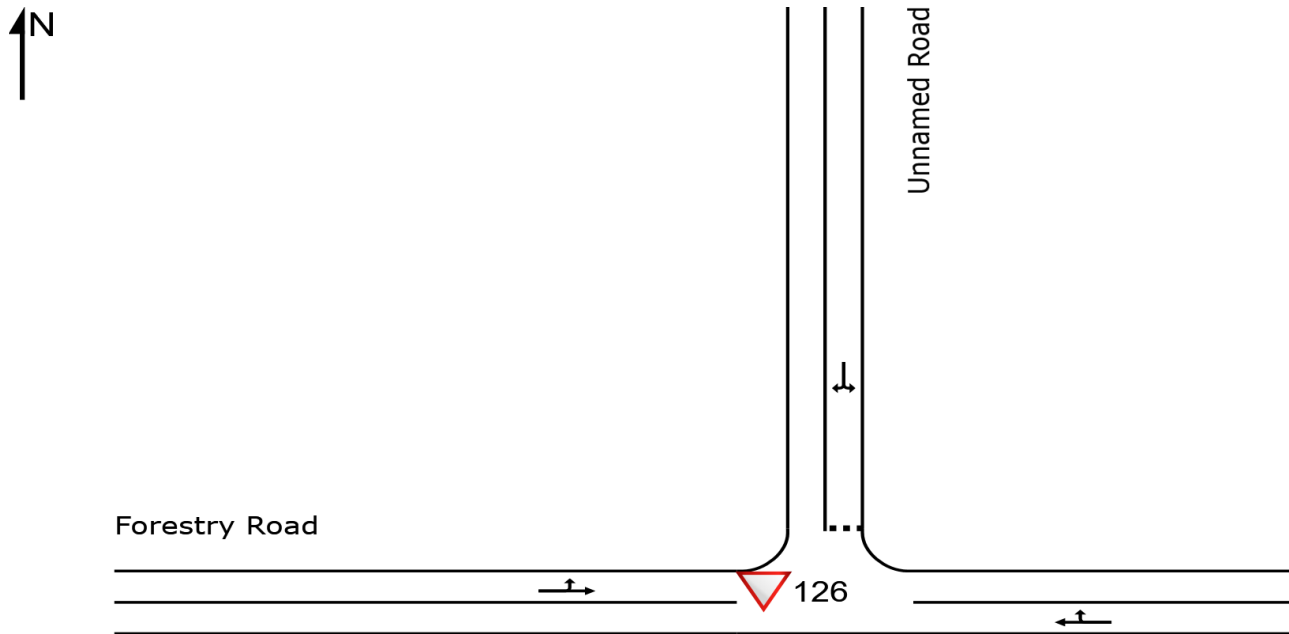
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33869\125. Drayton Wellcamp Road_Unnamed Road.sip9

SITE LAYOUT

▽ Site: 126 [Forestry Road / Unnamed Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 126 [Forestry Road / Unnamed Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 126 [Forestry Road / Unnamed Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 126 [Forestry Road / Unnamed Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 126 [Forestry Road / Unnamed Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 22 August 2022 3:21:25 PM

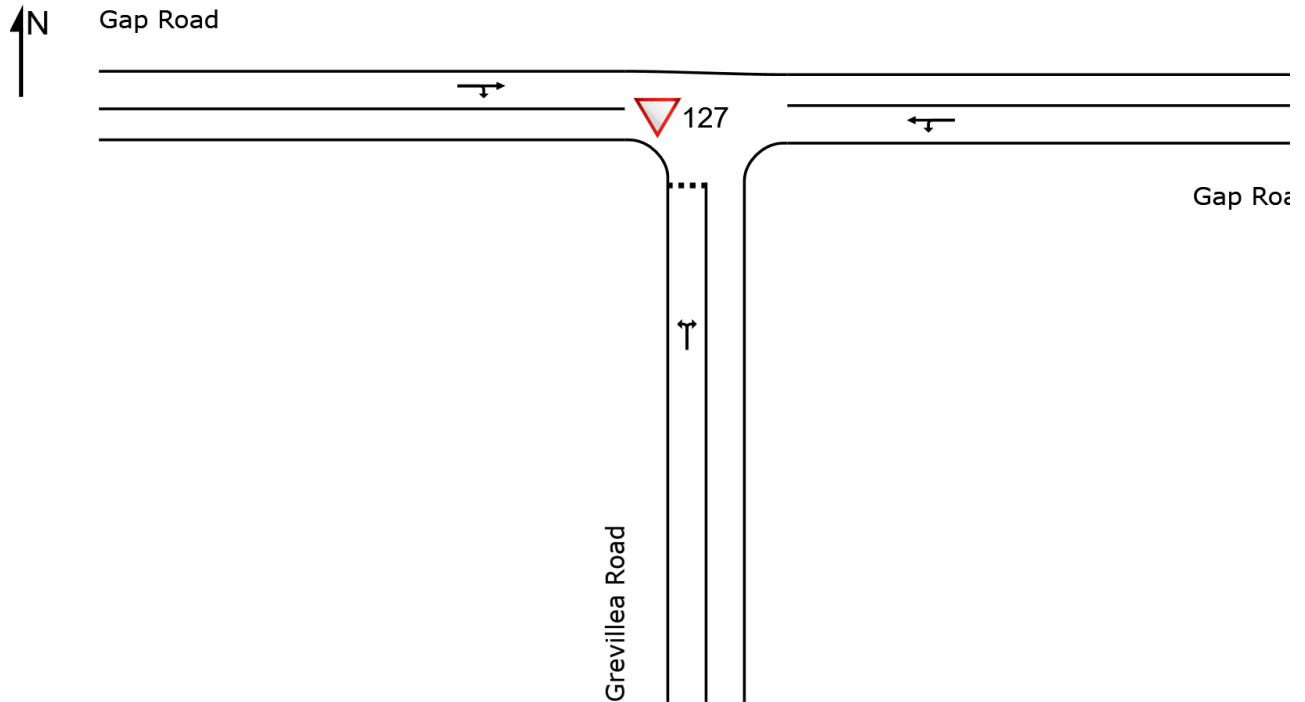
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33870\126. Forestry Road_Unnamed Road.sip9

SITE LAYOUT

▽ Site: 127 [Gap Road / Grevillea Street 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 127 [Gap Road / Grevillea Street 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Grevillea Road														
1	L2	1	0	1	0.0	0.019	4.7	LOS A	0.1	0.5	0.19	0.52	0.19	34.9
3	R2	19	5	19	26.3	0.019	5.2	LOS A	0.1	0.5	0.19	0.52	0.19	42.8
Approach		20	5	20	25.0	0.019	5.2	LOS A	0.1	0.5	0.19	0.52	0.19	42.6
East: Gap Road														
4	L2	18	5	18	27.8	0.038	6.8	LOS A	0.0	0.0	0.00	0.16	0.00	59.1
5	T1	51	6	51	11.8	0.038	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	67.0
Approach		69	11	69	15.9	0.038	1.8	NA	0.0	0.0	0.00	0.16	0.00	64.8
West: Gap Road														
11	T1	45	5	45	11.1	0.024	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	69.6
12	R2	1	0	1	0.0	0.024	5.7	LOS A	0.0	0.0	0.01	0.01	0.01	51.0
Approach		46	5	46	10.9	0.024	0.1	NA	0.0	0.0	0.01	0.01	0.01	69.4
All Vehicles		135	21	135	15.6	0.038	1.7	NA	0.1	0.5	0.03	0.16	0.03	61.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 4:17:34 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33871\127. Gap Road_Grevillea Street.sip9

MOVEMENT SUMMARY

▼ Site: 127 [Gap Road / Grevillea Street 2022 PM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Grevillea Road														
1	L2	1	0	1	0.0	0.022	4.7	LOS A	0.1	0.6	0.20	0.53	0.20	34.8
3	R2	21	6	21	28.6	0.022	5.3	LOS A	0.1	0.6	0.20	0.53	0.20	42.7
Approach		22	6	22	27.3	0.022	5.2	LOS A	0.1	0.6	0.20	0.53	0.20	42.5
East: Gap Road														
4	L2	19	5	19	26.3	0.042	6.7	LOS A	0.0	0.0	0.00	0.16	0.00	59.2
5	T1	56	7	56	12.5	0.042	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	67.0
Approach		75	12	75	16.0	0.042	1.7	NA	0.0	0.0	0.00	0.16	0.00	64.9
West: Gap Road														
11	T1	48	5	48	10.4	0.026	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	69.6
12	R2	1	0	1	0.0	0.026	5.8	LOS A	0.0	0.0	0.01	0.01	0.01	51.0
Approach		49	5	49	10.2	0.026	0.1	NA	0.0	0.0	0.01	0.01	0.01	69.5
All Vehicles		146	23	146	15.8	0.042	1.7	NA	0.1	0.6	0.03	0.16	0.03	61.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 127 [Gap Road / Grevillea Street 2022 AM Peak Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Grevillea Road														
1	L2	19	5	19	26.3	0.015	4.9	LOS A	0.1	0.5	0.14	0.49	0.14	33.1
3	R2	1	0	1	0.0	0.015	5.0	LOS A	0.1	0.5	0.14	0.49	0.14	43.6
Approach		20	5	20	25.0	0.015	4.9	LOS A	0.1	0.5	0.14	0.49	0.14	34.2
East: Gap Road														
4	L2	1	0	1	0.0	0.028	6.4	LOS A	0.0	0.0	0.00	0.01	0.00	63.0
5	T1	51	6	51	11.8	0.028	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		52	6	52	11.5	0.028	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.5
West: Gap Road														
11	T1	45	5	45	11.1	0.037	0.1	LOS A	0.1	0.9	0.09	0.17	0.09	66.4
12	R2	18	5	18	27.8	0.037	5.7	LOS A	0.1	0.9	0.09	0.17	0.09	42.7
Approach		63	10	63	15.9	0.037	1.7	NA	0.1	0.9	0.09	0.17	0.09	62.5
All Vehicles		135	21	135	15.6	0.037	1.6	NA	0.1	0.9	0.06	0.16	0.06	62.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 4:17:35 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33871\127. Gap Road_Grevillea Street.sip9

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2022 PM Peak Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Grevillea Road														
1	L2	21	6	21	28.6	0.016	4.9	LOS A	0.1	0.6	0.15	0.49	0.15	32.9
3	R2	1	0	1	0.0	0.016	5.0	LOS A	0.1	0.6	0.15	0.49	0.15	43.5
Approach		22	6	22	27.3	0.016	4.9	LOS A	0.1	0.6	0.15	0.49	0.15	33.9
East: Gap Road														
4	L2	1	0	1	0.0	0.030	6.4	LOS A	0.0	0.0	0.00	0.01	0.00	63.0
5	T1	56	7	56	12.5	0.030	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		57	7	57	12.3	0.030	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.6
West: Gap Road														
11	T1	48	5	48	10.4	0.039	0.1	LOS A	0.1	1.0	0.10	0.17	0.10	66.3
12	R2	19	5	19	26.3	0.039	5.7	LOS A	0.1	1.0	0.10	0.17	0.10	42.8
Approach		67	10	67	14.9	0.039	1.7	NA	0.1	1.0	0.10	0.17	0.10	62.5
All Vehicles		146	23	146	15.8	0.039	1.6	NA	0.1	1.0	0.07	0.16	0.07	62.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Friday, 4 November 2022 4:17:36 PM

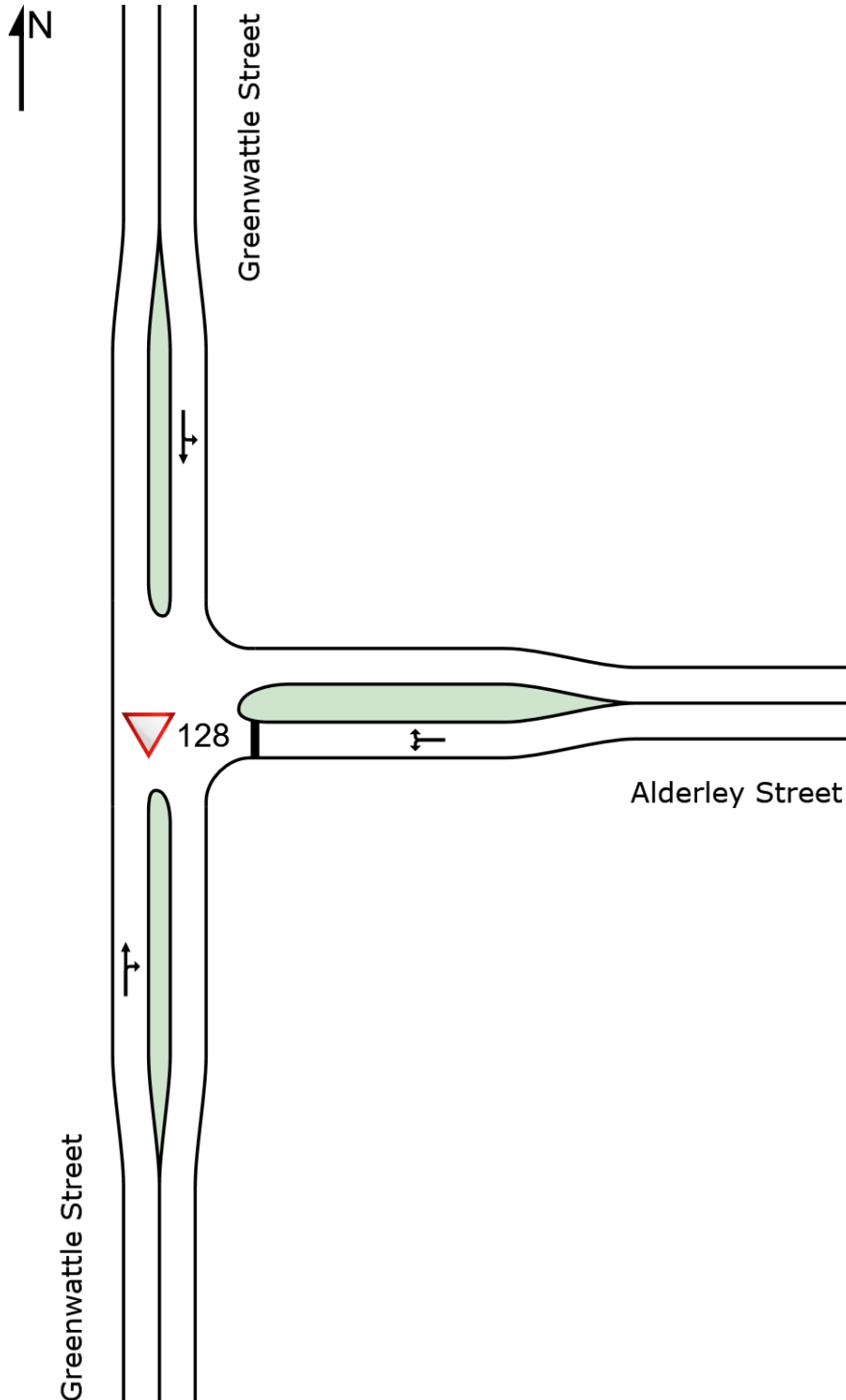
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33871\127. Gap Road_Grevillea Street.sip9

SITE LAYOUT

▽ Site: 128 [Greenwattle Street / Alderley Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Greenwattle Street														
2	T1	125	19	125	15.2	0.071	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	49.8
3	R2	1	0	1	0.0	0.071	6.7	LOS A	0.0	0.1	0.01	0.00	0.01	48.3
Approach		126	19	126	15.1	0.071	0.1	NA	0.0	0.1	0.01	0.00	0.01	49.8
East: Alderley Street														
4	L2	1	0	1	0.0	0.514	9.5	LOS A	3.1	23.8	0.61	1.13	0.91	39.1
6	R2	341	38	341	11.1	0.514	12.8	LOS B	3.1	23.8	0.61	1.13	0.91	40.4
Approach		342	38	342	11.1	0.514	12.8	LOS B	3.1	23.8	0.61	1.13	0.91	40.4
North: Greenwattle Street														
7	L2	361	40	361	11.1	0.276	4.7	LOS A	0.0	0.0	0.00	0.40	0.00	46.1
8	T1	118	18	118	15.3	0.276	0.1	LOS A	0.0	0.0	0.00	0.40	0.00	43.8
Approach		479	58	479	12.1	0.276	3.6	NA	0.0	0.0	0.00	0.40	0.00	45.8
All Vehicles		947	115	947	12.1	0.514	6.4	NA	3.1	23.8	0.22	0.61	0.33	43.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 128 [Greenwattle Street / Alderley Street 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Greenwattle Street														
2	T1	133	20	133	15.0	0.076	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	49.8
3	R2	1	0	1	0.0	0.076	7.3	LOS A	0.0	0.1	0.01	0.00	0.01	48.3
Approach		134	20	134	14.9	0.076	0.1	NA	0.0	0.1	0.01	0.00	0.01	49.8
East: Alderley Street														
4	L2	1	0	1	0.0	0.882	19.6	LOS C	12.7	97.2	0.88	1.83	3.01	32.1
6	R2	519	58	519	11.2	0.882	25.2	LOS D	12.7	97.2	0.88	1.83	3.01	34.4
Approach		520	58	520	11.2	0.882	25.1	LOS D	12.7	97.2	0.88	1.83	3.01	34.4
North: Greenwattle Street														
7	L2	386	43	386	11.1	0.325	4.7	LOS A	0.0	0.0	0.00	0.36	0.00	46.4
8	T1	179	27	179	15.1	0.325	0.1	LOS A	0.0	0.0	0.00	0.36	0.00	44.3
Approach		565	70	565	12.4	0.325	3.2	NA	0.0	0.0	0.00	0.36	0.00	46.0
All Vehicles		1219	148	1219	12.1	0.882	12.2	NA	12.7	97.2	0.38	0.95	1.29	39.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Greenwattle Street														
2	T1	125	19	125	15.2	0.310	0.6	LOS A	1.8	14.2	0.30	0.41	0.30	42.3
3	R2	361	40	361	11.1	0.310	5.3	LOS A	1.8	14.2	0.30	0.41	0.30	43.6
Approach		486	59	486	12.1	0.310	4.0	NA	1.8	14.2	0.30	0.41	0.30	43.4
East: Alderley Street														
4	L2	341	38	341	11.1	0.286	8.6	LOS A	1.4	10.8	0.30	0.89	0.30	41.6
6	R2	1	0	1	0.0	0.286	12.7	LOS B	1.4	10.8	0.30	0.89	0.30	43.0
Approach		342	38	342	11.1	0.286	8.6	LOS A	1.4	10.8	0.30	0.89	0.30	41.6
North: Greenwattle Street														
7	L2	1	0	1	0.0	0.067	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.3
8	T1	118	18	118	15.3	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		119	18	119	15.1	0.067	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		947	115	947	12.1	0.310	5.2	NA	1.8	14.2	0.26	0.53	0.26	43.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Greenwattle Street														
2	T1	133	20	133	15.0	0.349	0.9	LOS A	2.1	16.3	0.39	0.44	0.39	41.8
3	R2	386	43	386	11.1	0.349	5.6	LOS A	2.1	16.3	0.39	0.44	0.39	43.3
Approach		519	63	519	12.1	0.349	4.4	NA	2.1	16.3	0.39	0.44	0.39	43.0
East: Alderley Street														
4	L2	519	58	519	11.2	0.466	9.5	LOS A	3.2	24.2	0.45	0.90	0.48	41.1
6	R2	1	0	1	0.0	0.466	16.2	LOS C	3.2	24.2	0.45	0.90	0.48	42.5
Approach		520	58	520	11.2	0.466	9.6	LOS A	3.2	24.2	0.45	0.90	0.48	41.1
North: Greenwattle Street														
7	L2	1	0	1	0.0	0.101	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.3
8	T1	179	27	179	15.1	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		180	27	180	15.0	0.101	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1219	148	1219	12.1	0.466	6.0	NA	3.2	24.2	0.36	0.57	0.37	42.6

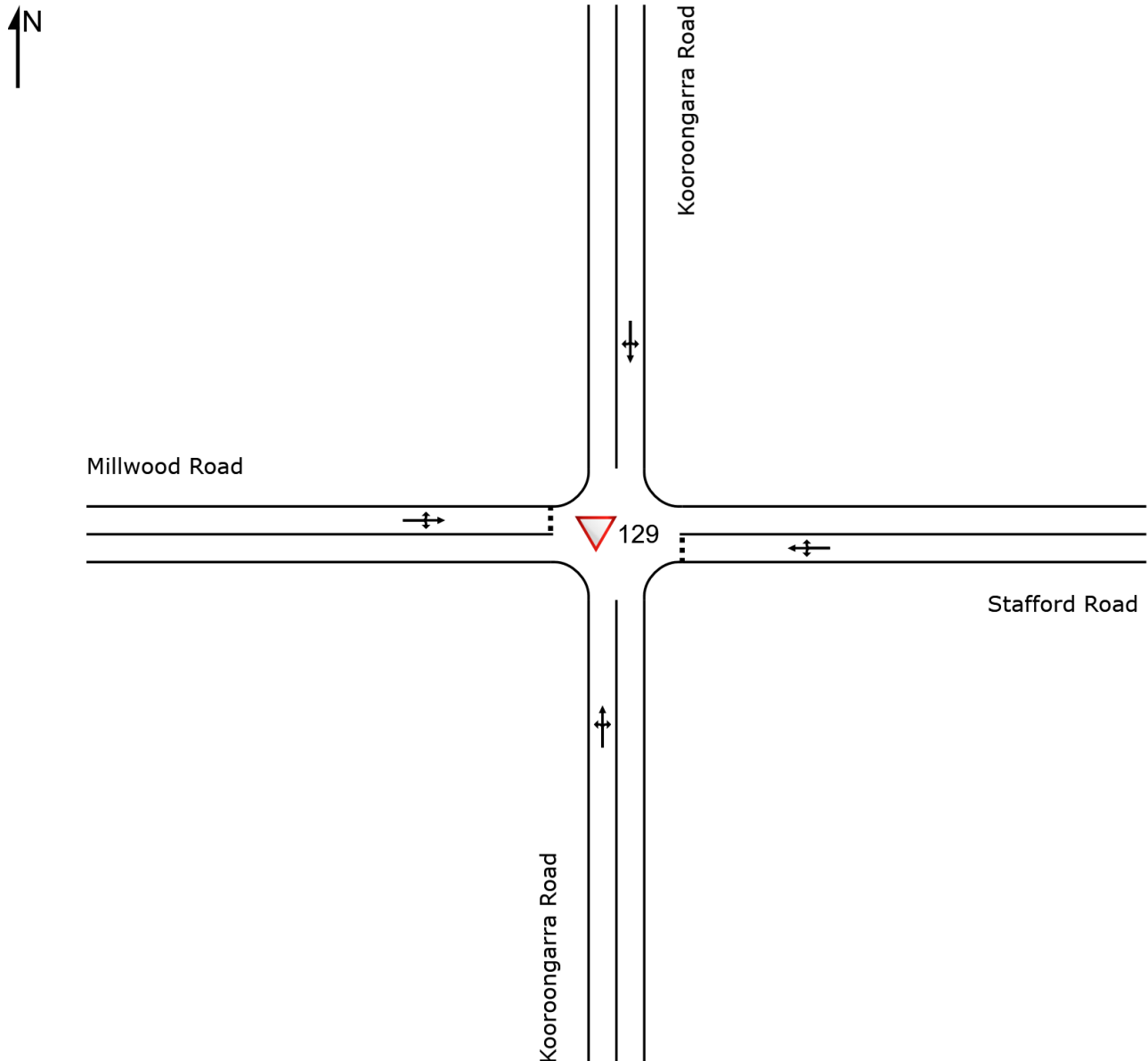
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 129 [Kooroongarra Road / Millwood Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Monday, 7 November 2022 10:29:46 AM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\129. Kooroongarra Road_Millwood Road.sip9

MOVEMENT SUMMARY

Site: 129 [Kooroongarra Road / Millwood Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Kooroongarra Road														
1	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.1	0.01	0.19	0.01	82.4
2	T1	5	2	5	40.0	0.004	0.0	LOS A	0.0	0.1	0.01	0.19	0.01	92.1
3	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.01	0.19	0.01	82.0
Approach		7	2	7	28.6	0.004	2.2	NA	0.0	0.1	0.01	0.19	0.01	89.1
East: Stafford Road														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.03	0.64	0.03	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.03	0.64	0.03	75.9
6	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.03	0.64	0.03	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.03	0.64	0.03	75.7
North: Kooroongarra Road														
7	L2	2	1	2	50.0	0.004	9.1	LOS A	0.0	0.1	0.02	0.33	0.02	63.3
8	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.02	0.33	0.02	90.4
9	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.02	0.33	0.02	80.6
Approach		6	2	6	33.3	0.004	4.3	NA	0.0	0.1	0.02	0.33	0.02	77.7
West: Millwood Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.04	0.64	0.04	75.8
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.3
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
All Vehicles		19	4	19	21.1	0.004	4.5	NA	0.0	0.1	0.02	0.38	0.02	80.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 10:25:37 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\129. Kooroongarra Road_Millwood Road.sip9

MOVEMENT SUMMARY

▼ Site: 129 [Kooroongarra Road / Millwood Road 2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kooroongarra Road														
1	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	81.0
2	T1	4	2	4	50.0	0.004	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	90.4
3	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	80.6
Approach		6	2	6	33.3	0.004	2.5	NA	0.0	0.1	0.01	0.23	0.01	87.0
East: Stafford Road														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.03	0.64	0.03	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.03	0.64	0.03	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.03	0.64	0.03	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.03	0.64	0.03	75.7
North: Kooroongarra Road														
7	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.02	0.27	0.02	81.0
8	T1	3	1	3	33.3	0.003	0.0	LOS A	0.0	0.1	0.02	0.27	0.02	90.3
9	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.02	0.27	0.02	80.6
Approach		5	1	5	20.0	0.003	3.1	NA	0.0	0.1	0.02	0.27	0.02	86.3
West: Millwood Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
All Vehicles		17	3	17	17.6	0.004	4.4	NA	0.0	0.1	0.02	0.38	0.02	82.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 10:25:38 AM

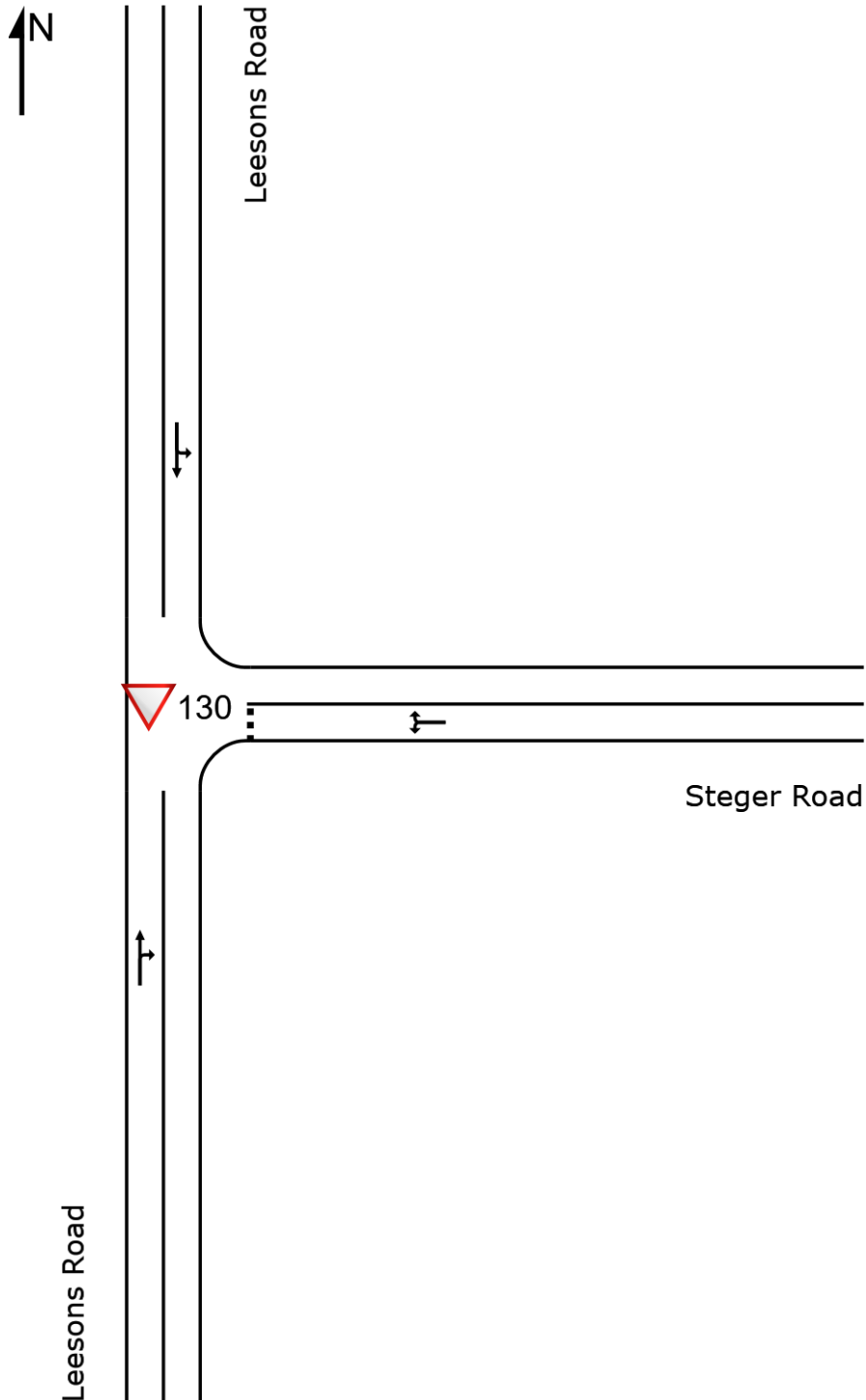
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33614\129. Kooroongarra Road_Millwood Road.sip9

SITE LAYOUT

▼ Site: 130 [Leesons Road / Steger Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Leesons Road														
2	T1	2	0	2	0.0	0.002	0.1	LOS A	0.0	0.0	0.09	0.21	0.09	92.6
3	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.0	0.09	0.21	0.09	83.1
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.09	0.21	0.09	89.2
East: Steger Road														
4	L2	1	0	1	0.0	0.057	7.8	LOS A	0.2	1.5	0.08	0.65	0.08	74.6
6	R2	65	12	65	18.5	0.057	8.0	LOS A	0.2	1.5	0.08	0.65	0.08	67.5
Approach		66	12	66	18.2	0.057	8.0	LOS A	0.2	1.5	0.08	0.65	0.08	67.6
North: Leesons Road														
7	L2	48	13	48	27.1	0.032	8.5	LOS A	0.0	0.0	0.00	0.63	0.00	66.2
8	T1	3	0	3	0.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.63	0.00	83.5
Approach		51	13	51	25.5	0.032	8.0	NA	0.0	0.0	0.00	0.63	0.00	67.0
All Vehicles		120	25	120	20.8	0.057	7.9	NA	0.2	1.5	0.05	0.63	0.05	67.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 10:40:59 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33875\130. Leesons Road_Steger Road.sip9

MOVEMENT SUMMARY

▼ Site: 130 [Leesons Road / Steger Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Leesons Road														
2	T1	3	0	3	0.0	0.002	0.1	LOS A	0.0	0.0	0.08	0.16	0.08	94.2
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.0	0.08	0.16	0.08	84.4
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.08	0.16	0.08	91.6
East: Steger Road														
4	L2	1	0	1	0.0	0.073	7.8	LOS A	0.2	1.9	0.09	0.65	0.09	74.6
6	R2	82	15	82	18.3	0.073	8.0	LOS A	0.2	1.9	0.09	0.65	0.09	67.5
Approach		83	15	83	18.1	0.073	8.0	LOS A	0.2	1.9	0.09	0.65	0.09	67.6
North: Leesons Road														
7	L2	52	14	52	26.9	0.035	8.5	LOS A	0.0	0.0	0.00	0.63	0.00	66.2
8	T1	3	0	3	0.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.63	0.00	83.4
Approach		55	14	55	25.5	0.035	8.1	NA	0.0	0.0	0.00	0.63	0.00	66.9
All Vehicles		142	29	142	20.4	0.073	7.9	NA	0.2	1.9	0.06	0.63	0.06	67.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 130 [Leesons Road / Steger Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Leesons Road														
2	T1	2	0	2	0.0	0.032	0.0	LOS A	0.1	1.2	0.03	0.64	0.03	83.6
3	R2	48	13	48	27.1	0.032	8.2	LOS A	0.1	1.2	0.03	0.64	0.03	65.4
Approach		50	13	50	26.0	0.032	7.8	NA	0.1	1.2	0.03	0.64	0.03	66.0
East: Steger Road														
4	L2	65	12	65	18.5	0.044	8.3	LOS A	0.2	1.5	0.02	0.65	0.02	68.0
6	R2	1	0	1	0.0	0.044	7.6	LOS A	0.2	1.5	0.02	0.65	0.02	74.1
Approach		66	12	66	18.2	0.044	8.3	LOS A	0.2	1.5	0.02	0.65	0.02	68.1
North: Leesons Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.17	0.00	85.6
8	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	94.9
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.00	0.17	0.00	92.4
All Vehicles		120	25	120	20.8	0.044	7.9	NA	0.2	1.5	0.03	0.63	0.03	67.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 10:41:01 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33875\130. Leesons Road_Steger Road.sip9

MOVEMENT SUMMARY

▼ Site: 130 [Leesons Road / Steger Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Leesons Road														
2	T1	3	0	3	0.0	0.035	0.0	LOS A	0.2	1.4	0.03	0.63	0.03	83.9
3	R2	52	14	52	26.9	0.035	8.2	LOS A	0.2	1.4	0.03	0.63	0.03	65.6
Approach		55	14	55	25.5	0.035	7.7	NA	0.2	1.4	0.03	0.63	0.03	66.4
East: Steger Road														
4	L2	82	15	82	18.3	0.056	8.3	LOS A	0.2	1.9	0.02	0.65	0.02	68.0
6	R2	1	0	1	0.0	0.056	7.6	LOS A	0.2	1.9	0.02	0.65	0.02	74.1
Approach		83	15	83	18.1	0.056	8.3	LOS A	0.2	1.9	0.02	0.65	0.02	68.1
North: Leesons Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.17	0.00	85.6
8	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	94.9
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.00	0.17	0.00	92.4
All Vehicles		142	29	142	20.4	0.056	7.9	NA	0.2	1.9	0.03	0.63	0.03	67.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 10:41:01 AM

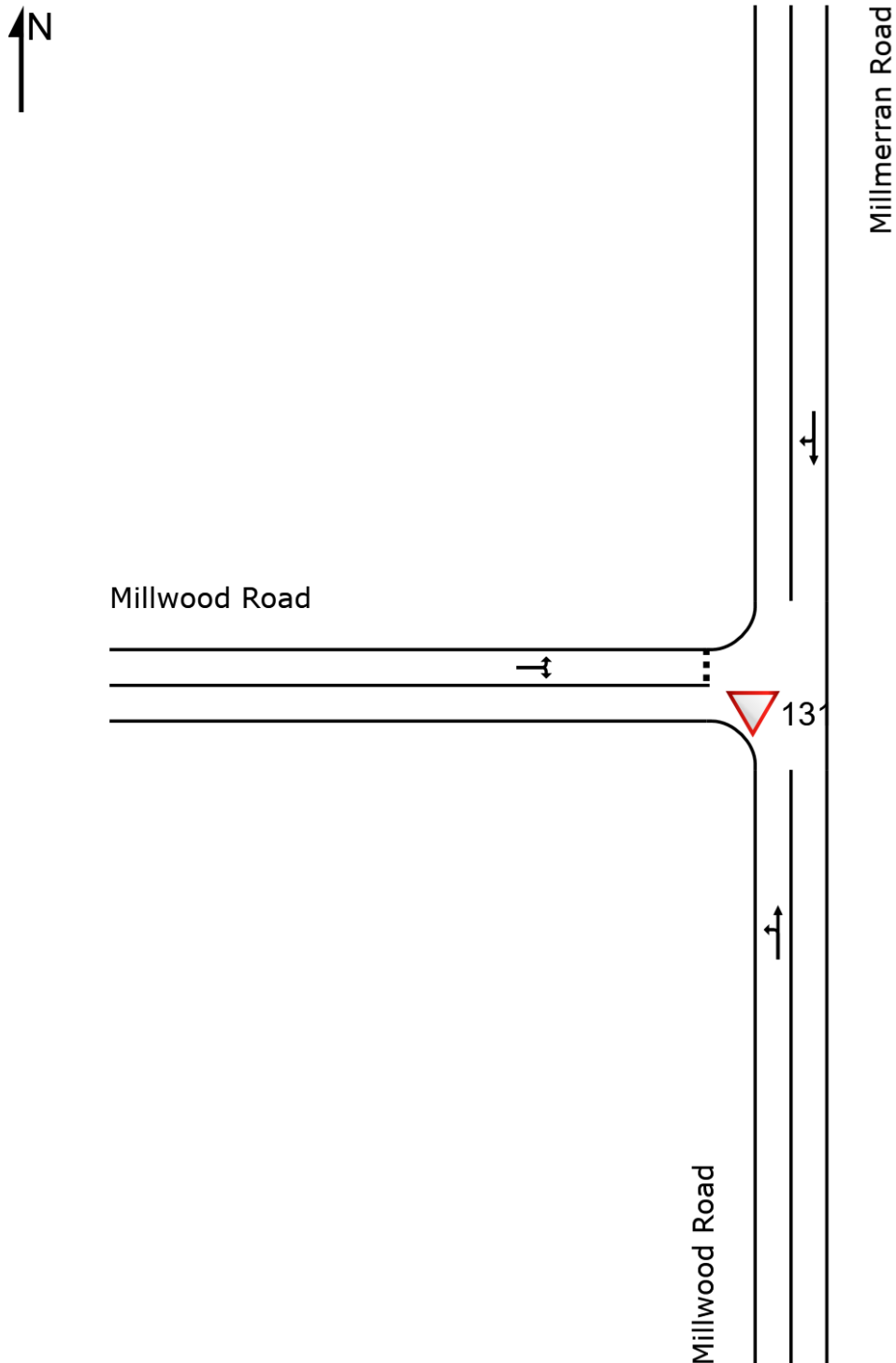
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33875\130. Leesons Road_Steger Road.sip9

SITE LAYOUT

▼ Site: 131 [Millwood (Millmerran Road) / Millwood Road 2022
AM (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 131 [Millwood (Millmerran Road) / Millwood Road 2022
AM (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millwood Road														
1	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
North: Millmerran Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.34	0.02	90.6
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.34	0.02	81.5
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.02	0.34	0.02	85.8
West: Millwood Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	75.3
All Vehicles		6	0	6	0.0	0.001	5.1	NA	0.0	0.0	0.01	0.44	0.01	82.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 131 [Millwood (Millmerran Road) / Millwood Road 2022
PM (Site Folder: Existing Intersection)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Millwood Road														
1	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
North: Millmerran Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.34	0.02	90.6
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.34	0.02	81.5
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.02	0.34	0.02	85.8
West: Millwood Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	75.3
All Vehicles		6	0	6	0.0	0.001	5.1	NA	0.0	0.0	0.01	0.44	0.01	82.0

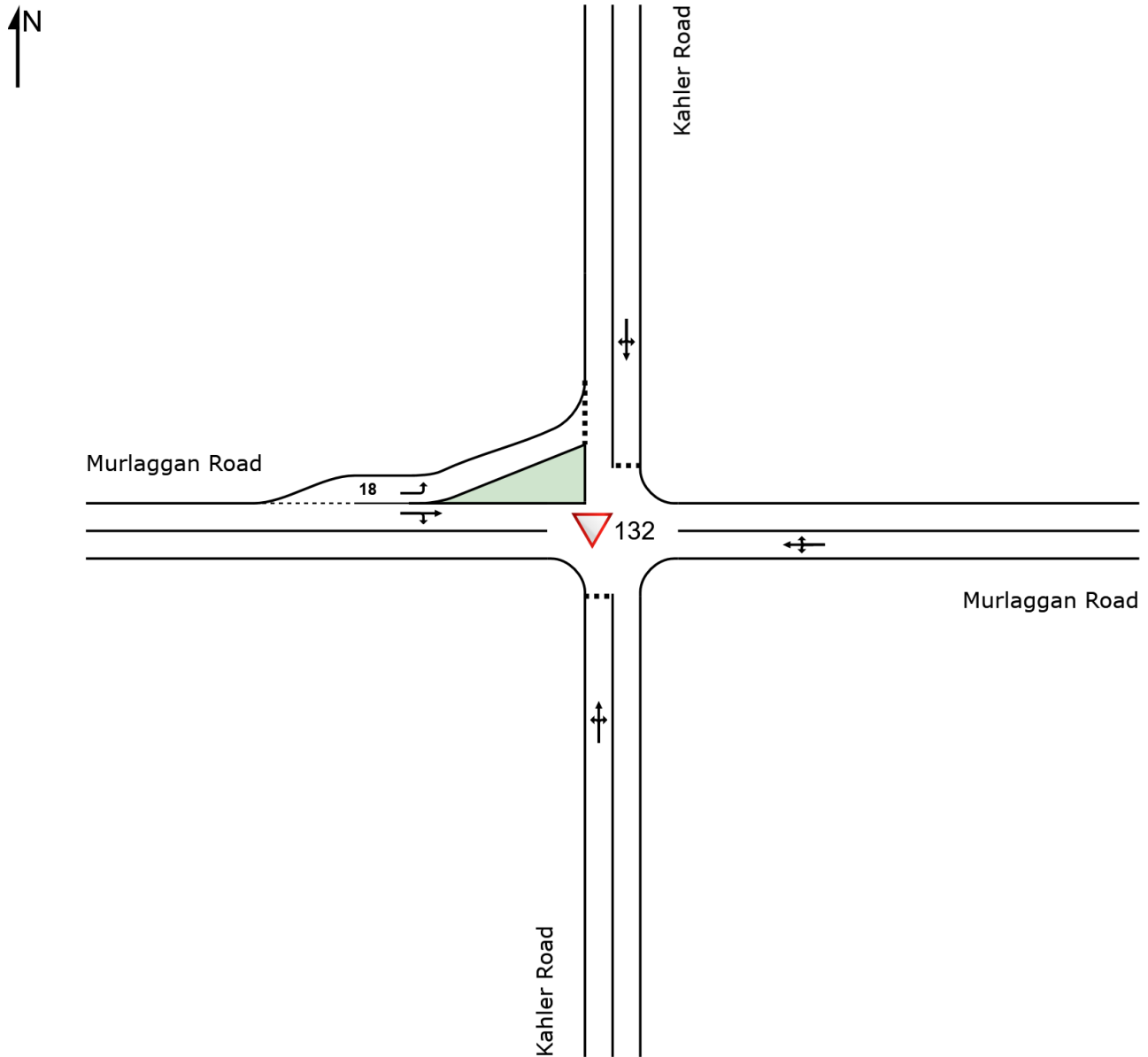
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 132 [Murlaggan Road / Kahler Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Monday, 7 November 2022 11:42:18 AM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33877\132. Murlaggan Road_Kahler Road.sip9

MOVEMENT SUMMARY

▼ Site: 132 [Murlaggan Road / Kahler Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.7
3	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.0
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.4
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	86.6
5	T1	16	1	16	6.3	0.010	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	97.5
6	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	86.2
Approach		18	1	18	5.6	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	96.1
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.07	0.62	0.07	75.4
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.07	0.62	0.07	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.07	0.62	0.07	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.07	0.62	0.07	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	15	1	15	6.7	0.009	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.5
12	R2	1	0	1	0.0	0.009	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	87.0
Approach		17	1	17	5.9	0.009	0.9	LOS A	0.0	0.0	0.01	0.08	0.01	96.0
All Vehicles		41	2	41	4.9	0.010	1.9	NA	0.0	0.1	0.02	0.16	0.02	92.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 11:42:06 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33877\132. Murlaggan Road_Kahler Road.sip9

MOVEMENT SUMMARY

▼ Site: 132 [Murlaggan Road / Kahler Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.4
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
3	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.7
5	T1	17	1	17	5.9	0.010	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	97.6
6	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.07	0.01	86.3
Approach		19	1	19	5.3	0.010	0.8	NA	0.0	0.1	0.01	0.07	0.01	96.3
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	16	1	16	6.3	0.009	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.6
12	R2	1	0	1	0.0	0.009	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	87.1
Approach		18	1	18	5.6	0.009	0.9	LOS A	0.0	0.0	0.01	0.07	0.01	96.2
All Vehicles		43	2	43	4.7	0.010	1.8	NA	0.0	0.1	0.02	0.15	0.02	92.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 11:42:07 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33877\132. Murlaggan Road_Kahler Road.sip9

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.7
3	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.0
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.4
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.08	0.01	86.6
5	T1	16	1	16	6.3	0.010	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	97.5
6	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.08	0.01	86.2
Approach		18	1	18	5.6	0.010	0.9	NA	0.0	0.1	0.01	0.08	0.01	96.1
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.07	0.62	0.07	75.4
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.07	0.62	0.07	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.07	0.62	0.07	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.07	0.62	0.07	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	15	1	15	6.7	0.009	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.5
12	R2	1	0	1	0.0	0.009	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	87.0
Approach		17	1	17	5.9	0.009	0.9	LOS A	0.0	0.0	0.01	0.08	0.01	96.0
All Vehicles		41	2	41	4.9	0.010	1.9	NA	0.0	0.1	0.02	0.16	0.02	92.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 11:42:07 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33877\132. Murlaggan Road_Kahler Road.sip9

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.4
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
3	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.7
5	T1	17	1	17	5.9	0.010	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	97.6
6	R2	1	0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.01	0.07	0.01	86.3
Approach		19	1	19	5.3	0.010	0.8	NA	0.0	0.1	0.01	0.07	0.01	96.3
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	16	1	16	6.3	0.009	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.6
12	R2	1	0	1	0.0	0.009	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	87.1
Approach		18	1	18	5.6	0.009	0.9	LOS A	0.0	0.0	0.01	0.07	0.01	96.2
All Vehicles		43	2	43	4.7	0.010	1.8	NA	0.0	0.1	0.02	0.15	0.02	92.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 11:42:08 AM

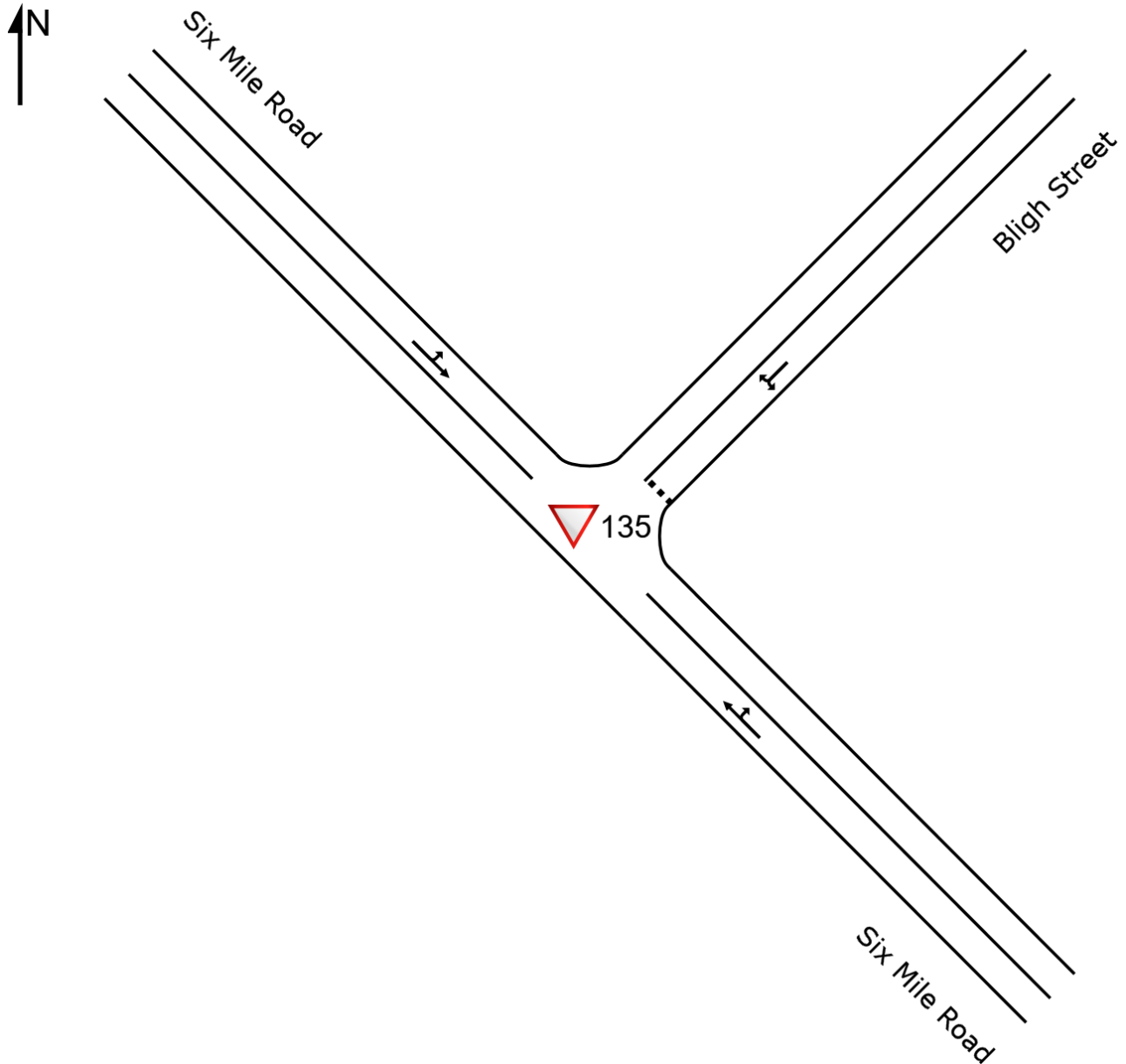
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33877\132. Murlaggan Road_Kahler Road.sip9

SITE LAYOUT

▽ Site: 135 [Six Mile Road / Bligh Street 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Monday, 7 November 2022 11:58:16 AM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33879\135. Six Mile Road_Bligh Street.sip9

MOVEMENT SUMMARY

▼ Site: 135 [Six Mile Road / Bligh Street 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 11:54:48 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33879\135. Six Mile Road_Bligh Street.sip9

MOVEMENT SUMMARY

▼ Site: 135 [Six Mile Road / Bligh Street 2022 PM Peak Scenario
1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 135 [Six Mile Road / Bligh Street 2022 AM Peak Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 11:54:49 AM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33879\135. Six Mile Road_Bligh Street.sip9

MOVEMENT SUMMARY

▼ Site: 135 [Six Mile Road / Bligh Street 2022 PM Peak Scenario
2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 11:54:49 AM

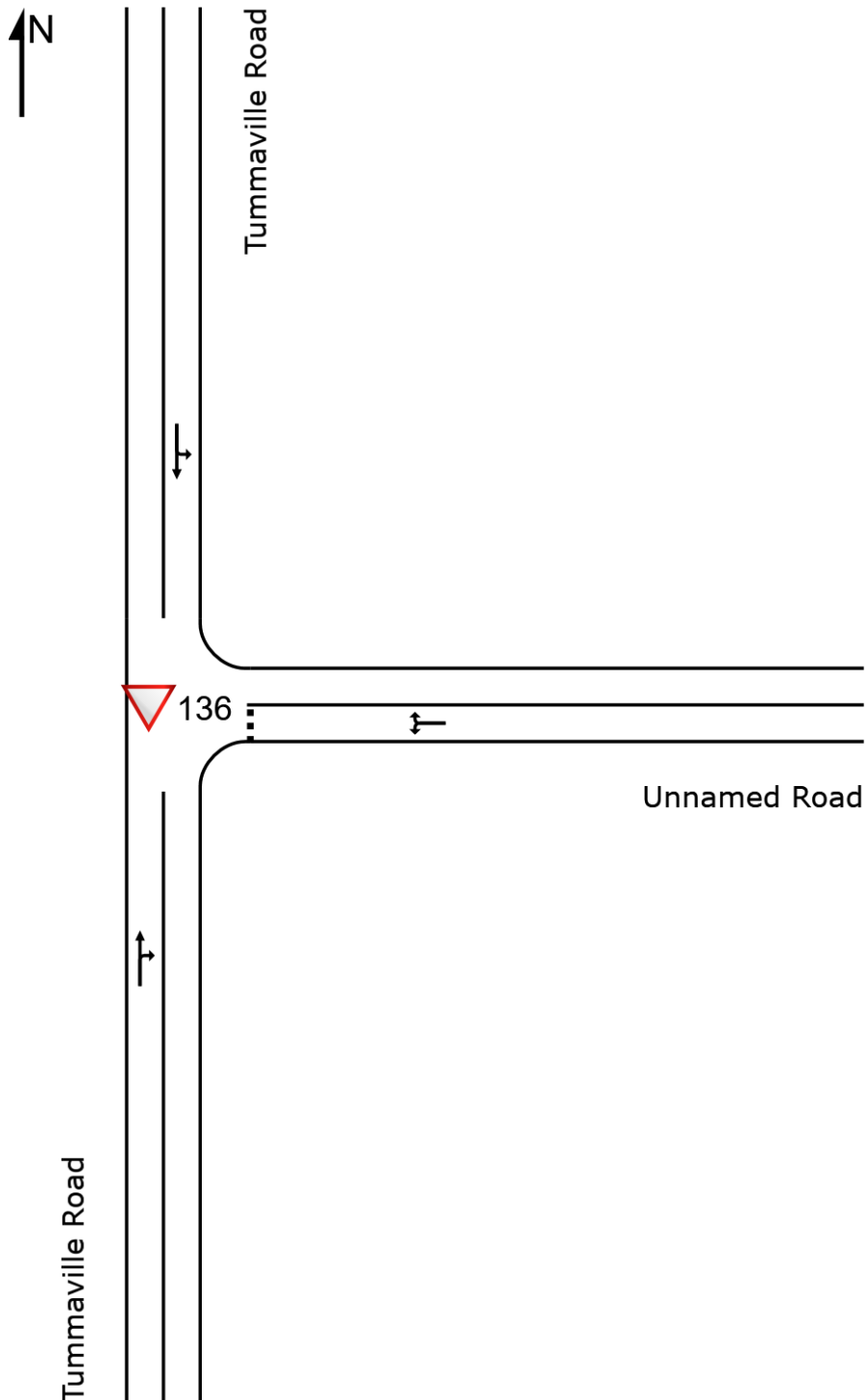
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33879\135. Six Mile Road_Bligh Street.sip9

SITE LAYOUT

▼ Site: 136 [Tummaville Road / Unnamed Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 136 [Tummalville Road / Unnamed Road 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Tumnaville Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.07	0.01	97.4
3	R2	1	0	1	0.0	0.006	7.4	LOS A	0.0	0.0	0.01	0.07	0.01	86.1
Approach		10	2	10	20.0	0.006	0.7	NA	0.0	0.0	0.01	0.07	0.01	96.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.03	0.65	0.03	75.4
6	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.03	0.65	0.03	74.9
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.03	0.65	0.03	75.1
North: Tumnaville Road														
7	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.0	0.00	0.11	0.00	85.4
8	T1	5	1	5	20.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	95.9
Approach		6	1	6	16.7	0.003	1.3	NA	0.0	0.0	0.00	0.11	0.00	93.9
All Vehicles		18	3	18	16.7	0.006	1.7	NA	0.0	0.0	0.01	0.15	0.01	92.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 136 [Tummalville Road / Unnamed Road 2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Tumnaville Road														
2	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.03	0.22	0.03	93.3
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.03	0.22	0.03	83.7
Approach		3	0	3	0.0	0.002	2.5	NA	0.0	0.0	0.03	0.22	0.03	89.9
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.04	0.64	0.04	75.4
6	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.04	0.64	0.04	74.9
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.04	0.64	0.04	75.1
North: Tumnaville Road														
7	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.0	0.00	0.10	0.00	85.9
8	T1	6	1	6	16.7	0.004	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	96.5
Approach		7	1	7	14.3	0.004	1.1	NA	0.0	0.0	0.00	0.10	0.00	94.9
All Vehicles		12	1	12	8.3	0.004	2.5	NA	0.0	0.0	0.01	0.22	0.01	89.7

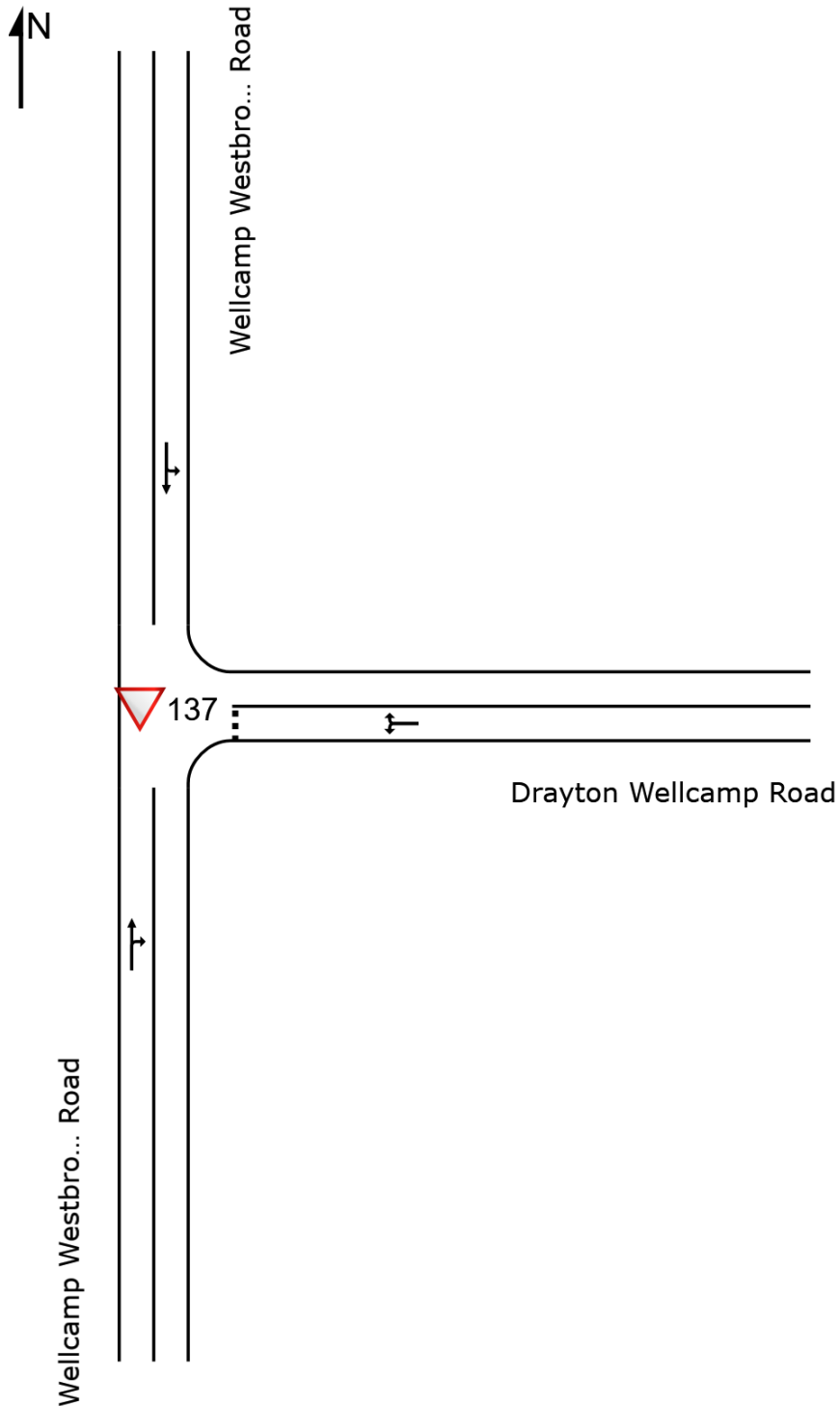
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2022 AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
2	T1	45	11	45	24.4	0.027	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.2
3	R2	1	0	1	0.0	0.027	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		46	11	46	23.9	0.027	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.116	8.0	LOS A	0.4	3.1	0.25	0.66	0.25	73.7
6	R2	118	18	118	15.3	0.116	8.5	LOS A	0.4	3.1	0.25	0.66	0.25	67.8
Approach		119	18	119	15.1	0.116	8.5	LOS A	0.4	3.1	0.25	0.66	0.25	67.8
North: Wellcamp Westbrook Road														
7	L2	125	19	125	15.2	0.099	8.2	LOS A	0.0	0.0	0.00	0.50	0.00	71.6
8	T1	42	10	42	23.8	0.099	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	85.8
Approach		167	29	167	17.4	0.099	6.2	NA	0.0	0.0	0.00	0.50	0.00	74.7
All Vehicles		332	58	332	17.5	0.116	6.2	NA	0.4	3.1	0.09	0.49	0.09	74.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2022 PM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
2	T1	47	11	47	23.4	0.028	0.0	LOS A	0.0	0.1	0.02	0.01	0.02	99.2
3	R2	1	0	1	0.0	0.028	8.0	LOS A	0.0	0.1	0.02	0.01	0.02	87.6
Approach		48	11	48	22.9	0.028	0.2	NA	0.0	0.1	0.02	0.01	0.02	99.0
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.180	8.1	LOS A	0.6	5.1	0.30	0.67	0.30	73.5
6	R2	179	27	179	15.1	0.180	8.8	LOS A	0.6	5.1	0.30	0.67	0.30	67.7
Approach		180	27	180	15.0	0.180	8.8	LOS A	0.6	5.1	0.30	0.67	0.30	67.7
North: Wellcamp Westbrook Road														
7	L2	133	20	133	15.0	0.117	8.2	LOS A	0.0	0.0	0.00	0.45	0.00	72.4
8	T1	64	15	64	23.4	0.117	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	86.9
Approach		197	35	197	17.8	0.117	5.6	NA	0.0	0.0	0.00	0.45	0.00	76.6
All Vehicles		425	73	425	17.2	0.180	6.3	NA	0.6	5.1	0.13	0.50	0.13	74.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 1:48:34 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33881\137. Wellcamp Westbrook Road_Drayton Wellcamp Road.sip9

MOVEMENT SUMMARY

▼ Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2022 AM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
2	T1	45	11	45	24.4	0.105	0.2	LOS A	0.5	4.1	0.14	0.47	0.14	85.5
3	R2	125	19	125	15.2	0.105	8.0	LOS A	0.5	4.1	0.14	0.47	0.14	70.7
Approach		170	30	170	17.6	0.105	5.9	NA	0.5	4.1	0.14	0.47	0.14	74.1
East: Drayton Wellcamp Road														
4	L2	118	18	118	15.3	0.082	8.4	LOS A	0.3	2.7	0.13	0.62	0.13	68.4
6	R2	1	0	1	0.0	0.082	8.3	LOS A	0.3	2.7	0.13	0.62	0.13	73.4
Approach		119	18	119	15.1	0.082	8.4	LOS A	0.3	2.7	0.13	0.62	0.13	68.5
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.025	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.1
8	T1	42	10	42	23.8	0.025	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		43	10	43	23.3	0.025	0.2	NA	0.0	0.0	0.00	0.02	0.00	99.0
All Vehicles		332	58	332	17.5	0.105	6.1	NA	0.5	4.1	0.12	0.46	0.12	74.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2022 PM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Wellcamp Westbrook Road														
2	T1	47	11	47	23.4	0.113	0.2	LOS A	0.6	4.4	0.18	0.47	0.18	85.2
3	R2	133	20	133	15.0	0.113	8.1	LOS A	0.6	4.4	0.18	0.47	0.18	70.5
Approach		180	31	180	17.2	0.113	6.0	NA	0.6	4.4	0.18	0.47	0.18	73.8
East: Drayton Wellcamp Road														
4	L2	179	27	179	15.1	0.126	8.5	LOS A	0.5	4.3	0.17	0.61	0.17	68.3
6	R2	1	0	1	0.0	0.126	8.5	LOS A	0.5	4.3	0.17	0.61	0.17	73.1
Approach		180	27	180	15.0	0.126	8.5	LOS A	0.5	4.3	0.17	0.61	0.17	68.3
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.038	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
8	T1	64	15	64	23.4	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		65	15	65	23.1	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		425	73	425	17.2	0.126	6.2	NA	0.6	4.4	0.15	0.46	0.15	74.2

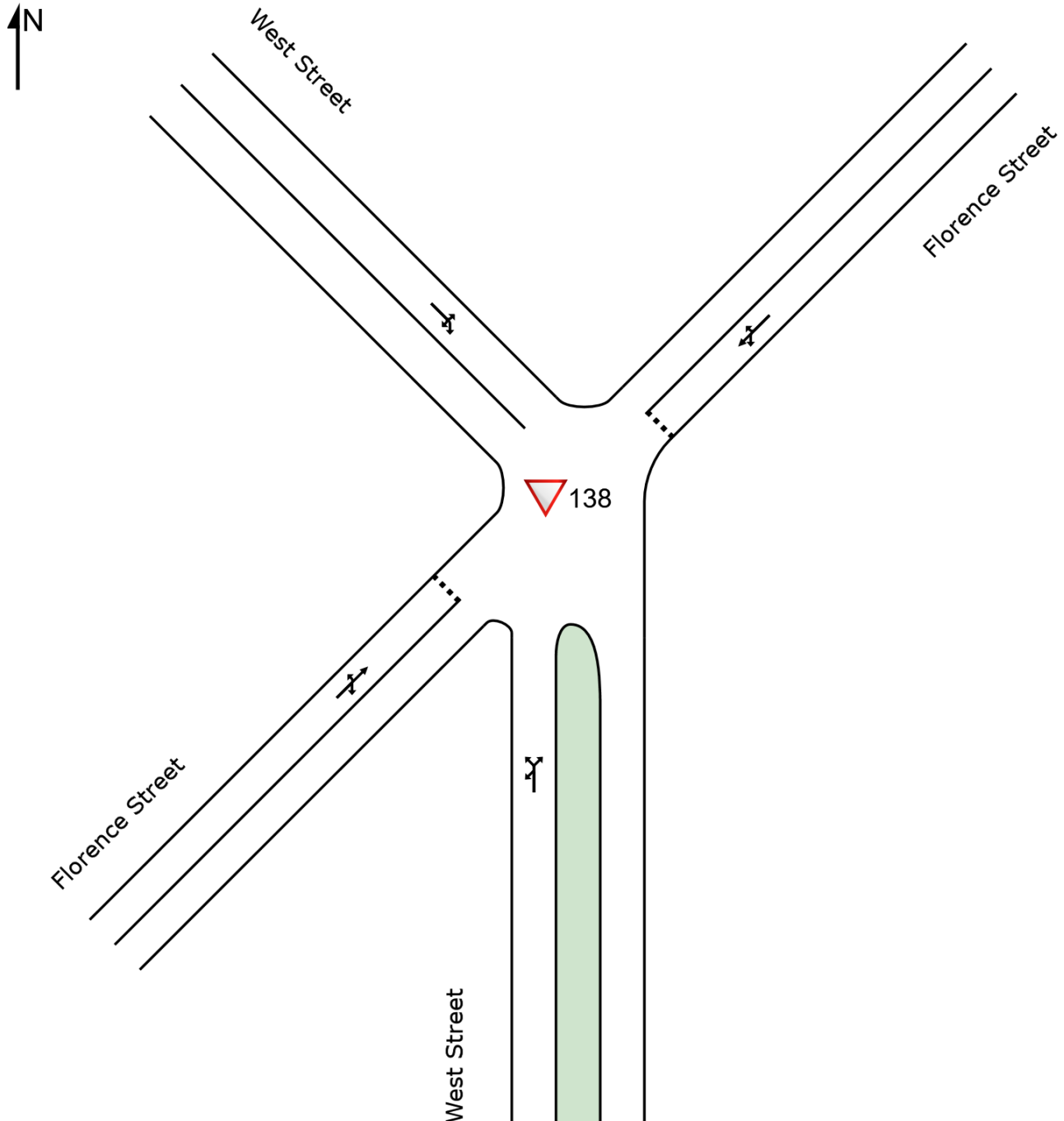
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▽ Site: 138 [West Street / Florence Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: West Street														
1b	L3	12	0	12	0.0	0.010	5.4	LOSA	0.0	0.1	0.01	0.54	0.01	46.7
1a	L1	4	2	4	50.0	0.010	4.0	LOSA	0.0	0.1	0.01	0.54	0.01	45.8
3a	R1	1	0	1	0.0	0.010	3.9	LOSA	0.0	0.1	0.01	0.54	0.01	46.1
Approach		17	2	17	11.8	0.010	5.0	NA	0.0	0.1	0.01	0.54	0.01	46.4
NorthEast: Florence Street														
24a	L1	1	0	1	0.0	0.012	3.9	LOSA	0.0	0.3	0.06	0.51	0.06	46.3
25	T1	1	0	1	0.0	0.012	3.5	LOSA	0.0	0.3	0.06	0.51	0.06	46.8
26	R2	12	0	12	0.0	0.012	4.6	LOSA	0.0	0.3	0.06	0.51	0.06	46.4
Approach		14	0	14	0.0	0.012	4.5	LOSA	0.0	0.3	0.06	0.51	0.06	46.5
NorthWest: West Street														
27	L2	13	0	13	0.0	0.010	4.6	LOSA	0.0	0.2	0.01	0.50	0.01	46.7
29a	R1	4	2	4	50.0	0.010	3.7	LOSA	0.0	0.2	0.01	0.50	0.01	46.7
29	R2	1	0	1	0.0	0.010	4.6	LOSA	0.0	0.2	0.01	0.50	0.01	46.6
Approach		18	2	18	11.1	0.010	4.4	NA	0.0	0.2	0.01	0.50	0.01	46.7
SouthWest: Florence Street														
30	L2	1	0	1	0.0	0.013	4.6	LOSA	0.0	0.3	0.06	0.56	0.06	46.2
31	T1	1	0	1	0.0	0.013	3.5	LOSA	0.0	0.3	0.06	0.56	0.06	46.4
32b	R3	13	0	13	0.0	0.013	5.4	LOSA	0.0	0.3	0.06	0.56	0.06	46.0
Approach		15	0	15	0.0	0.013	5.2	LOSA	0.0	0.3	0.06	0.56	0.06	46.1
All Vehicles		64	4	64	6.3	0.013	4.8	NA	0.0	0.3	0.03	0.53	0.03	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 2:23:32 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33882\138. West Street_Florence Street.sip9

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: West Street														
1b	L3	12	0	12	0.0	0.010	5.4	LOS A	0.0	0.1	0.01	0.54	0.01	46.7
1a	L1	4	2	4	50.0	0.010	4.0	LOS A	0.0	0.1	0.01	0.54	0.01	45.8
3a	R1	1	0	1	0.0	0.010	3.9	LOS A	0.0	0.1	0.01	0.54	0.01	46.1
Approach		17	2	17	11.8	0.010	5.0	NA	0.0	0.1	0.01	0.54	0.01	46.4
NorthEast: Florence Street														
24a	L1	1	0	1	0.0	0.012	3.9	LOS A	0.0	0.3	0.06	0.51	0.06	46.3
25	T1	1	0	1	0.0	0.012	3.5	LOS A	0.0	0.3	0.06	0.51	0.06	46.8
26	R2	12	0	12	0.0	0.012	4.6	LOS A	0.0	0.3	0.06	0.51	0.06	46.4
Approach		14	0	14	0.0	0.012	4.5	LOS A	0.0	0.3	0.06	0.51	0.06	46.5
NorthWest: West Street														
27	L2	12	0	12	0.0	0.010	4.6	LOS A	0.0	0.2	0.01	0.50	0.01	46.7
29a	R1	4	2	4	50.0	0.010	3.7	LOS A	0.0	0.2	0.01	0.50	0.01	46.7
29	R2	1	0	1	0.0	0.010	4.6	LOS A	0.0	0.2	0.01	0.50	0.01	46.6
Approach		17	2	17	11.8	0.010	4.4	NA	0.0	0.2	0.01	0.50	0.01	46.7
SouthWest: Florence Street														
30	L2	1	0	1	0.0	0.012	4.6	LOS A	0.0	0.3	0.06	0.56	0.06	46.2
31	T1	1	0	1	0.0	0.012	3.5	LOS A	0.0	0.3	0.06	0.56	0.06	46.4
32b	R3	12	0	12	0.0	0.012	5.4	LOS A	0.0	0.3	0.06	0.56	0.06	46.0
Approach		14	0	14	0.0	0.012	5.2	LOS A	0.0	0.3	0.06	0.56	0.06	46.1
All Vehicles		62	4	62	6.5	0.012	4.7	NA	0.0	0.3	0.03	0.53	0.03	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 2:23:33 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33882\138. West Street_Florence Street.sip9

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: West Street														
1b	L3	1	0	1	0.0	0.009	5.4	LOS A	0.0	0.3	0.01	0.50	0.01	47.3
1a	L1	4	2	4	50.0	0.009	4.0	LOS A	0.0	0.3	0.01	0.50	0.01	46.4
3a	R1	12	0	12	0.0	0.009	3.9	LOS A	0.0	0.3	0.01	0.50	0.01	46.8
Approach		17	2	17	11.8	0.009	4.0	NA	0.0	0.3	0.01	0.50	0.01	46.7
NorthEast: Florence Street														
24a	L1	12	0	12	0.0	0.009	3.9	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
25	T1	1	0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.50	0.03	47.1
26	R2	1	0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.03	0.50	0.03	46.8
Approach		14	0	14	0.0	0.009	4.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
NorthWest: West Street														
27	L2	1	0	1	0.0	0.011	4.6	LOS A	0.0	0.4	0.04	0.50	0.04	46.6
29a	R1	4	2	4	50.0	0.011	3.7	LOS A	0.0	0.4	0.04	0.50	0.04	46.6
29	R2	13	0	13	0.0	0.011	4.6	LOS A	0.0	0.4	0.04	0.50	0.04	46.5
Approach		18	2	18	11.1	0.011	4.4	NA	0.0	0.4	0.04	0.50	0.04	46.5
SouthWest: Florence Street														
30	L2	13	0	13	0.0	0.010	4.6	LOS A	0.0	0.3	0.03	0.52	0.03	46.6
31	T1	1	0	1	0.0	0.010	3.5	LOS A	0.0	0.3	0.03	0.52	0.03	46.8
32b	R3	1	0	1	0.0	0.010	5.5	LOS A	0.0	0.3	0.03	0.52	0.03	46.4
Approach		15	0	15	0.0	0.010	4.6	LOS A	0.0	0.3	0.03	0.52	0.03	46.6
All Vehicles		64	4	64	6.3	0.011	4.2	NA	0.0	0.4	0.03	0.50	0.03	46.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 2:23:33 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33882\138. West Street_Florence Street.sip9

MOVEMENT SUMMARY

▼ Site: 138 [West Street / Florence Street 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: West Street														
1b	L3	1	0	1	0.0	0.009	5.4	LOSA	0.0	0.3	0.01	0.50	0.01	47.3
1a	L1	4	2	4	50.0	0.009	4.0	LOSA	0.0	0.3	0.01	0.50	0.01	46.4
3a	R1	12	0	12	0.0	0.009	3.9	LOSA	0.0	0.3	0.01	0.50	0.01	46.8
Approach		17	2	17	11.8	0.009	4.0	NA	0.0	0.3	0.01	0.50	0.01	46.7
NorthEast: Florence Street														
24a	L1	12	0	12	0.0	0.009	3.9	LOSA	0.0	0.2	0.03	0.50	0.03	46.7
25	T1	1	0	1	0.0	0.009	3.5	LOSA	0.0	0.2	0.03	0.50	0.03	47.1
26	R2	1	0	1	0.0	0.009	4.8	LOSA	0.0	0.2	0.03	0.50	0.03	46.8
Approach		14	0	14	0.0	0.009	4.0	LOSA	0.0	0.2	0.03	0.50	0.03	46.7
NorthWest: West Street														
27	L2	1	0	1	0.0	0.010	4.6	LOSA	0.0	0.4	0.04	0.50	0.04	46.6
29a	R1	4	2	4	50.0	0.010	3.7	LOSA	0.0	0.4	0.04	0.50	0.04	46.6
29	R2	12	0	12	0.0	0.010	4.6	LOSA	0.0	0.4	0.04	0.50	0.04	46.5
Approach		17	2	17	11.8	0.010	4.4	NA	0.0	0.4	0.04	0.50	0.04	46.5
SouthWest: Florence Street														
30	L2	12	0	12	0.0	0.009	4.6	LOSA	0.0	0.2	0.03	0.52	0.03	46.6
31	T1	1	0	1	0.0	0.009	3.5	LOSA	0.0	0.2	0.03	0.52	0.03	46.8
32b	R3	1	0	1	0.0	0.009	5.5	LOSA	0.0	0.2	0.03	0.52	0.03	46.4
Approach		14	0	14	0.0	0.009	4.6	LOSA	0.0	0.2	0.03	0.52	0.03	46.6
All Vehicles		62	4	62	6.5	0.010	4.2	NA	0.0	0.4	0.03	0.50	0.03	46.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 2:23:34 PM

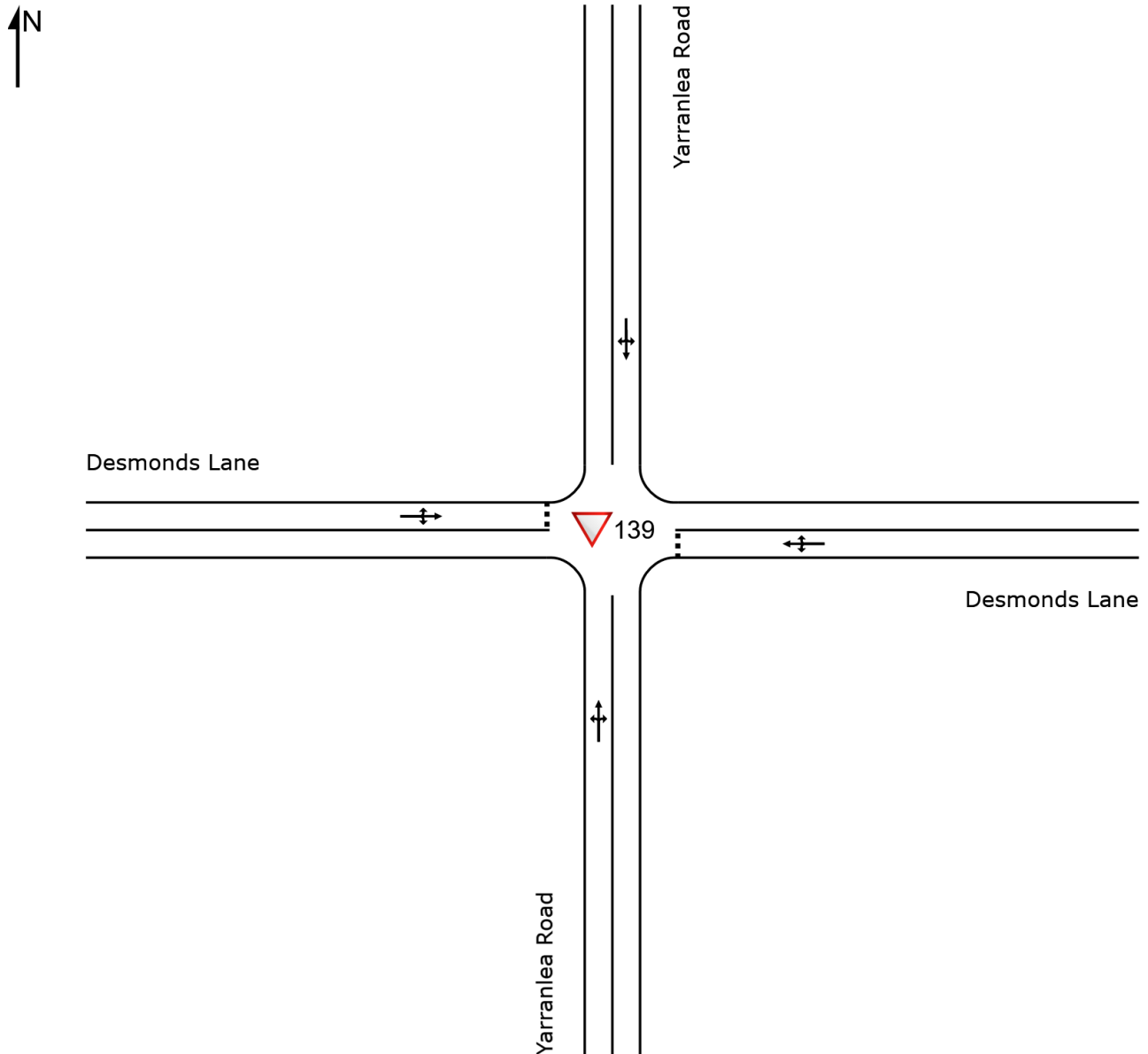
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33882\138. West Street_Florence Street.sip9

SITE LAYOUT

▽ Site: 139 [Yarranlea Road / Desmonds Lane 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 139 [Yarranlea Road / Desmonds Lane 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 3:02:29 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33883\139. Yarranlea Road_Desmonds Lane.sip9

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 3:02:30 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33883\139. Yarranlea Road_Desmonds Lane.sip9

MOVEMENT SUMMARY

▼ Site: 139 [Yarranlea Road / Desmonds Lane 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 3:02:31 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33883\139. Yarranlea Road_Desmonds Lane.sip9

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 3:02:31 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33883\139. Yarranlea Road_Desmonds Lane.sip9

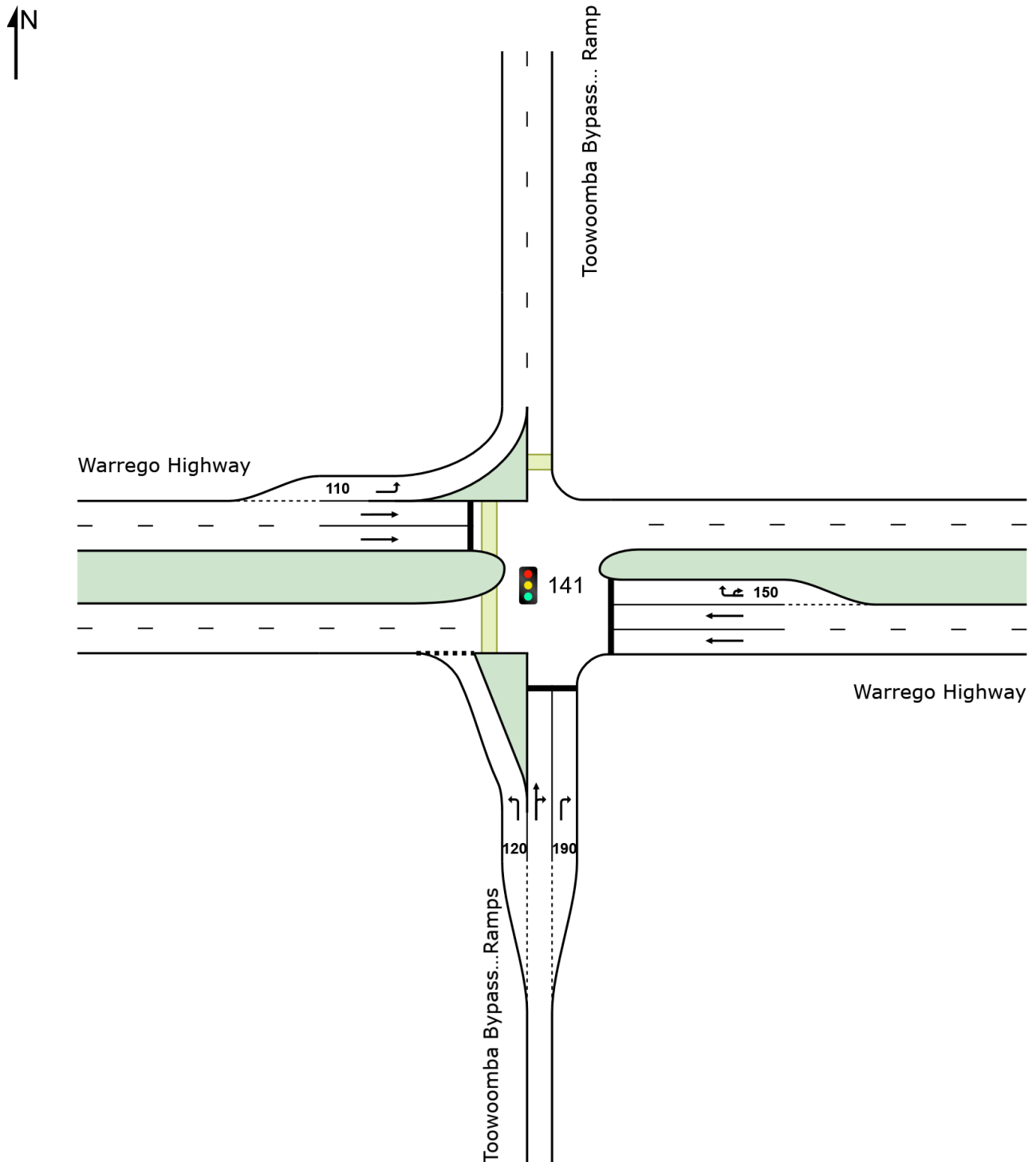
SITE LAYOUT

 Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps
2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps
2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Bypass NB Ramps														
1	L2	7	1	7	14.3	0.007	8.9	LOS A	0.0	0.2	0.36	0.63	0.36	57.6
2	T1	1	0	1	0.0	0.045	15.6	LOS B	0.2	1.6	0.86	0.67	0.86	57.7
3	R2	24	1	24	4.2	* 0.045	23.1	LOS C	0.2	1.6	0.87	0.68	0.87	49.2
Approach		32	2	32	6.3	0.045	19.8	LOS B	0.2	1.6	0.76	0.67	0.76	50.8
East: Warrego Highway														
5	T1	488	85	488	17.4	0.253	5.2	LOS A	2.5	20.5	0.55	0.46	0.55	68.9
6	R2	11	9	11	81.8	* 0.067	25.5	LOS C	0.2	2.5	0.88	0.69	0.88	37.9
6u	U	1	0	1	0.0	0.067	23.9	LOS C	0.2	2.5	0.88	0.69	0.88	43.0
Approach		500	94	500	18.8	0.253	5.7	LOS A	2.5	20.5	0.56	0.47	0.56	67.2
West: Warrego Highway														
10	L2	110	32	110	29.1	0.072	8.0	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
11	T1	557	61	557	11.0	* 0.612	15.6	LOS B	5.2	40.0	0.94	0.80	0.99	56.9
Approach		667	93	667	13.9	0.612	14.3	LOS B	5.2	40.0	0.78	0.76	0.83	56.2
All Vehicles		1199	189	1199	15.8	0.612	10.9	LOS B	5.2	40.0	0.69	0.64	0.71	60.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
West: Warrego Highway												
P41	Stage 1	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
P42	Stage 2	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
All Pedestrians		150	150	14.5	LOS B	0.0	0.0	0.85	0.85	174.4	207.9	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

 **Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps
2022 AM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase B

Input Phase Sequence: A, B, C

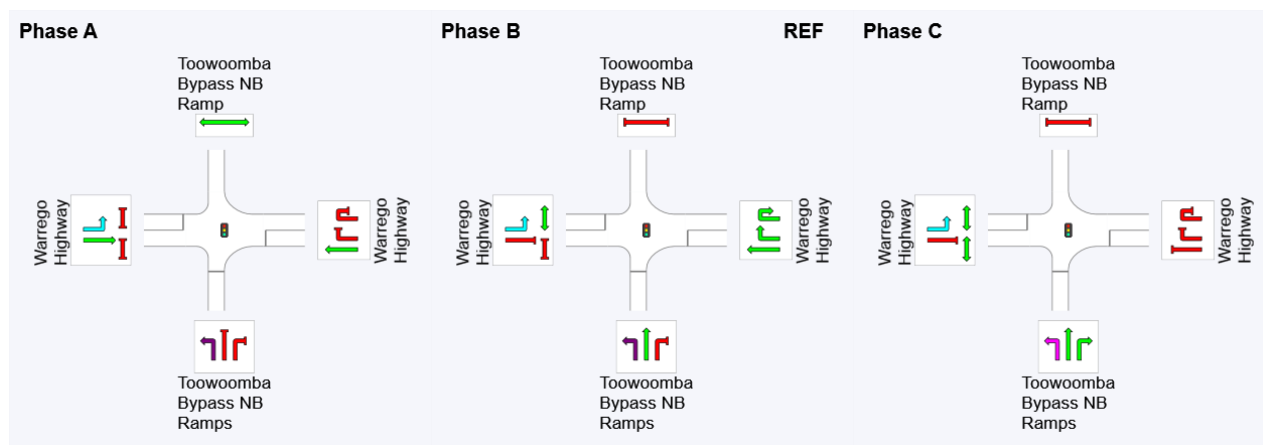
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

MOVEMENT SUMMARY

 **Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2022 PM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Toowoomba Bypass NB Ramps														
1	L2	14	7	14	50.0	0.017	9.8	LOS A	0.1	0.7	0.39	0.64	0.39	52.2
2	T1	1	0	1	0.0	0.071	15.8	LOS B	0.3	2.5	0.86	0.69	0.86	57.4
3	R2	37	3	37	8.1	* 0.071	23.4	LOS C	0.3	2.5	0.87	0.69	0.87	48.3
Approach		52	10	52	19.2	0.071	19.6	LOS B	0.3	2.5	0.74	0.68	0.74	49.3
East: Warrego Highway														
5	T1	581	79	581	13.6	0.295	5.3	LOS A	3.1	24.3	0.57	0.48	0.57	68.6
6	R2	12	8	12	66.7	* 0.078	25.2	LOS C	0.3	2.8	0.89	0.70	0.89	39.4
6u	U	3	0	3	0.0	0.078	23.9	LOS C	0.3	2.8	0.89	0.70	0.89	42.7
Approach		596	87	596	14.6	0.295	5.8	LOS A	3.1	24.3	0.58	0.49	0.58	67.0
West: Warrego Highway														
10	L2	159	36	159	22.6	0.099	7.9	LOS A	0.0	0.0	0.00	0.59	0.00	55.2
11	T1	544	55	544	10.1	* 0.595	15.4	LOS B	5.0	38.3	0.93	0.79	0.97	57.2
Approach		703	91	703	12.9	0.595	13.7	LOS B	5.0	38.3	0.72	0.74	0.75	56.7
All Vehicles		1351	188	1351	13.9	0.595	10.4	LOS B	5.0	38.3	0.66	0.63	0.67	60.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
West: Warrego Highway												
P41	Stage 1	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
P42	Stage 2	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
All Pedestrians		150	150	14.5	LOS B	0.0	0.0	0.85	0.85	174.4	207.9	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

**Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps
2022 PM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase B

Input Phase Sequence: A, B, C

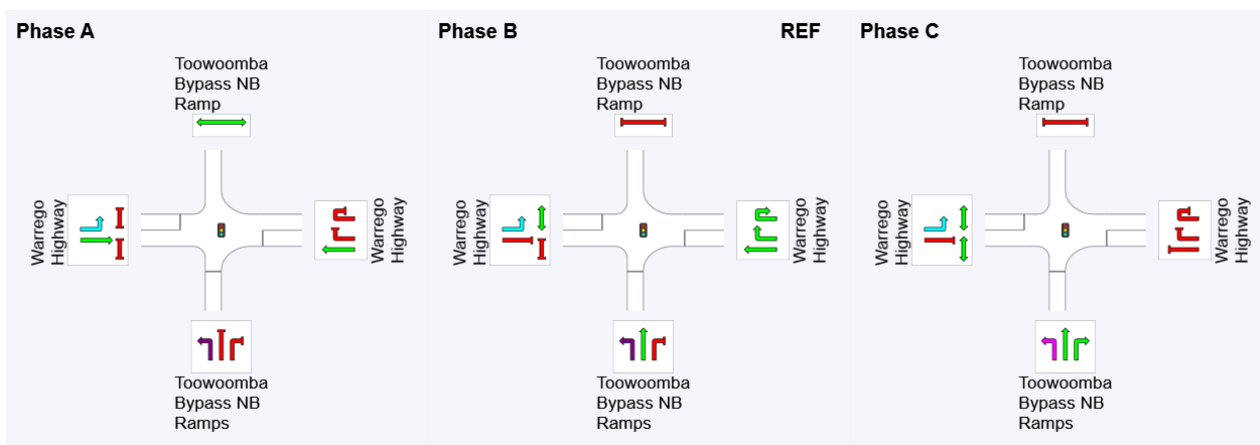
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

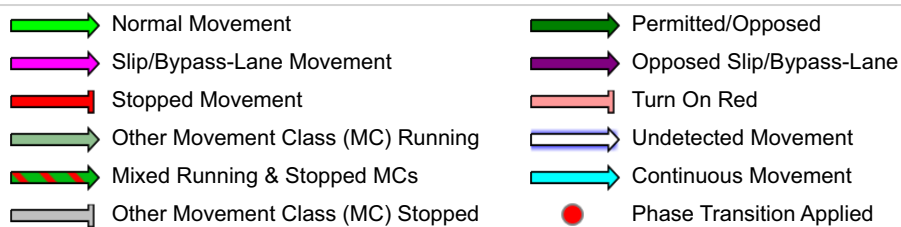
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



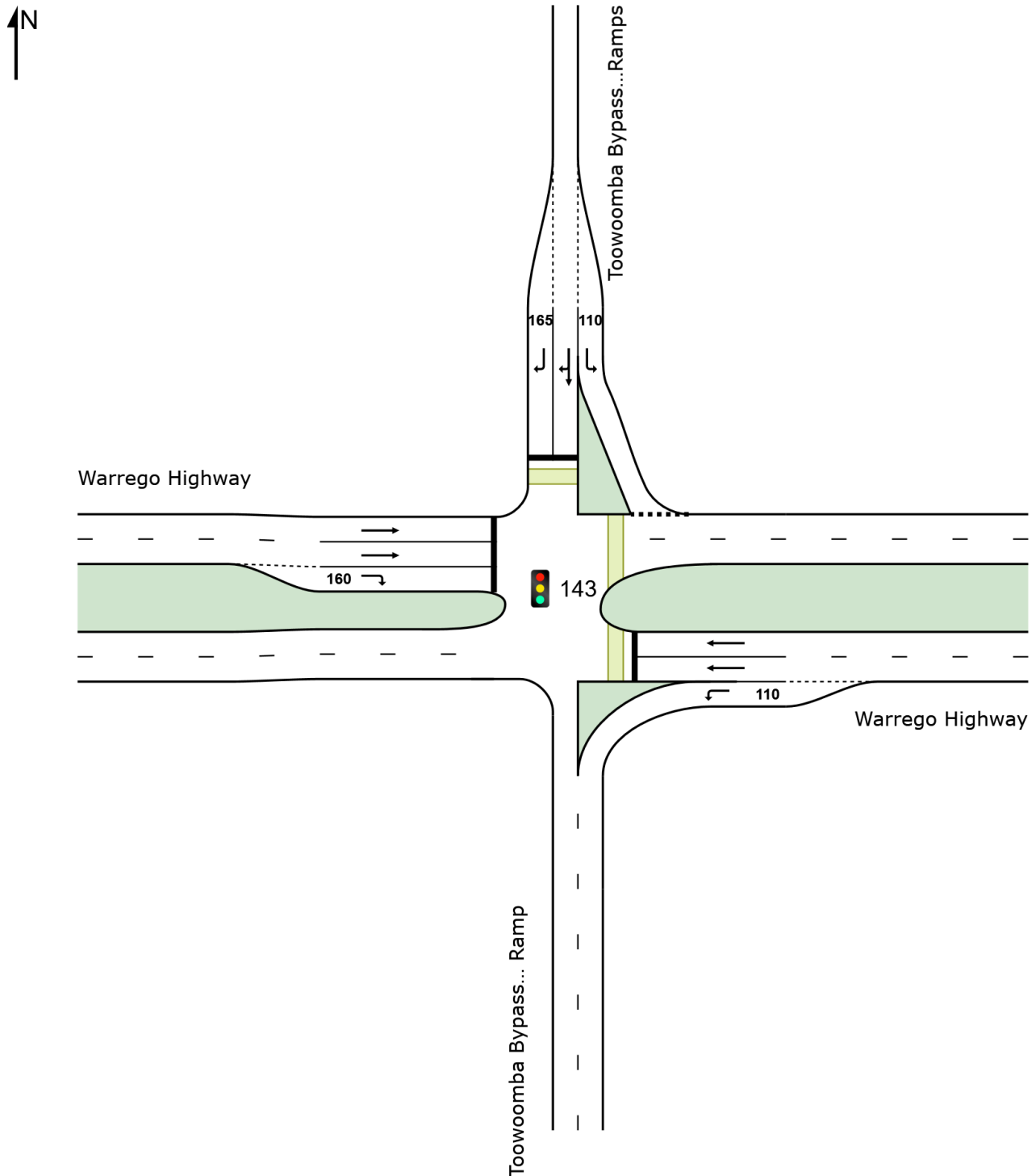
SITE LAYOUT

 Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps
2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps
2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Warrego Highway														
4	L2	42	2	42	4.8	0.023	7.6	LOS A	0.0	0.0	0.00	0.60	0.00	64.7
5	T1	373	58	373	15.5	* 0.386	35.2	LOS D	8.2	65.0	0.86	0.71	0.86	42.6
Approach		415	60	415	14.5	0.386	32.4	LOS C	8.2	65.0	0.77	0.70	0.77	44.4
North: Toowoomba Bypass SB Ramps														
7	L2	14	8	14	57.1	0.019	9.3	LOS A	0.1	1.0	0.18	0.62	0.18	52.3
8	T1	1	0	1	0.0	* 0.152	32.8	LOS C	2.6	22.9	0.80	0.75	0.80	45.2
9	R2	127	37	127	29.1	0.152	40.3	LOS D	2.6	22.9	0.80	0.75	0.80	35.8
Approach		142	45	142	31.7	0.152	37.1	LOS D	2.6	22.9	0.73	0.74	0.73	37.2
West: Warrego Highway														
11	T1	574	59	574	10.3	0.254	10.0	LOS B	6.8	52.2	0.48	0.42	0.48	67.8
12	R2	7	3	7	42.9	* 0.017	37.2	LOS D	0.3	2.5	0.73	0.68	0.73	36.5
Approach		581	62	581	10.7	0.254	10.4	LOS B	6.8	52.2	0.49	0.42	0.49	67.1
All Vehicles		1138	167	1138	14.7	0.386	21.8	LOS C	8.2	65.0	0.62	0.56	0.62	52.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: Warrego Highway												
P21	Stage 1	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
P22	Stage 2	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
North: Toowoomba Bypass SB Ramps												
P3	Full	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.7	208.6	0.99
All Pedestrians		150	150	49.3	LOS E	0.1	0.1	0.95	0.95	209.2	207.9	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

 Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps
2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times specified by the user

Phase Sequence: Leading Right Turn

Reference Phase: Phase B

Input Phase Sequence: A, C, B

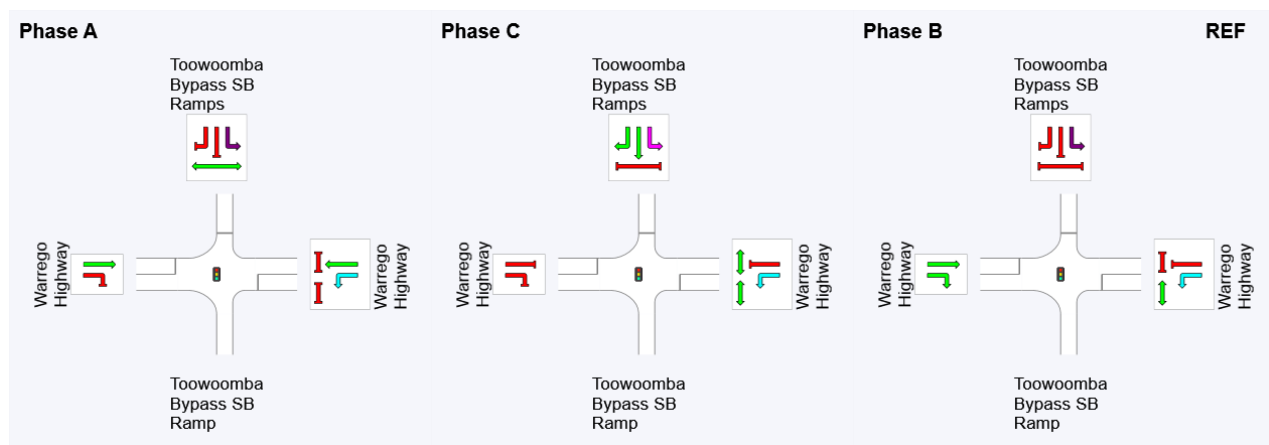
Output Phase Sequence: A, C, B

Phase Timing Summary

Phase	A	C	B
Phase Change Time (sec)	38	74	0
Green Time (sec)	30	30	32
Phase Time (sec)	36	36	38
Phase Split	33%	33%	35%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

MOVEMENT SUMMARY

 **Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2022 PM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Warrego Highway														
4	L2	26	2	26	7.7	0.015	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	63.9
5	T1	499	46	499	9.2	* 0.497	36.5	LOS D	11.3	85.7	0.89	0.75	0.89	41.9
Approach		525	48	525	9.1	0.497	35.0	LOS D	11.3	85.7	0.85	0.75	0.85	42.8
North: Toowoomba Bypass SB Ramps														
7	L2	13	9	13	69.2	0.019	9.5	LOS A	0.1	0.9	0.18	0.62	0.18	50.0
8	T1	1	0	1	0.0	* 0.126	32.6	LOS C	2.0	19.1	0.79	0.74	0.79	45.3
9	R2	97	42	97	43.3	0.126	40.3	LOS D	2.0	19.1	0.79	0.74	0.79	34.7
Approach		111	51	111	45.9	0.126	36.6	LOS D	2.0	19.1	0.72	0.73	0.72	36.2
West: Warrego Highway														
11	T1	571	55	571	9.6	0.252	10.0	LOS B	6.8	51.5	0.48	0.42	0.48	67.8
12	R2	9	3	9	33.3	* 0.021	37.0	LOS D	0.3	3.1	0.74	0.68	0.74	37.5
Approach		580	58	580	10.0	0.252	10.4	LOS B	6.8	51.5	0.49	0.42	0.49	67.0
All Vehicles		1216	157	1216	12.9	0.497	23.5	LOS C	11.3	85.7	0.66	0.59	0.66	50.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: Warrego Highway												
P21	Stage 1	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
P22	Stage 2	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
North: Toowoomba Bypass SB Ramps												
P3	Full	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.7	208.6	0.99
All Pedestrians		150	150	49.3	LOS E	0.1	0.1	0.95	0.95	209.2	207.9	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

 **Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps**
2022 PM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times specified by the user

Phase Sequence: Leading Right Turn

Reference Phase: Phase B

Input Phase Sequence: A, C, B

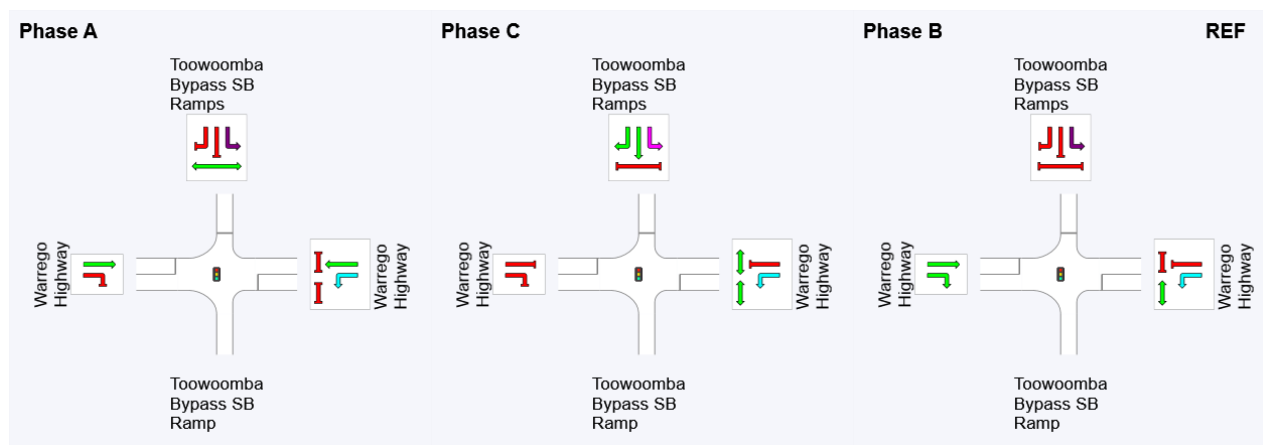
Output Phase Sequence: A, C, B

Phase Timing Summary

Phase	A	C	B
Phase Change Time (sec)	38	74	0
Green Time (sec)	30	30	32
Phase Time (sec)	36	36	38
Phase Split	33%	33%	35%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

MOVEMENT SUMMARY

 **Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps
2025 AM - Without Development Traffic (Site Folder: Peak
Impact Year - Without Development Traffic)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Warrego Highway														
4	L2	45	3	45	6.7	0.025	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	64.2
5	T1	396	62	396	15.7	* 0.410	35.5	LOS D	8.8	69.6	0.87	0.72	0.87	42.5
Approach		441	65	441	14.7	0.410	32.7	LOS C	8.8	69.6	0.78	0.71	0.78	44.2
North: Toowoomba Bypass SB Ramps														
7	L2	14	8	14	57.1	0.020	9.4	LOS A	0.1	1.0	0.19	0.62	0.19	52.2
8	T1	1	0	1	0.0	* 0.161	32.9	LOS C	2.8	24.2	0.80	0.75	0.80	45.1
9	R2	134	39	134	29.1	0.161	40.3	LOS D	2.8	24.2	0.80	0.75	0.80	35.8
Approach		149	47	149	31.5	0.161	37.4	LOS D	2.8	24.2	0.74	0.74	0.74	37.1
West: Warrego Highway														
11	T1	610	63	610	10.3	0.270	10.2	LOS B	7.4	56.1	0.49	0.43	0.49	67.6
12	R2	7	3	7	42.9	* 0.017	37.2	LOS D	0.3	2.5	0.73	0.68	0.73	36.5
Approach		617	66	617	10.7	0.270	10.5	LOS B	7.4	56.1	0.49	0.43	0.49	66.9
All Vehicles		1207	178	1207	14.7	0.410	21.9	LOS C	8.8	69.6	0.63	0.57	0.63	51.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Effective Que	Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: Warrego Highway												
P21	Stage 1	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
P22	Stage 2	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
North: Toowoomba Bypass SB Ramps												
P3	Full	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.7	208.6	0.99
All Pedestrians		150	150	49.3	LOS E	0.1	0.1	0.95	0.95	209.2	207.9	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

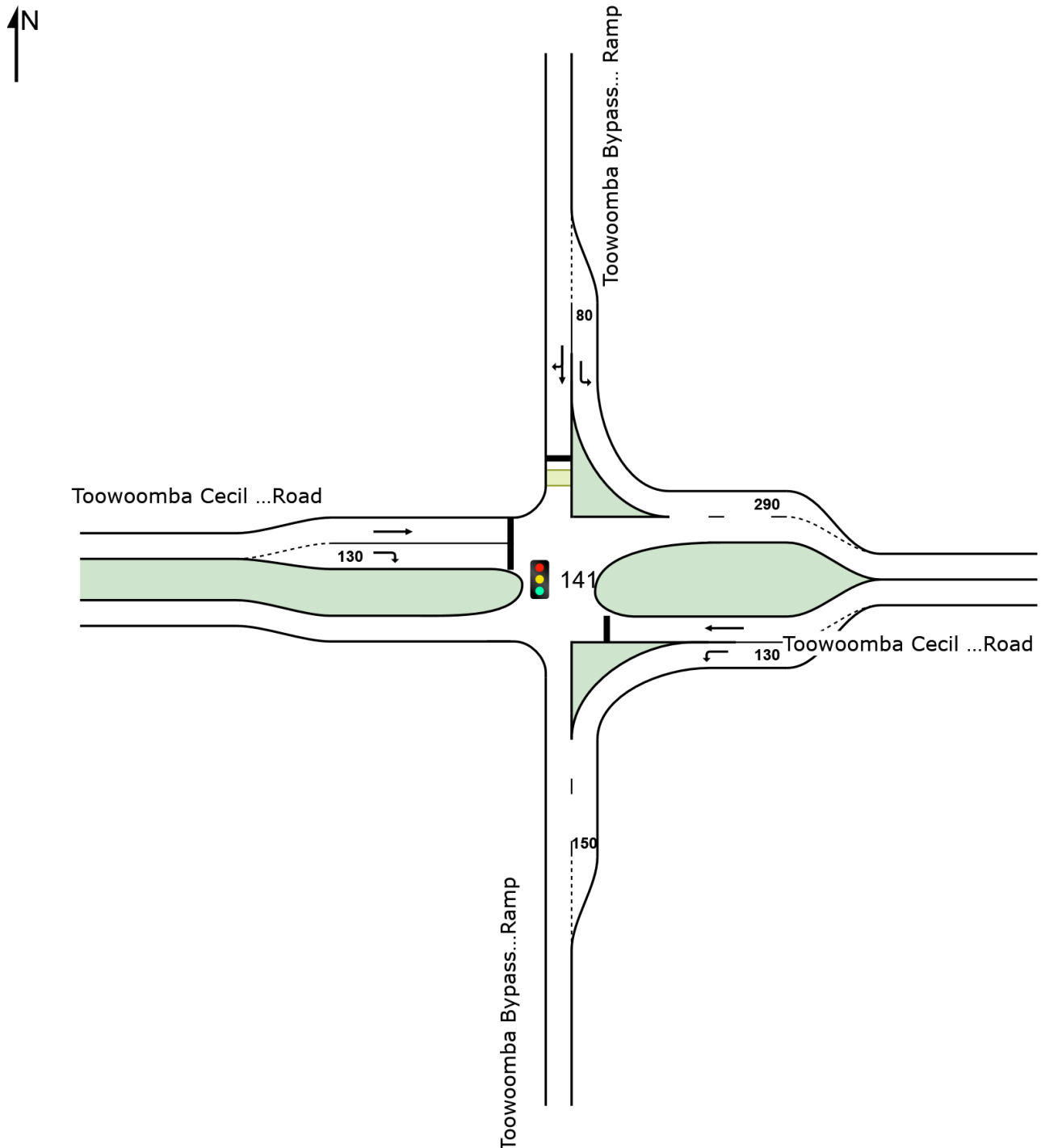
SITE LAYOUT

 Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass
SB Ramps 2022 AM (Site Folder: Existing Conditions)]

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass
SB Ramps 2022 AM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba Cecil Plains Road														
4	L2	30	10	30	33.3	0.020	8.1	LOS A	0.0	0.0	0.00	0.58	0.00	57.0
5	T1	160	19	160	11.9	* 0.221	10.8	LOS B	2.6	20.2	0.69	0.57	0.69	60.0
Approach		190	29	190	15.3	0.221	10.4	LOS B	2.6	20.2	0.58	0.57	0.58	59.3
North: Toowoomba Bypass SB Ramp														
7	L2	8	1	8	12.5	0.005	8.0	LOS A	0.0	0.0	0.00	0.60	0.00	62.5
8	T1	1	0	1	0.0	* 0.221	23.2	LOS C	1.1	8.4	0.94	0.73	0.94	51.3
9	R2	44	6	44	13.6	0.221	30.1	LOS C	1.1	8.4	0.94	0.73	0.94	32.5
Approach		53	7	53	13.2	0.221	26.6	LOS C	1.1	8.4	0.80	0.71	0.80	36.5
West: Toowoomba Cecil Plains Road														
11	T1	150	23	150	15.3	0.132	3.8	LOS A	1.4	11.4	0.42	0.34	0.42	77.0
12	R2	4	0	4	0.0	0.018	28.6	LOS C	0.1	0.6	0.90	0.64	0.90	41.3
Approach		154	23	154	14.9	0.132	4.5	LOS A	1.4	11.4	0.43	0.35	0.43	75.3
All Vehicles		397	59	397	14.9	0.221	10.3	LOS B	2.6	20.2	0.55	0.50	0.55	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: Toowoomba Bypass SB Ramp												
P3	Full	50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16
All Pedestrians		50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

 **Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2022 AM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase B

Input Phase Sequence: A, B, C

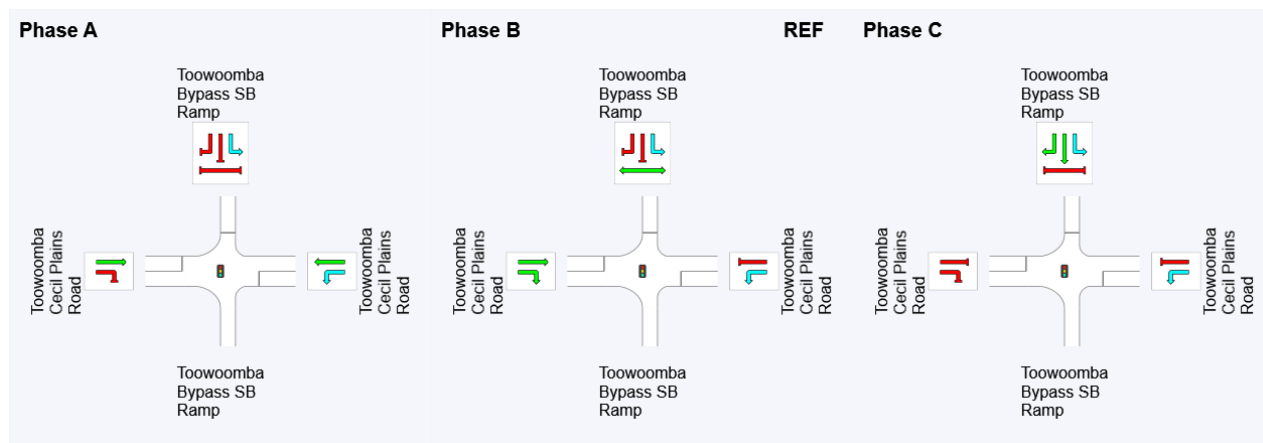
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	20	6	6
Phase Time (sec)	26	12	12
Phase Split	52%	24%	24%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

MOVEMENT SUMMARY

 **Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass
SB Ramps 2022 PM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
East: Toowoomba Cecil Plains Road														
4	L2	31	6	31	19.4	0.019	7.9	LOS A	0.0	0.0	0.00	0.59	0.00	60.5
5	T1	123	17	123	13.8	* 0.172	10.6	LOS B	2.0	15.4	0.68	0.54	0.68	60.3
Approach		154	23	154	14.9	0.172	10.1	LOS B	2.0	15.4	0.54	0.55	0.54	60.4
North: Toowoomba Bypass SB Ramp														
7	L2	8	4	8	50.0	0.006	8.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.3
8	T1	1	0	1	0.0	* 0.154	22.9	LOS C	0.7	5.8	0.93	0.72	0.93	51.5
9	R2	29	6	29	20.7	0.154	30.0	LOS C	0.7	5.8	0.93	0.72	0.93	32.4
Approach		38	10	38	26.3	0.154	25.3	LOS C	0.7	5.8	0.73	0.69	0.73	37.0
West: Toowoomba Cecil Plains Road														
11	T1	185	25	185	13.5	0.161	3.9	LOS A	1.8	14.2	0.42	0.35	0.42	76.8
12	R2	1	0	1	0.0	0.004	28.2	LOS C	0.0	0.2	0.90	0.59	0.90	41.6
Approach		186	25	186	13.4	0.161	4.0	LOS A	1.8	14.2	0.43	0.35	0.43	76.5
All Vehicles		378	58	378	15.3	0.172	8.6	LOS A	2.0	15.4	0.50	0.47	0.50	62.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: Toowoomba Bypass SB Ramp												
P3	Full	50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16
All Pedestrians		50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

 **Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2022 PM (Site Folder: Existing Conditions)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Leading Right Turn

Reference Phase: Phase B

Input Phase Sequence: A, B, C

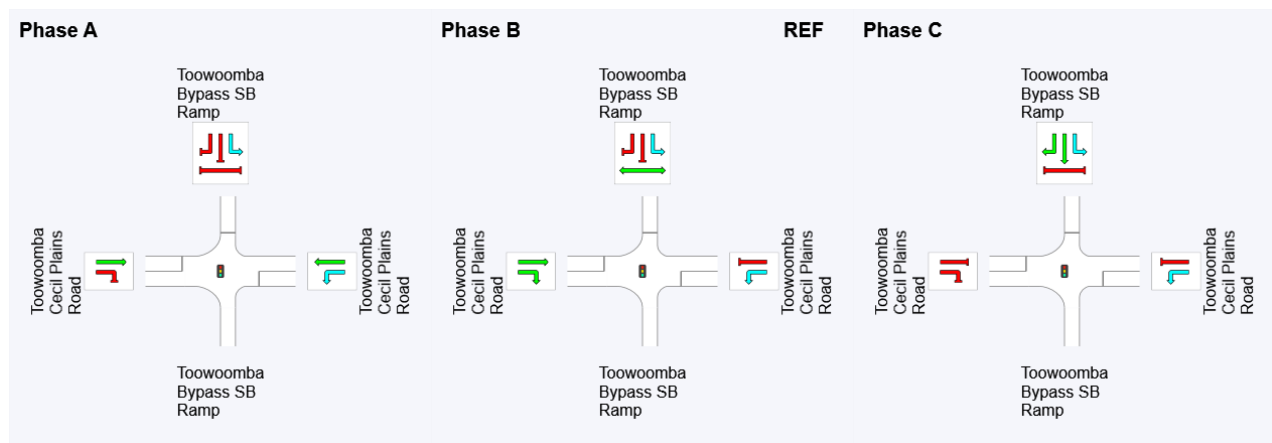
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	20	6	6
Phase Time (sec)	26	12	12
Phase Split	52%	24%	24%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

SITE LAYOUT

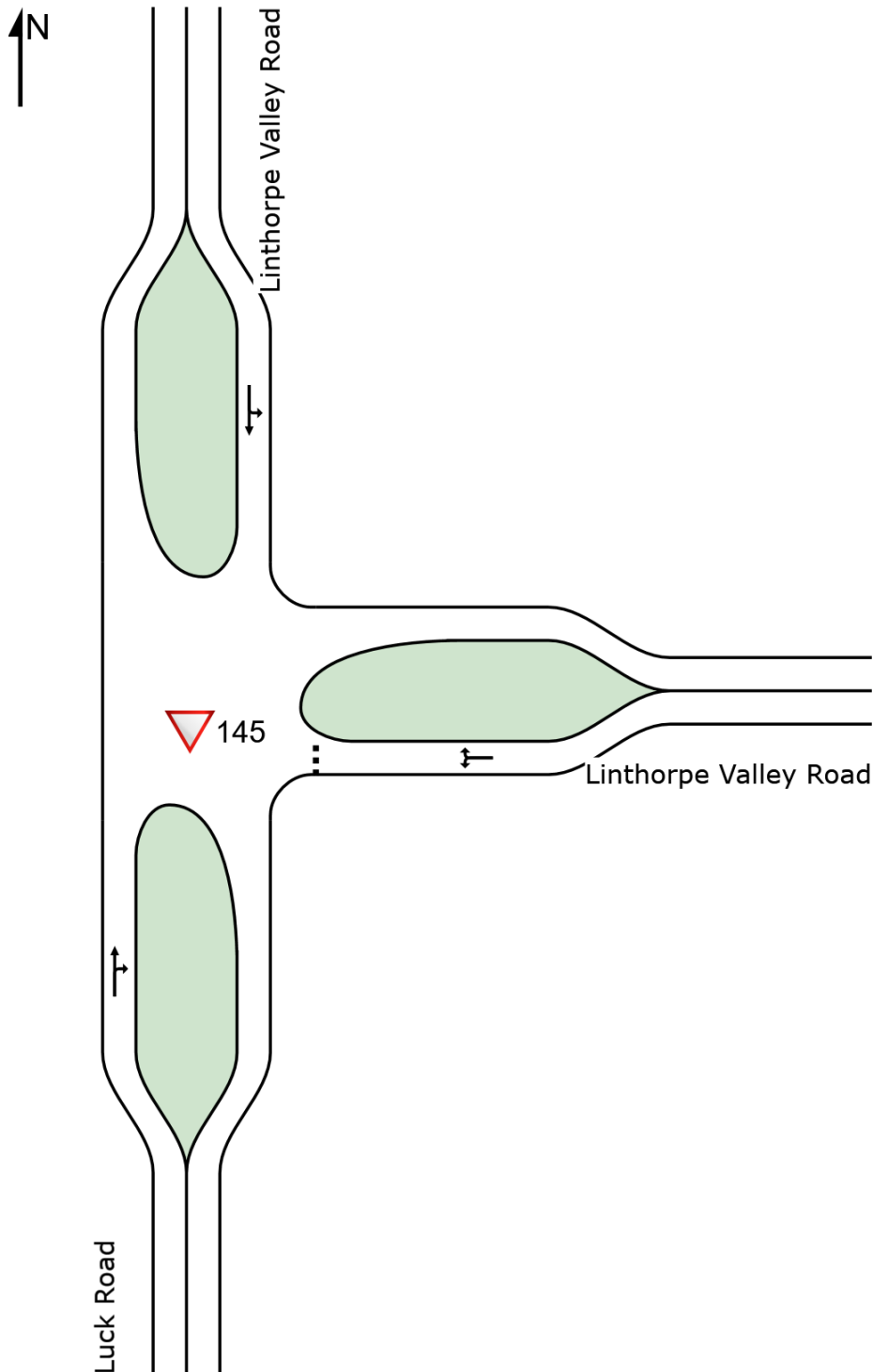
▼ Site: 145 [Linthorpe Valley Road / Geitz Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Luck Road														
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.03	0.33	0.03	90.5
3	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.03	0.33	0.03	81.4
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.03	0.33	0.03	85.7
East: Linthorpe Valley Road														
4	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.1	0.02	0.67	0.02	74.8
6	R2	4	1	4	25.0	0.004	8.1	LOS A	0.0	0.1	0.02	0.67	0.02	65.6
Approach		5	1	5	20.0	0.004	8.1	LOS A	0.0	0.1	0.02	0.67	0.02	67.2
North: Linthorpe Valley Road														
7	L2	4	1	4	25.0	0.003	8.5	LOS A	0.0	0.0	0.00	0.54	0.00	68.5
8	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.54	0.00	86.1
Approach		5	1	5	20.0	0.003	6.8	NA	0.0	0.0	0.00	0.54	0.00	71.4
All Vehicles		12	2	12	16.7	0.004	6.8	NA	0.0	0.1	0.01	0.56	0.01	71.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 145 [Linthorpe Valley Road / Geitz Road 2022 PM Peak Scenario 1 (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Luck Road														
2	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.02	0.22	0.02	93.4
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.02	0.22	0.02	83.8
Approach		3	0	3	0.0	0.002	2.5	NA	0.0	0.0	0.02	0.22	0.02	89.9
East: Linthorpe Valley Road														
4	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.1	0.02	0.67	0.02	74.8
6	R2	4	1	4	25.0	0.004	8.1	LOS A	0.0	0.1	0.02	0.67	0.02	65.6
Approach		5	1	5	20.0	0.004	8.1	LOS A	0.0	0.1	0.02	0.67	0.02	67.2
North: Linthorpe Valley Road														
7	L2	4	1	4	25.0	0.003	8.5	LOS A	0.0	0.0	0.00	0.54	0.00	68.5
8	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.54	0.00	86.1
Approach		5	1	5	20.0	0.003	6.8	NA	0.0	0.0	0.00	0.54	0.00	71.4
All Vehicles		13	2	13	15.4	0.004	6.3	NA	0.0	0.1	0.01	0.51	0.01	73.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 5:21:11 PM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34177\145. Linthorpe Valley Road_Geitz Road.sip9

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Luck Road														
2	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.54	0.02	86.6
3	R2	4	1	4	25.0	0.003	8.1	LOS A	0.0	0.1	0.02	0.54	0.02	67.9
Approach		5	1	5	20.0	0.003	6.5	NA	0.0	0.1	0.02	0.54	0.02	71.0
East: Linthorpe Valley Road														
4	L2	4	1	4	25.0	0.004	8.5	LOS A	0.0	0.1	0.01	0.66	0.01	66.1
6	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	74.3
Approach		5	1	5	20.0	0.004	8.3	LOS A	0.0	0.1	0.01	0.66	0.01	67.6
North: Linthorpe Valley Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		12	2	12	16.7	0.004	6.8	NA	0.0	0.1	0.01	0.56	0.01	71.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Luck Road														
2	T1	2	0	2	0.0	0.004	0.0	LOS A	0.0	0.1	0.02	0.45	0.02	88.9
3	R2	4	1	4	25.0	0.004	8.1	LOS A	0.0	0.1	0.02	0.45	0.02	69.3
Approach		6	1	6	16.7	0.004	5.4	NA	0.0	0.1	0.02	0.45	0.02	74.8
East: Linthorpe Valley Road														
4	L2	4	1	4	25.0	0.004	8.5	LOS A	0.0	0.1	0.01	0.66	0.01	66.1
6	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	74.3
Approach		5	1	5	20.0	0.004	8.3	LOS A	0.0	0.1	0.01	0.66	0.01	67.6
North: Linthorpe Valley Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		13	2	13	15.4	0.004	6.3	NA	0.0	0.1	0.01	0.51	0.01	73.3

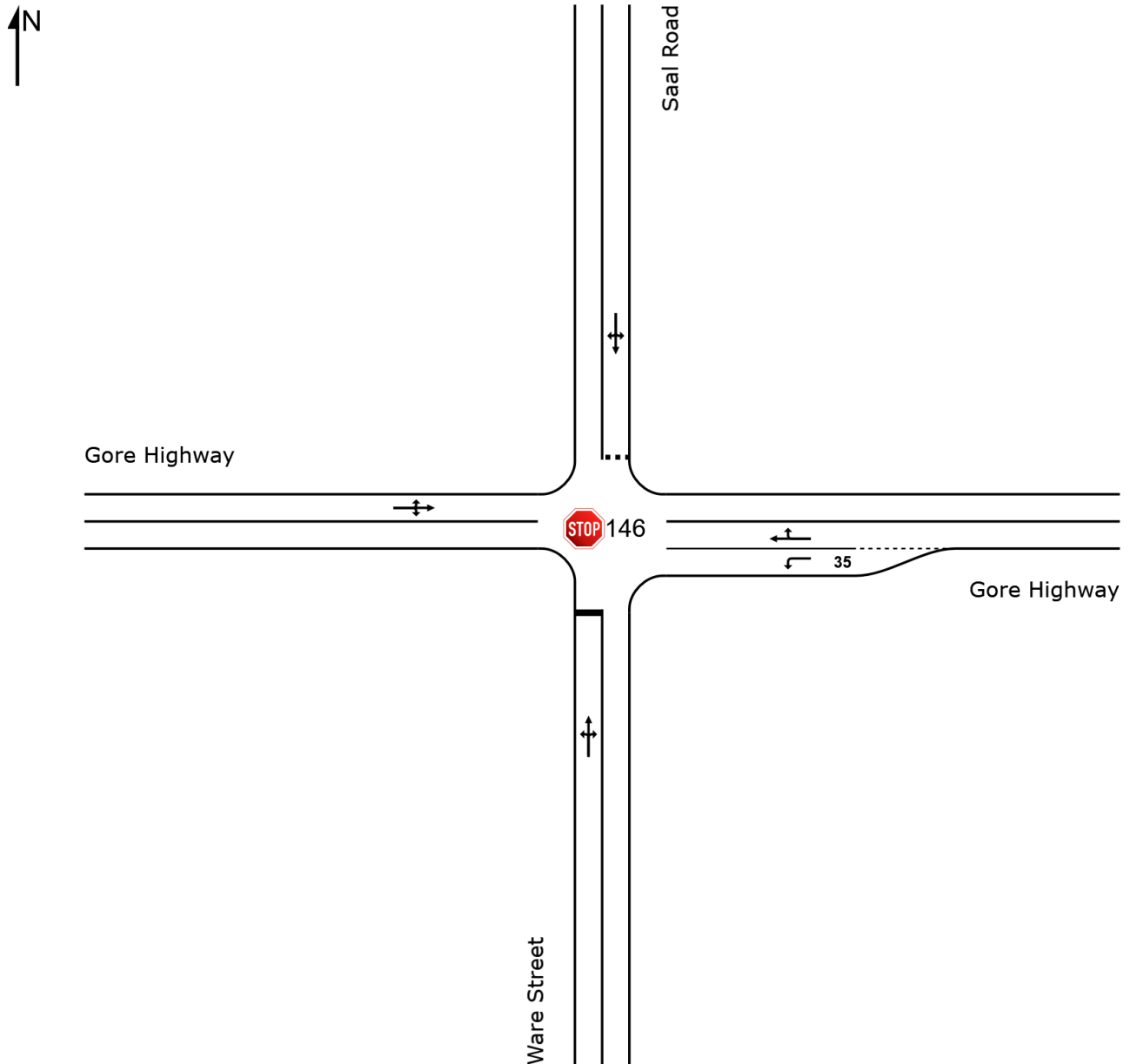
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

 **Site: 146 [Gore Highway / Ware Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 **Site: 146 [Gore Highway / Ware Street 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Ware Street														
1	L2	1	0	1	0.0	0.019	8.5	LOS A	0.1	0.6	0.41	0.87	0.41	50.6
2	T1	1	0	1	0.0	0.019	9.8	LOS A	0.1	0.6	0.41	0.87	0.41	50.5
3	R2	10	2	10	20.0	0.019	11.5	LOS B	0.1	0.6	0.41	0.87	0.41	49.6
Approach		12	2	12	16.7	0.019	11.1	LOS B	0.1	0.6	0.41	0.87	0.41	49.8
East: Gore Highway														
4	L2	9	2	9	22.2	0.006	5.8	LOS A	0.0	0.0	0.00	0.57	0.00	52.7
5	T1	122	34	122	27.9	0.074	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
6	R2	1	0	1	0.0	0.074	5.9	LOS A	0.0	0.1	0.00	0.01	0.00	57.7
Approach		132	36	132	27.3	0.074	0.4	NA	0.0	0.1	0.00	0.04	0.00	59.3
North: Saal Road														
7	L2	1	0	1	0.0	0.016	5.9	LOS A	0.1	0.5	0.39	0.60	0.39	52.1
8	T1	1	0	1	0.0	0.016	6.1	LOS A	0.1	0.5	0.39	0.60	0.39	52.4
9	R2	9	2	9	22.2	0.016	8.2	LOS A	0.1	0.5	0.39	0.60	0.39	50.6
Approach		11	2	11	18.2	0.016	7.8	LOS A	0.1	0.5	0.39	0.60	0.39	50.9
West: Gore Highway														
10	L2	10	2	10	20.0	0.076	5.8	LOS A	0.0	0.1	0.01	0.05	0.01	56.8
11	T1	113	34	113	30.1	0.076	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	59.4
12	R2	1	0	1	0.0	0.076	6.0	LOS A	0.0	0.1	0.01	0.05	0.01	57.2
Approach		124	36	124	29.0	0.076	0.5	NA	0.0	0.1	0.01	0.05	0.01	59.2
All Vehicles		279	76	279	27.2	0.076	1.2	NA	0.1	0.6	0.04	0.10	0.04	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 146 [Gore Highway / Ware Street 2022 PM Peak Scenario 1 (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Ware Street														
1	L2	1	0	1	0.0	0.020	8.6	LOS A	0.1	0.6	0.43	0.87	0.43	50.5
2	T1	1	0	1	0.0	0.020	10.0	LOS A	0.1	0.6	0.43	0.87	0.43	50.3
3	R2	10	2	10	20.0	0.020	11.8	LOS B	0.1	0.6	0.43	0.87	0.43	49.5
Approach		12	2	12	16.7	0.020	11.4	LOS B	0.1	0.6	0.43	0.87	0.43	49.6
East: Gore Highway														
4	L2	10	2	10	20.0	0.006	5.8	LOS A	0.0	0.0	0.00	0.57	0.00	52.8
5	T1	133	37	133	27.8	0.081	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.081	5.9	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		144	39	144	27.1	0.081	0.4	NA	0.0	0.1	0.00	0.04	0.00	59.3
North: Saal Road														
7	L2	1	0	1	0.0	0.018	5.9	LOS A	0.1	0.5	0.41	0.61	0.41	51.9
8	T1	1	0	1	0.0	0.018	6.2	LOS A	0.1	0.5	0.41	0.61	0.41	52.2
9	R2	10	2	10	20.0	0.018	8.3	LOS A	0.1	0.5	0.41	0.61	0.41	50.6
Approach		12	2	12	16.7	0.018	8.0	LOS A	0.1	0.5	0.41	0.61	0.41	50.8
West: Gore Highway														
10	L2	10	2	10	20.0	0.080	5.8	LOS A	0.0	0.1	0.01	0.05	0.01	56.8
11	T1	120	36	120	30.0	0.080	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	59.4
12	R2	1	0	1	0.0	0.080	6.1	LOS A	0.0	0.1	0.01	0.05	0.01	57.2
Approach		131	38	131	29.0	0.080	0.5	NA	0.0	0.1	0.01	0.05	0.01	59.2
All Vehicles		299	81	299	27.1	0.081	1.2	NA	0.1	0.6	0.04	0.10	0.04	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 6:06:10 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34198\146. Gore Highway_Ware Street.sip9

MOVEMENT SUMMARY

 **Site: 146 [Gore Highway / Ware Street 2022 AM Peak Scenario 2 (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Ware Street														
1	L2	10	2	10	20.0	0.012	9.5	LOS A	0.0	0.4	0.27	0.88	0.27	50.8
2	T1	1	0	1	0.0	0.012	9.8	LOS A	0.0	0.4	0.27	0.88	0.27	51.4
3	R2	1	0	1	0.0	0.012	10.3	LOS B	0.0	0.4	0.27	0.88	0.27	51.3
Approach		12	2	12	16.7	0.012	9.6	LOS A	0.0	0.4	0.27	0.88	0.27	50.9
East: Gore Highway														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
5	T1	122	34	122	27.9	0.080	0.0	LOS A	0.1	0.6	0.04	0.04	0.04	59.4
6	R2	9	2	9	22.2	0.080	6.2	LOS A	0.1	0.6	0.04	0.04	0.04	56.0
Approach		132	36	132	27.3	0.080	0.5	NA	0.1	0.6	0.04	0.05	0.04	59.1
North: Saal Road														
7	L2	9	2	9	22.2	0.009	6.2	LOS A	0.0	0.3	0.25	0.54	0.25	52.0
8	T1	1	0	1	0.0	0.009	6.1	LOS A	0.0	0.3	0.25	0.54	0.25	53.3
9	R2	1	0	1	0.0	0.009	7.6	LOS A	0.0	0.3	0.25	0.54	0.25	52.4
Approach		11	2	11	18.2	0.009	6.3	LOS A	0.0	0.3	0.25	0.54	0.25	52.2
West: Gore Highway														
10	L2	1	0	1	0.0	0.079	6.2	LOS A	0.1	0.8	0.05	0.05	0.05	57.6
11	T1	113	34	113	30.1	0.079	0.1	LOS A	0.1	0.8	0.05	0.05	0.05	59.2
12	R2	10	2	10	20.0	0.079	6.4	LOS A	0.1	0.8	0.05	0.05	0.05	56.0
Approach		124	36	124	29.0	0.079	0.6	NA	0.1	0.8	0.05	0.05	0.05	58.9
All Vehicles		279	76	279	27.2	0.080	1.2	NA	0.1	0.8	0.06	0.10	0.06	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 6:06:11 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34198\146. Gore Highway_Ware Street.sip9

MOVEMENT SUMMARY

 **Site: 146 [Gore Highway / Ware Street 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Ware Street														
1	L2	10	2	10	20.0	0.012	9.5	LOS A	0.0	0.4	0.28	0.87	0.28	50.7
2	T1	1	0	1	0.0	0.012	10.0	LOS A	0.0	0.4	0.28	0.87	0.28	51.4
3	R2	1	0	1	0.0	0.012	10.6	LOS B	0.0	0.4	0.28	0.87	0.28	51.3
Approach		12	2	12	16.7	0.012	9.6	LOS A	0.0	0.4	0.28	0.87	0.28	50.8
East: Gore Highway														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
5	T1	133	37	133	27.8	0.088	0.1	LOS A	0.1	0.6	0.04	0.04	0.04	59.4
6	R2	10	2	10	20.0	0.088	6.2	LOS A	0.1	0.6	0.04	0.04	0.04	56.1
Approach		144	39	144	27.1	0.088	0.5	NA	0.1	0.6	0.04	0.05	0.04	59.1
North: Saal Road														
7	L2	10	2	10	20.0	0.010	6.2	LOS A	0.0	0.3	0.25	0.54	0.25	52.1
8	T1	1	0	1	0.0	0.010	6.3	LOS A	0.0	0.3	0.25	0.54	0.25	53.2
9	R2	1	0	1	0.0	0.010	7.8	LOS A	0.0	0.3	0.25	0.54	0.25	52.4
Approach		12	2	12	16.7	0.010	6.4	LOS A	0.0	0.3	0.25	0.54	0.25	52.2
West: Gore Highway														
10	L2	1	0	1	0.0	0.083	6.3	LOS A	0.1	0.8	0.05	0.05	0.05	57.7
11	T1	120	36	120	30.0	0.083	0.1	LOS A	0.1	0.8	0.05	0.05	0.05	59.3
12	R2	10	2	10	20.0	0.083	6.4	LOS A	0.1	0.8	0.05	0.05	0.05	56.0
Approach		131	38	131	29.0	0.083	0.6	NA	0.1	0.8	0.05	0.05	0.05	59.0
All Vehicles		299	81	299	27.1	0.088	1.2	NA	0.1	0.8	0.07	0.10	0.07	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 6:06:11 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms34198\146. Gore Highway_Ware Street.sip9

SITE LAYOUT

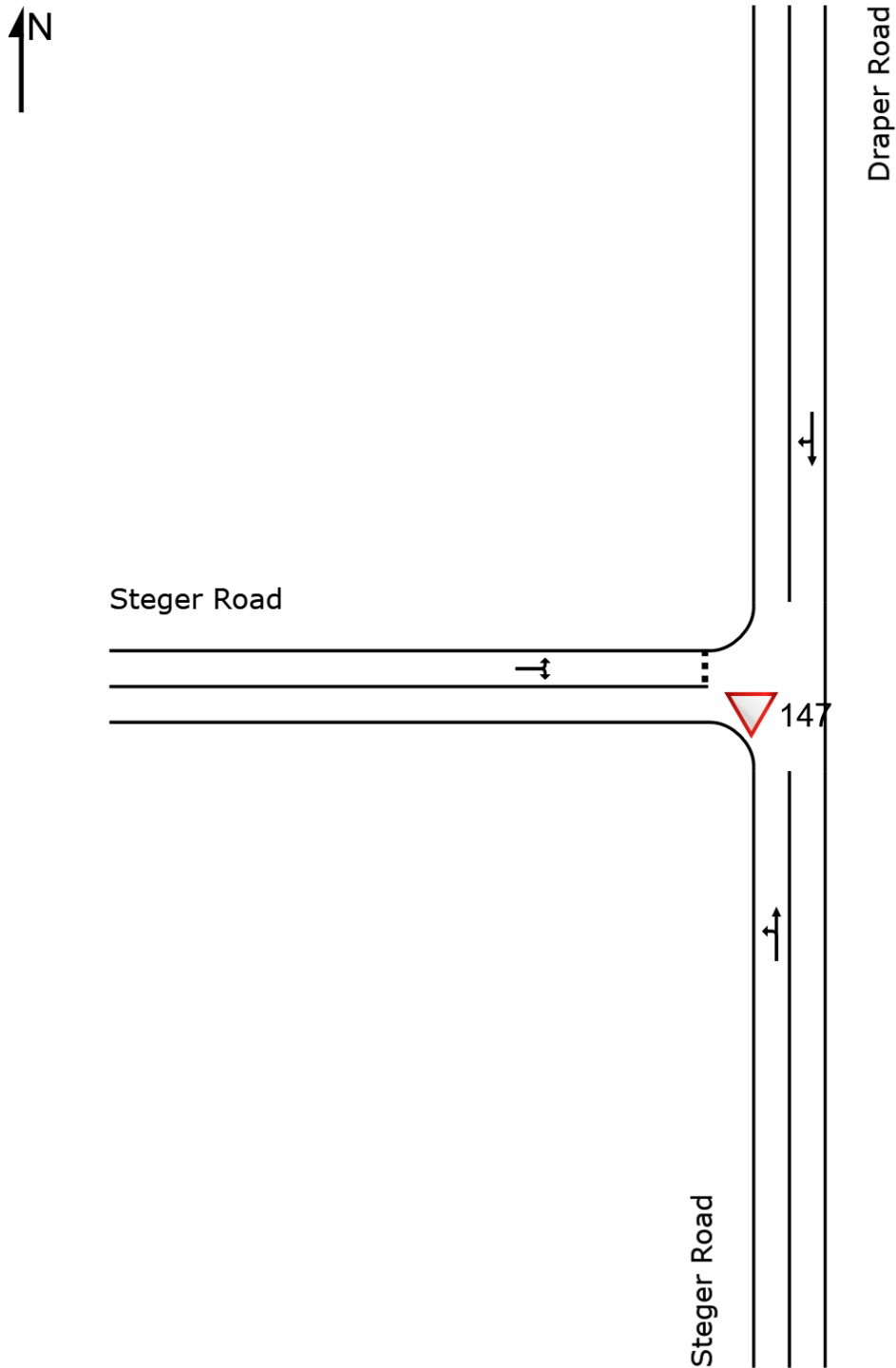
▼ Site: 147 [Steger Road / Draper Road 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 147 [Steger Road / Draper Road 2022 AM Peak Scenario
1 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Steger Road														
1	L2	66	13	66	19.7	0.078	8.4	LOS A	0.0	0.0	0.00	0.34	0.00	72.9
2	T1	65	12	65	18.5	0.078	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		131	25	131	19.1	0.078	4.2	NA	0.0	0.0	0.00	0.34	0.00	80.6
North: Draper Road														
8	T1	48	13	48	27.1	0.030	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
9	R2	1	0	1	0.0	0.030	7.8	LOS A	0.0	0.1	0.01	0.01	0.01	87.6
Approach		49	13	49	26.5	0.030	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.0
West: Steger Road														
10	L2	1	0	1	0.0	0.049	8.0	LOS A	0.2	1.3	0.24	0.65	0.24	73.7
12	R2	47	12	47	25.5	0.049	8.8	LOS A	0.2	1.3	0.24	0.65	0.24	64.5
Approach		48	12	48	25.0	0.049	8.8	LOS A	0.2	1.3	0.24	0.65	0.24	64.7
All Vehicles		228	50	228	21.9	0.078	4.3	NA	0.2	1.3	0.05	0.34	0.05	79.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 147 [Steger Road / Draper Road 2022 PM Peak Scenario
1 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Steger Road														
1	L2	82	15	82	18.3	0.097	8.3	LOS A	0.0	0.0	0.00	0.34	0.00	73.4
2	T1	82	15	82	18.3	0.097	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		164	30	164	18.3	0.097	4.2	NA	0.0	0.0	0.00	0.34	0.00	81.0
North: Draper Road														
8	T1	52	14	52	26.9	0.032	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
9	R2	1	0	1	0.0	0.032	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.6
Approach		53	14	53	26.4	0.032	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.1
West: Steger Road														
10	L2	1	0	1	0.0	0.056	8.1	LOS A	0.2	1.6	0.27	0.66	0.27	73.6
12	R2	52	14	52	26.9	0.056	9.0	LOS A	0.2	1.6	0.27	0.66	0.27	64.0
Approach		53	14	53	26.4	0.056	9.0	LOS A	0.2	1.6	0.27	0.66	0.27	64.2
All Vehicles		270	58	270	21.5	0.097	4.3	NA	0.2	1.6	0.06	0.34	0.06	79.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 147 [Steger Road / Draper Road 2022 AM Peak Scenario
2 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Steger Road														
1	L2	1	0	1	0.0	0.038	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
2	T1	65	12	65	18.5	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		66	12	66	18.2	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
North: Draper Road														
8	T1	48	13	48	27.1	0.072	0.2	LOS A	0.3	2.7	0.17	0.37	0.17	87.6
9	R2	66	13	66	19.7	0.072	8.2	LOS A	0.3	2.7	0.17	0.37	0.17	70.4
Approach		114	26	114	22.8	0.072	4.8	NA	0.3	2.7	0.17	0.37	0.17	76.7
West: Steger Road														
10	L2	47	12	47	25.5	0.036	8.8	LOS A	0.1	1.2	0.16	0.61	0.16	65.1
12	R2	1	0	1	0.0	0.036	8.1	LOS A	0.1	1.2	0.16	0.61	0.16	73.2
Approach		48	12	48	25.0	0.036	8.7	LOS A	0.1	1.2	0.16	0.61	0.16	65.3
All Vehicles		228	50	228	21.9	0.072	4.3	NA	0.3	2.7	0.12	0.32	0.12	79.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 147 [Steger Road / Draper Road 2022 PM Peak Scenario
2 (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Steger Road														
1	L2	1	0	1	0.0	0.048	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
2	T1	82	15	82	18.3	0.048	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		83	15	83	18.1	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
North: Draper Road														
8	T1	52	14	52	26.9	0.086	0.3	LOS A	0.4	3.3	0.20	0.39	0.20	86.8
9	R2	82	15	82	18.3	0.086	8.2	LOS A	0.4	3.3	0.20	0.39	0.20	70.4
Approach		134	29	134	21.6	0.086	5.1	NA	0.4	3.3	0.20	0.39	0.20	76.0
West: Steger Road														
10	L2	52	14	52	26.9	0.040	8.9	LOS A	0.2	1.4	0.19	0.61	0.19	64.6
12	R2	1	0	1	0.0	0.040	8.3	LOS A	0.2	1.4	0.19	0.61	0.19	73.1
Approach		53	14	53	26.4	0.040	8.9	LOS A	0.2	1.4	0.19	0.61	0.19	64.8
All Vehicles		270	58	270	21.5	0.086	4.3	NA	0.4	3.3	0.14	0.32	0.14	79.0

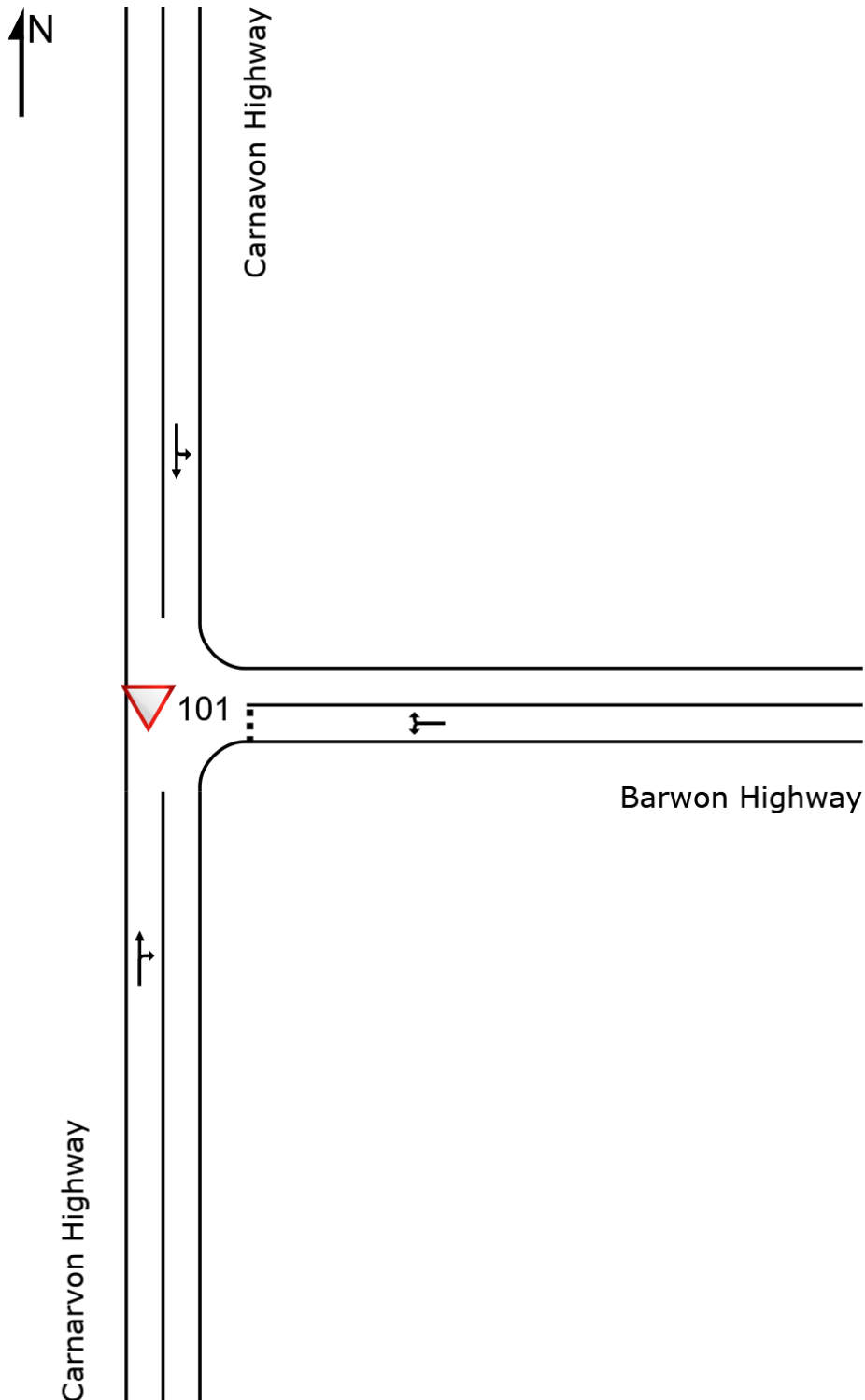
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 101 [Carnarvon Highway / Barwon Highway 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Carnarvon Highway														
2	T1	12	4	12	33.3	0.008	0.0	LOS A	0.0	0.0	0.01	0.05	0.01	97.6
3	R2	1	0	1	0.0	0.008	7.5	LOS A	0.0	0.0	0.01	0.05	0.01	86.3
Approach		13	4	13	30.8	0.008	0.6	NA	0.0	0.0	0.01	0.05	0.01	96.6
East: Barwon Highway														
4	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.3	0.08	0.64	0.08	74.6
6	R2	12	3	12	25.0	0.011	8.2	LOS A	0.0	0.3	0.08	0.64	0.08	65.4
Approach		13	3	13	23.1	0.011	8.2	LOS A	0.0	0.3	0.08	0.64	0.08	66.0
North: Carnarvon Highway														
7	L2	11	3	11	27.3	0.013	8.5	LOS A	0.0	0.0	0.00	0.37	0.00	69.5
8	T1	9	3	9	33.3	0.013	0.0	LOS A	0.0	0.0	0.00	0.37	0.00	89.1
Approach		20	6	20	30.0	0.013	4.7	NA	0.0	0.0	0.00	0.37	0.00	77.1
All Vehicles		46	13	46	28.3	0.013	4.5	NA	0.0	0.3	0.03	0.36	0.03	77.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 6:37:47 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33885\148. Carnarvon Highway_Barwon Highway.sip9

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2022 PM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Carnarvon Highway														
2	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.02	0.07	0.02	96.9
3	R2	1	0	1	0.0	0.006	7.5	LOS A	0.0	0.0	0.02	0.07	0.02	85.8
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.02	0.07	0.02	95.7
East: Barwon Highway														
4	L2	1	0	1	0.0	0.009	7.9	LOS A	0.0	0.2	0.07	0.64	0.07	74.6
6	R2	10	2	10	20.0	0.009	8.1	LOS A	0.0	0.2	0.07	0.64	0.07	67.0
Approach		11	2	11	18.2	0.009	8.0	LOS A	0.0	0.2	0.07	0.64	0.07	67.6
North: Carnarvon Highway														
7	L2	11	3	11	27.3	0.013	8.5	LOS A	0.0	0.0	0.00	0.37	0.00	69.5
8	T1	9	3	9	33.3	0.013	0.0	LOS A	0.0	0.0	0.00	0.37	0.00	89.1
Approach		20	6	20	30.0	0.013	4.7	NA	0.0	0.0	0.00	0.37	0.00	77.1
All Vehicles		41	11	41	26.8	0.013	4.6	NA	0.0	0.2	0.02	0.37	0.02	77.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 6:37:48 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33885\148. Carnarvon Highway_Barwon Highway.sip9

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2022 AM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Carnarvon Highway														
2	T1	12	4	12	33.3	0.015	0.0	LOS A	0.1	0.5	0.05	0.32	0.05	90.3
3	R2	11	3	11	27.3	0.015	8.2	LOS A	0.1	0.5	0.05	0.32	0.05	69.3
Approach		23	7	23	30.4	0.015	3.9	NA	0.1	0.5	0.05	0.32	0.05	78.9
East: Barwon Highway														
4	L2	12	3	12	25.0	0.009	8.5	LOS A	0.0	0.3	0.05	0.64	0.05	65.9
6	R2	1	0	1	0.0	0.009	7.5	LOS A	0.0	0.3	0.05	0.64	0.05	73.9
Approach		13	3	13	23.1	0.009	8.4	LOS A	0.0	0.3	0.05	0.64	0.05	66.4
North: Carnarvon Highway														
7	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.07	0.00	86.3
8	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.0
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.00	0.07	0.00	95.8
All Vehicles		46	13	46	28.3	0.015	4.5	NA	0.1	0.5	0.04	0.35	0.04	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 6:37:48 PM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33885\148. Carnarvon Highway_Barwon Highway.sip9

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2022 PM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Carnarvon Highway														
2	T1	9	3	9	33.3	0.013	0.0	LOS A	0.1	0.5	0.05	0.36	0.05	89.1
3	R2	11	3	11	27.3	0.013	8.2	LOS A	0.1	0.5	0.05	0.36	0.05	68.6
Approach		20	6	20	30.0	0.013	4.5	NA	0.1	0.5	0.05	0.36	0.05	76.5
East: Barwon Highway														
4	L2	10	2	10	20.0	0.008	8.4	LOS A	0.0	0.2	0.05	0.64	0.05	67.4
6	R2	1	0	1	0.0	0.008	7.5	LOS A	0.0	0.2	0.05	0.64	0.05	73.9
Approach		11	2	11	18.2	0.008	8.3	LOS A	0.0	0.2	0.05	0.64	0.05	68.0
North: Carnarvon Highway														
7	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.07	0.00	86.3
8	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.0
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.00	0.07	0.00	95.8
All Vehicles		41	11	41	26.8	0.013	4.6	NA	0.1	0.5	0.04	0.37	0.04	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 6:37:49 PM

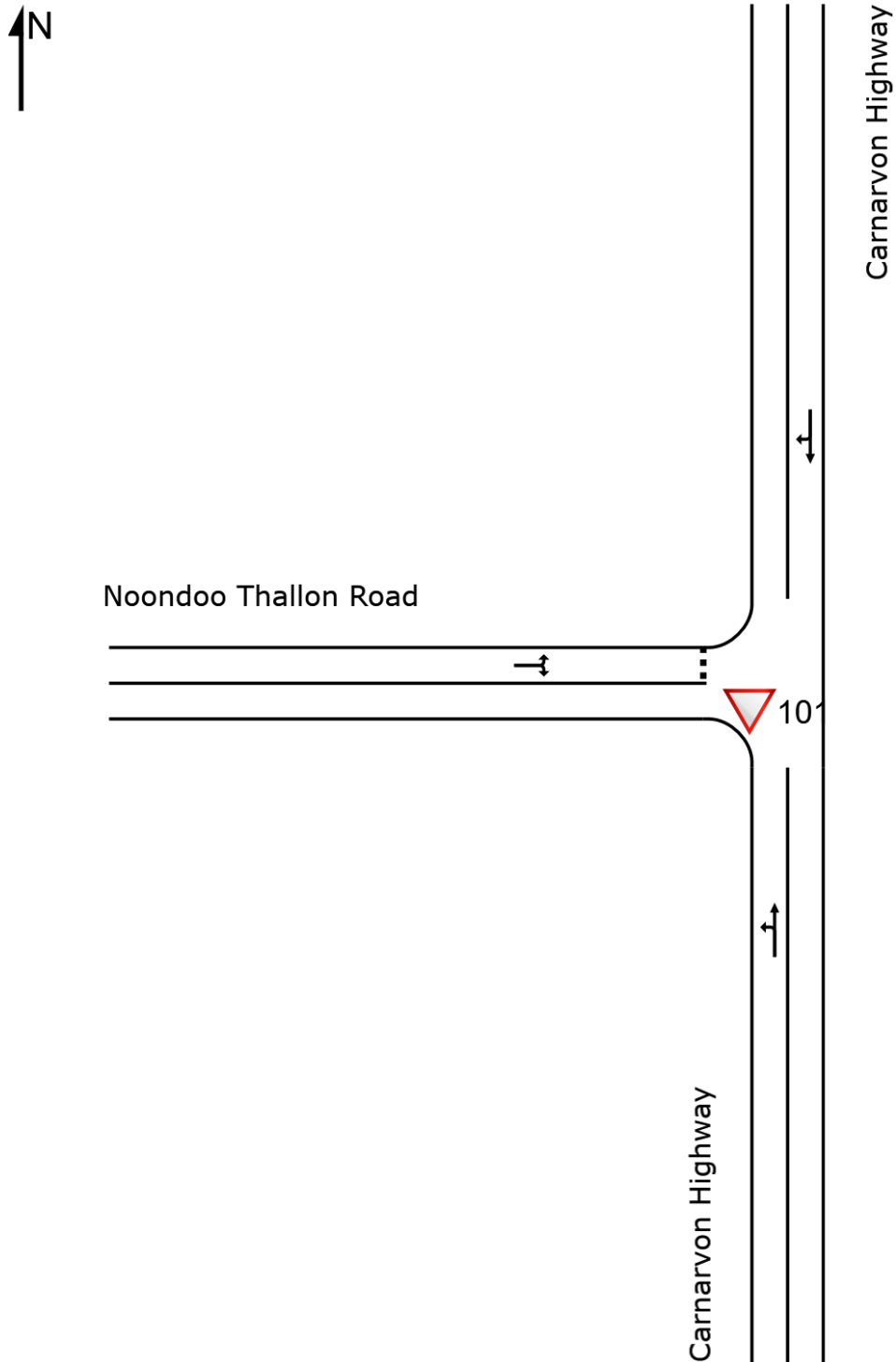
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33885\148. Carnarvon Highway_Barwon Highway.sip9

SITE LAYOUT

▼ Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2022
AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2022
AM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Carnarvon Highway														
1	L2	12	4	12	33.3	0.011	5.9	LOS A	0.0	0.0	0.00	0.41	0.00	48.2
2	T1	5	2	5	40.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	54.8
Approach		17	6	17	35.3	0.011	4.2	NA	0.0	0.0	0.00	0.41	0.00	50.4
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.03	0.12	0.03	58.0
9	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.03	0.12	0.03	55.6
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.03	0.12	0.03	57.4
West: Noondoo Thallon Road														
10	L2	1	0	1	0.0	0.009	5.6	LOS A	0.0	0.2	0.06	0.58	0.06	52.1
12	R2	9	3	9	33.3	0.009	5.9	LOS A	0.0	0.2	0.06	0.58	0.06	42.9
Approach		10	3	10	30.0	0.009	5.9	LOS A	0.0	0.2	0.06	0.58	0.06	44.1
All Vehicles		32	10	32	31.3	0.011	4.2	NA	0.0	0.2	0.02	0.42	0.02	49.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 7:01:12 PM

Project: c:\pw_work\dms33886\149. Carnarvon Highway_Noondoo Thallon Road.sip9

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2022
PM Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Carnarvon Highway														
1	L2	9	3	9	33.3	0.008	5.9	LOS A	0.0	0.0	0.00	0.40	0.00	48.6
2	T1	4	1	4	25.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	55.2
Approach		13	4	13	30.8	0.008	4.1	NA	0.0	0.0	0.00	0.40	0.00	50.9
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.03	0.12	0.03	58.0
9	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.03	0.12	0.03	55.6
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.03	0.12	0.03	57.4
West: Noondoo Thallon Road														
10	L2	1	0	1	0.0	0.009	5.6	LOS A	0.0	0.2	0.05	0.58	0.05	52.1
12	R2	9	3	9	33.3	0.009	5.9	LOS A	0.0	0.2	0.05	0.58	0.05	42.9
Approach		10	3	10	30.0	0.009	5.9	LOS A	0.0	0.2	0.05	0.58	0.05	44.1
All Vehicles		28	8	28	28.6	0.009	4.2	NA	0.0	0.2	0.02	0.41	0.02	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 7:01:13 PM

Project: c:\pw_work\dms33886\149. Carnarvon Highway_Noondoo Thallon Road.sip9

MOVEMENT SUMMARY

▼ Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2022
AM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Carnarvon Highway														
1	L2	1	0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	54.5
2	T1	5	2	5	40.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.1
Approach		6	2	6	33.3	0.004	0.9	NA	0.0	0.0	0.00	0.10	0.00	57.6
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.010	0.0	LOS A	0.0	0.4	0.04	0.44	0.04	54.7
9	R2	12	4	12	33.3	0.010	5.9	LOS A	0.0	0.4	0.04	0.44	0.04	51.1
Approach		16	5	16	31.3	0.010	4.4	NA	0.0	0.4	0.04	0.44	0.04	51.9
West: Noondoo Thallon Road														
10	L2	9	3	9	33.3	0.007	5.9	LOS A	0.0	0.2	0.04	0.56	0.04	50.5
12	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.04	0.56	0.04	47.6
Approach		10	3	10	30.0	0.007	5.9	LOS A	0.0	0.2	0.04	0.56	0.04	50.3
All Vehicles		32	10	32	31.3	0.010	4.2	NA	0.0	0.4	0.03	0.41	0.03	52.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 7:01:13 PM

Project: c:\pw_work\dms33886\149. Carnarvon Highway_Noondoo Thallon Road.sip9

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2022
PM Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Carnarvon Highway														
1	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	54.5
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.1
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.00	0.12	0.00	57.5
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.008	0.0	LOS A	0.0	0.3	0.04	0.41	0.04	55.1
9	R2	9	3	9	33.3	0.008	5.9	LOS A	0.0	0.3	0.04	0.41	0.04	51.4
Approach		13	4	13	30.8	0.008	4.1	NA	0.0	0.3	0.04	0.41	0.04	52.4
West: Noondoo Thallon Road														
10	L2	9	3	9	33.3	0.007	5.9	LOS A	0.0	0.2	0.03	0.56	0.03	50.5
12	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.03	0.56	0.03	47.6
Approach		10	3	10	30.0	0.007	5.9	LOS A	0.0	0.2	0.03	0.56	0.03	50.3
All Vehicles		28	8	28	28.6	0.008	4.2	NA	0.0	0.3	0.03	0.41	0.03	52.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Monday, 7 November 2022 7:01:14 PM

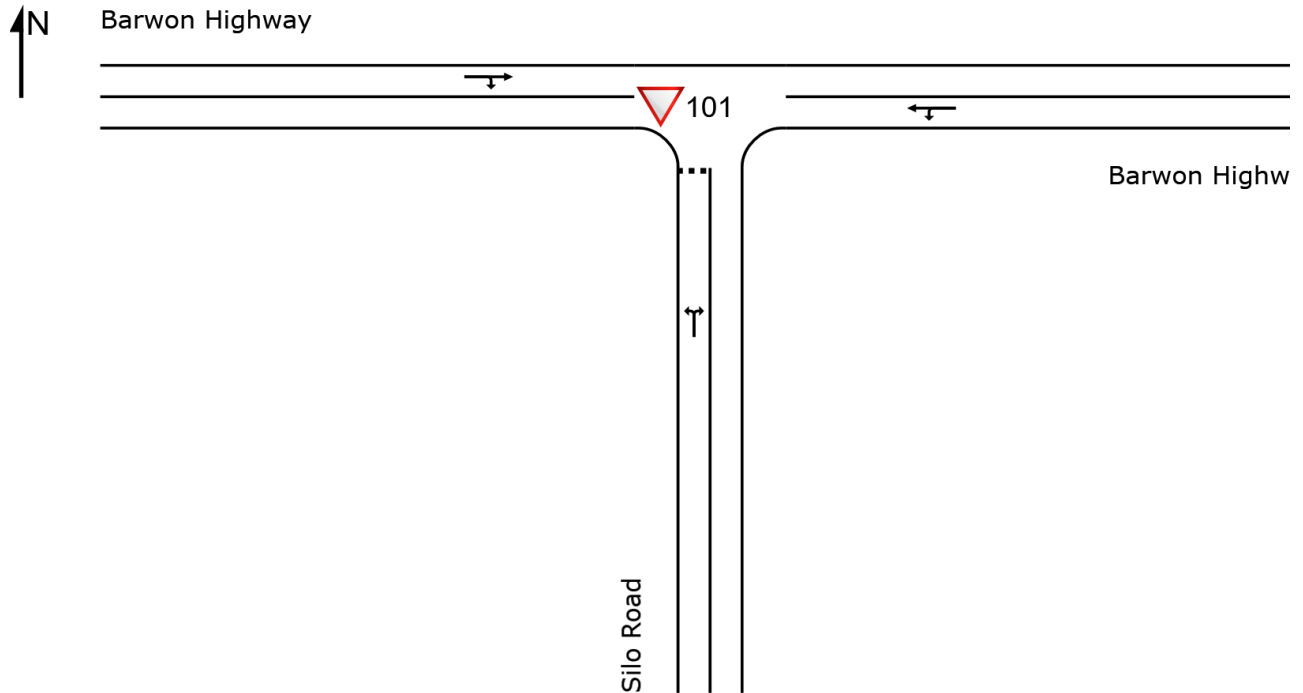
Project: c:\pw_work\dms33886\149. Carnarvon Highway_Noondoo Thallon Road.sip9

SITE LAYOUT

▼ Site: 101 [Barwon Highway / Silo Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

▼ Site: 101 [Barwon Highway / Silo Road 2022 AM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Silo Road														
1	L2	1	0	1	0.0	0.005	4.6	LOS A	0.0	0.1	0.07	0.53	0.07	56.6
3	R2	5	1	5	20.0	0.005	4.9	LOS A	0.0	0.1	0.07	0.53	0.07	52.1
Approach		6	1	6	16.7	0.005	4.8	LOS A	0.0	0.1	0.07	0.53	0.07	52.8
East: Barwon Highway														
4	L2	6	2	6	33.3	0.011	8.7	LOS A	0.0	0.0	0.00	0.23	0.00	70.2
5	T1	12	3	12	25.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.8
Approach		18	5	18	27.8	0.011	2.9	NA	0.0	0.0	0.00	0.23	0.00	84.4
West: Barwon Highway														
11	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	97.6
12	R2	1	0	1	0.0	0.007	7.4	LOS A	0.0	0.0	0.01	0.06	0.01	64.1
Approach		12	3	12	25.0	0.007	0.6	NA	0.0	0.0	0.01	0.06	0.01	93.5
All Vehicles		36	9	36	25.0	0.011	2.5	NA	0.0	0.1	0.02	0.22	0.02	79.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 8 November 2022 10:03:24 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33887\150. Barwon Highway_Silo Road.sip9

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2022 PM Peak
Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Silo Road														
1	L2	1	0	1	0.0	0.005	4.6	LOS A	0.0	0.1	0.07	0.53	0.07	56.6
3	R2	5	1	5	20.0	0.005	4.8	LOS A	0.0	0.1	0.07	0.53	0.07	52.1
Approach		6	1	6	16.7	0.005	4.8	LOS A	0.0	0.1	0.07	0.53	0.07	52.8
East: Barwon Highway														
4	L2	5	1	5	20.0	0.009	8.4	LOS A	0.0	0.0	0.00	0.23	0.00	74.8
5	T1	10	2	10	20.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		15	3	15	20.0	0.009	2.8	NA	0.0	0.0	0.00	0.23	0.00	86.2
West: Barwon Highway														
11	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	97.6
12	R2	1	0	1	0.0	0.007	7.4	LOS A	0.0	0.0	0.01	0.06	0.01	64.1
Approach		12	3	12	25.0	0.007	0.6	NA	0.0	0.0	0.01	0.06	0.01	93.6
All Vehicles		33	7	33	21.2	0.009	2.4	NA	0.0	0.1	0.02	0.22	0.02	79.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 101 [Barwon Highway / Silo Road 2022 AM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Silo Road														
1	L2	5	1	5	20.0	0.004	4.8	LOS A	0.0	0.1	0.06	0.51	0.06	52.5
3	R2	1	0	1	0.0	0.004	4.7	LOS A	0.0	0.1	0.06	0.51	0.06	56.4
Approach		6	1	6	16.7	0.004	4.8	LOS A	0.0	0.1	0.06	0.51	0.06	53.1
East: Barwon Highway														
4	L2	1	0	1	0.0	0.008	7.8	LOS A	0.0	0.0	0.00	0.05	0.00	87.0
5	T1	12	3	12	25.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	97.9
Approach		13	3	13	23.1	0.008	0.6	NA	0.0	0.0	0.00	0.05	0.00	97.0
West: Barwon Highway														
11	T1	11	3	11	27.3	0.011	0.0	LOS A	0.0	0.3	0.05	0.24	0.05	93.1
12	R2	6	2	6	33.3	0.011	8.4	LOS A	0.0	0.3	0.05	0.24	0.05	61.2
Approach		17	5	17	29.4	0.011	3.0	NA	0.0	0.3	0.05	0.24	0.05	78.6
All Vehicles		36	9	36	25.0	0.011	2.4	NA	0.0	0.3	0.03	0.22	0.03	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2022 PM Peak
Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Silo Road														
1	L2	5	1	5	20.0	0.004	4.8	LOS A	0.0	0.1	0.05	0.51	0.05	52.6
3	R2	1	0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.51	0.05	56.5
Approach		6	1	6	16.7	0.004	4.8	LOS A	0.0	0.1	0.05	0.51	0.05	53.2
East: Barwon Highway														
4	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.06	0.00	86.8
5	T1	10	2	10	20.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	97.7
Approach		11	2	11	18.2	0.006	0.7	NA	0.0	0.0	0.00	0.06	0.00	96.6
West: Barwon Highway														
11	T1	11	3	11	27.3	0.010	0.0	LOS A	0.0	0.2	0.04	0.21	0.04	93.2
12	R2	5	1	5	20.0	0.010	8.0	LOS A	0.0	0.2	0.04	0.21	0.04	61.6
Approach		16	4	16	25.0	0.010	2.5	NA	0.0	0.2	0.04	0.21	0.04	80.4
All Vehicles		33	7	33	21.2	0.010	2.3	NA	0.0	0.2	0.03	0.22	0.03	77.5

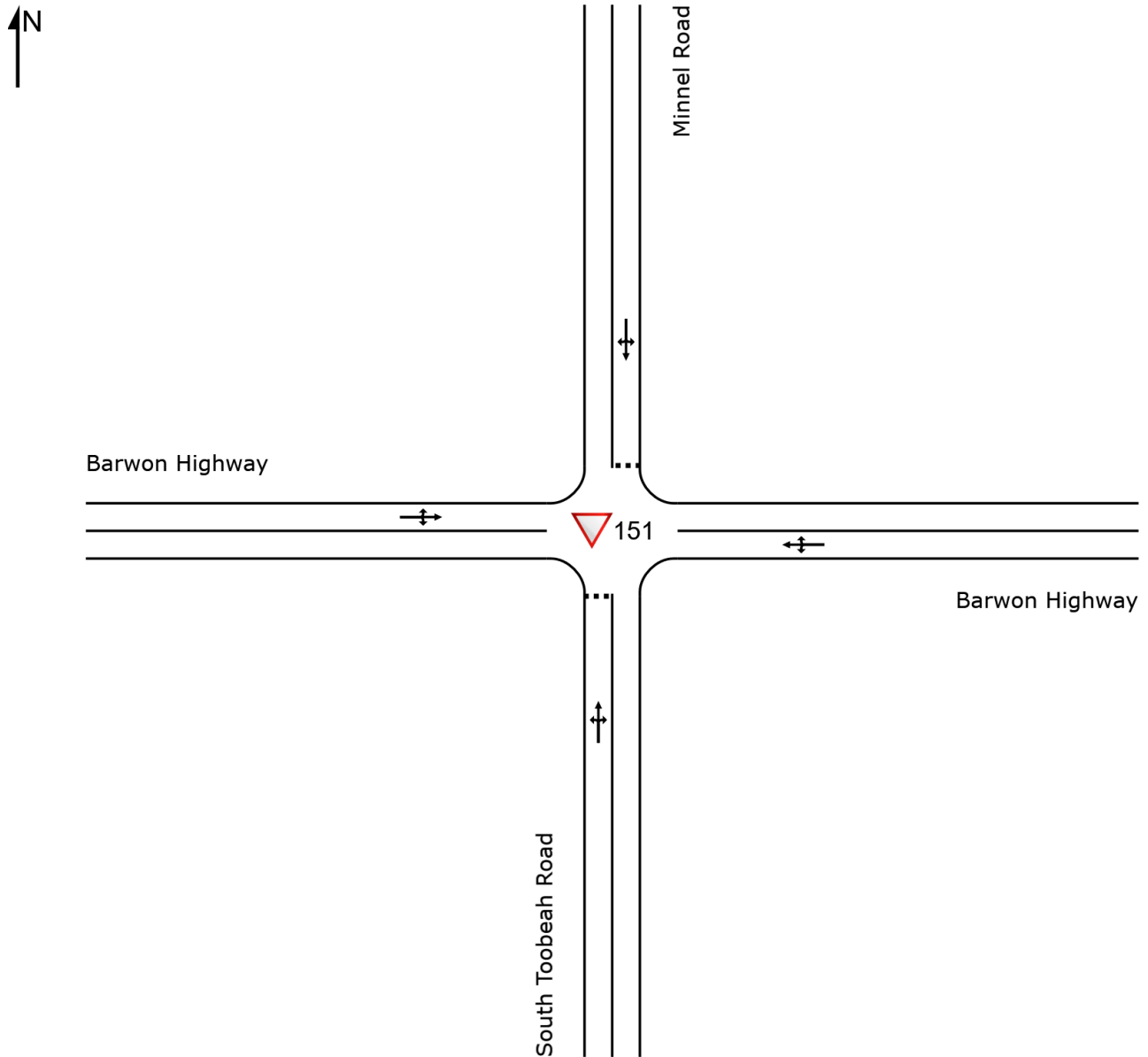
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 151 [Barwon Highway / South Toobeah Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Created: Tuesday, 8 November 2022 10:35:09 AM
Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33888\151. Barwon Highway_South Toobeah Road.sip9

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: South Toobeah Road														
1	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.14	0.62	0.14	64.3
2	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.14	0.62	0.14	74.1
3	R2	4	1	4	25.0	0.006	8.5	LOS A	0.0	0.2	0.14	0.62	0.14	60.6
Approach		6	1	6	16.7	0.006	8.1	LOS A	0.0	0.2	0.14	0.62	0.14	63.0
East: Barwon Highway														
4	L2	4	1	4	25.0	0.022	5.8	LOS A	0.0	0.1	0.01	0.08	0.01	60.2
5	T1	31	8	31	25.8	0.022	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	58.8
6	R2	1	0	1	0.0	0.022	5.5	LOS A	0.0	0.1	0.01	0.08	0.01	66.9
Approach		36	9	36	25.0	0.022	0.8	NA	0.0	0.1	0.01	0.08	0.01	59.3
North: Minnel Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.14	0.62	0.14	62.8
8	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.14	0.62	0.14	74.2
9	R2	4	1	4	25.0	0.006	8.5	LOS A	0.0	0.2	0.14	0.62	0.14	59.2
Approach		6	1	6	16.7	0.006	8.1	LOS A	0.0	0.2	0.14	0.62	0.14	62.7
West: Barwon Highway														
10	L2	4	1	4	25.0	0.019	5.8	LOS A	0.0	0.1	0.01	0.09	0.01	60.1
11	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.1	0.01	0.09	0.01	58.6
12	R2	1	0	1	0.0	0.019	5.6	LOS A	0.0	0.1	0.01	0.09	0.01	70.6
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.1	0.01	0.09	0.01	59.1
All Vehicles		80	19	80	23.8	0.022	1.9	NA	0.0	0.2	0.03	0.17	0.03	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 8 November 2022 10:31:07 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33888\151. Barwon Highway_South Toobeah Road.sip9

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2022 PM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: South Toobeah Road														
1	L2	1	0	1	0.0	0.005	7.9	LOS A	0.0	0.1	0.13	0.62	0.13	64.4
2	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.13	0.62	0.13	74.2
3	R2	3	1	3	33.3	0.005	8.7	LOS A	0.0	0.1	0.13	0.62	0.13	60.1
Approach		5	1	5	20.0	0.005	8.2	LOS A	0.0	0.1	0.13	0.62	0.13	63.3
East: Barwon Highway														
4	L2	4	1	4	25.0	0.019	5.8	LOS A	0.0	0.1	0.01	0.09	0.01	60.1
5	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.1	0.01	0.09	0.01	58.6
6	R2	1	0	1	0.0	0.019	5.5	LOS A	0.0	0.1	0.01	0.09	0.01	66.8
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.1	0.01	0.09	0.01	59.2
North: Minnel Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.13	0.62	0.13	62.9
8	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.13	0.62	0.13	74.2
9	R2	4	1	4	25.0	0.006	8.4	LOS A	0.0	0.2	0.13	0.62	0.13	59.3
Approach		6	1	6	16.7	0.006	8.1	LOS A	0.0	0.2	0.13	0.62	0.13	62.7
West: Barwon Highway														
10	L2	3	1	3	33.3	0.018	5.9	LOS A	0.0	0.1	0.01	0.08	0.01	57.4
11	T1	26	7	26	26.9	0.018	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	58.9
12	R2	1	0	1	0.0	0.018	5.5	LOS A	0.0	0.1	0.01	0.08	0.01	71.0
Approach		30	8	30	26.7	0.018	0.8	NA	0.0	0.1	0.01	0.08	0.01	59.0
All Vehicles		73	18	73	24.7	0.019	1.9	NA	0.0	0.2	0.03	0.17	0.03	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2022 AM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: South Toobeah Road														
1	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.11	0.62	0.11	60.3
2	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.11	0.62	0.11	74.1
3	R2	1	0	1	0.0	0.005	7.7	LOS A	0.0	0.1	0.11	0.62	0.11	62.1
Approach		6	1	6	16.7	0.005	8.2	LOS A	0.0	0.1	0.11	0.62	0.11	63.2
East: Barwon Highway														
4	L2	1	0	1	0.0	0.022	5.6	LOS A	0.0	0.2	0.03	0.08	0.03	67.1
5	T1	31	8	31	25.8	0.022	0.0	LOS A	0.0	0.2	0.03	0.08	0.03	58.7
6	R2	4	1	4	25.0	0.022	5.9	LOS A	0.0	0.2	0.03	0.08	0.03	59.5
Approach		36	9	36	25.0	0.022	0.8	NA	0.0	0.2	0.03	0.08	0.03	59.1
North: Minnel Road														
7	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.10	0.62	0.10	61.4
8	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	74.1
9	R2	1	0	1	0.0	0.005	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	63.2
Approach		6	1	6	16.7	0.005	8.2	LOS A	0.0	0.1	0.10	0.62	0.10	63.5
West: Barwon Highway														
10	L2	1	0	1	0.0	0.019	5.6	LOS A	0.0	0.2	0.04	0.09	0.04	70.9
11	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.2	0.04	0.09	0.04	58.5
12	R2	4	1	4	25.0	0.019	5.9	LOS A	0.0	0.2	0.04	0.09	0.04	59.1
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.2	0.04	0.09	0.04	58.9
All Vehicles		80	19	80	23.8	0.022	2.0	NA	0.0	0.2	0.04	0.17	0.04	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2022 PM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: South Toobeah Road														
1	L2	3	1	3	33.3	0.004	8.8	LOS A	0.0	0.1	0.10	0.62	0.10	59.3
2	T1	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	74.2
3	R2	1	0	1	0.0	0.004	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	62.2
Approach		5	1	5	20.0	0.004	8.2	LOS A	0.0	0.1	0.10	0.62	0.10	63.2
East: Barwon Highway														
4	L2	1	0	1	0.0	0.019	5.6	LOS A	0.0	0.2	0.03	0.09	0.03	66.9
5	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.2	0.03	0.09	0.03	58.5
6	R2	4	1	4	25.0	0.019	5.9	LOS A	0.0	0.2	0.03	0.09	0.03	59.4
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.2	0.03	0.09	0.03	59.0
North: Minnel Road														
7	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.10	0.62	0.10	61.4
8	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	74.1
9	R2	1	0	1	0.0	0.005	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	63.2
Approach		6	1	6	16.7	0.005	8.1	LOS A	0.0	0.1	0.10	0.62	0.10	63.5
West: Barwon Highway														
10	L2	1	0	1	0.0	0.018	5.6	LOS A	0.0	0.2	0.03	0.08	0.03	71.3
11	T1	26	7	26	26.9	0.018	0.0	LOS A	0.0	0.2	0.03	0.08	0.03	58.8
12	R2	3	1	3	33.3	0.018	6.0	LOS A	0.0	0.2	0.03	0.08	0.03	56.3
Approach		30	8	30	26.7	0.018	0.8	NA	0.0	0.2	0.03	0.08	0.03	58.8
All Vehicles		73	18	73	24.7	0.019	2.0	NA	0.0	0.2	0.04	0.17	0.04	59.7

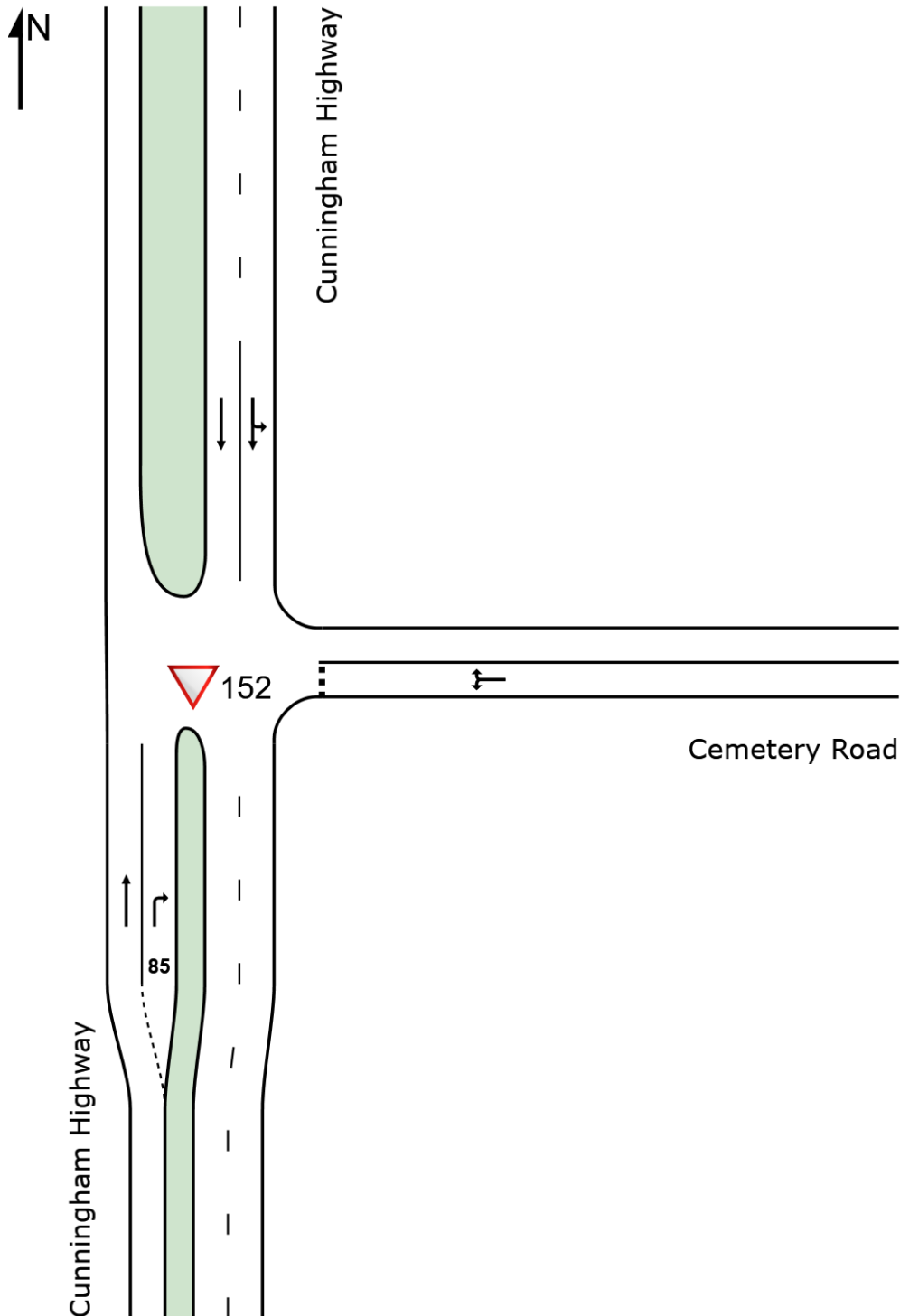
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

▼ Site: 152 [Cunningham Highway / Cemetery Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2022 AM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Cunningham Highway														
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.25	0.56	0.25	56.7
Approach		140	62	140	44.3	0.092	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
East: Cemetery Road														
4	L2	1	0	1	0.0	0.009	5.7	LOS A	0.0	0.3	0.33	0.61	0.33	60.3
6	R2	5	1	5	20.0	0.009	7.9	LOS A	0.0	0.3	0.33	0.61	0.33	46.8
Approach		6	1	6	16.7	0.009	7.5	LOS A	0.0	0.3	0.33	0.61	0.33	49.5
North: Cunningham Highway														
7	L2	5	1	5	20.0	0.041	7.3	LOS A	0.0	0.0	0.00	0.05	0.00	30.4
8	T1	116	59	116	50.9	0.041	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	79.0
Approach		121	60	121	49.6	0.041	0.3	NA	0.0	0.0	0.00	0.03	0.00	76.3
All Vehicles		267	123	267	46.1	0.092	0.3	NA	0.0	0.3	0.01	0.03	0.01	77.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 8 November 2022 10:43:47 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33889\152. Cunningham Highway_Cemetery Road.sip9

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2022 PM
Peak Scenario 1 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Cunningham Highway														
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.25	0.56	0.25	56.7
Approach		152	68	152	44.7	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
East: Cemetery Road														
4	L2	1	0	1	0.0	0.009	5.7	LOS A	0.0	0.3	0.34	0.61	0.34	60.0
6	R2	5	1	5	20.0	0.009	8.2	LOS A	0.0	0.3	0.34	0.61	0.34	46.4
Approach		6	1	6	16.7	0.009	7.7	LOS A	0.0	0.3	0.34	0.61	0.34	49.2
North: Cunningham Highway														
7	L2	5	1	5	20.0	0.043	7.3	LOS A	0.0	0.0	0.00	0.05	0.00	30.4
8	T1	122	62	122	50.8	0.043	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	79.0
Approach		127	63	127	49.6	0.043	0.3	NA	0.0	0.0	0.00	0.03	0.00	76.5
All Vehicles		285	132	285	46.3	0.100	0.3	NA	0.0	0.3	0.01	0.03	0.01	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 8 November 2022 10:43:48 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33889\152. Cunningham Highway_Cemetery Road.sip9

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2022 AM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
						v/c	sec							km/h
South: Cunningham Highway														
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	5	1	5	20.0	0.004	7.8	LOS A	0.0	0.1	0.26	0.58	0.26	54.6
Approach		144	63	144	43.8	0.092	0.3	NA	0.0	0.1	0.01	0.02	0.01	78.9
East: Cemetery Road														
4	L2	5	1	5	20.0	0.006	5.8	LOS A	0.0	0.2	0.17	0.58	0.17	54.2
6	R2	1	0	1	0.0	0.006	7.4	LOS A	0.0	0.2	0.17	0.58	0.17	54.9
Approach		6	1	6	16.7	0.006	6.0	LOS A	0.0	0.2	0.17	0.58	0.17	54.2
North: Cunningham Highway														
7	L2	1	0	1	0.0	0.040	6.9	LOS A	0.0	0.0	0.00	0.01	0.00	31.6
8	T1	116	59	116	50.9	0.040	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	79.7
Approach		117	59	117	50.4	0.040	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.2
All Vehicles		267	123	267	46.1	0.092	0.3	NA	0.0	0.2	0.01	0.03	0.01	78.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 8 November 2022 10:43:49 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33889\152. Cunningham Highway_Cemetery Road.sip9

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2022 PM
Peak Scenario 2 (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Cunningham Highway														
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	5	1	5	20.0	0.004	7.8	LOS A	0.0	0.1	0.26	0.58	0.26	54.5
Approach		156	69	156	44.2	0.100	0.3	NA	0.0	0.1	0.01	0.02	0.01	78.9
East: Cemetery Road														
4	L2	5	1	5	20.0	0.006	5.8	LOS A	0.0	0.2	0.17	0.58	0.17	54.1
6	R2	1	0	1	0.0	0.006	7.6	LOS A	0.0	0.2	0.17	0.58	0.17	54.8
Approach		6	1	6	16.7	0.006	6.1	LOS A	0.0	0.2	0.17	0.58	0.17	54.2
North: Cunningham Highway														
7	L2	1	0	1	0.0	0.042	6.9	LOS A	0.0	0.0	0.00	0.01	0.00	31.6
8	T1	122	62	122	50.8	0.042	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	79.7
Approach		123	62	123	50.4	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.2
All Vehicles		285	132	285	46.3	0.100	0.3	NA	0.0	0.2	0.01	0.02	0.01	78.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: AURECON AUSTRALASIA PTY LTD | Licence: NETWORK / Enterprise | Processed: Tuesday, 8 November 2022 10:43:49 AM

Project: c:\pw_work\laurecon_emogen.collins\laurecon-au-pw-34\dms33889\152. Cunningham Highway_Cemetery Road.sip9